

HAHNDORF MAIN STREET REVITALISATION

DETAILED CONCEPT REPORT

Mount Barker District Council

August 2020
Rev B



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HAHNDORF
MAIN STREET
REVITALISATION

DETAILED CONCEPT
REPORT

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ATTACHMENT

Hahndorf Main Street - Detailed Concept Masterplan

Consultation Summary

Aug / Sept 2019

The formal consultation period for the DRAFT Concept Design occurred throughout August and September 2019 and consisted of a combination of open days with the general public, property owners and businesses as well as an online survey. The following pages document the general summary of key topics and feedback.



Image Above: Open Day 7th Sept 2019

Picture right:
Feedback Form,
Mount Barker District Council

The information right summarises the key themes, responses and feedback from each of the consultation sessions and survey.

Purpose

A significant upgrade of Hahndorf’s historic Main Street was identified as a key priority in 2018 when Council endorsed the Hahndorf Township Plan after extensive community consultation. The need for the upgrade is driven by a number of factors:

- Aging, and in places, failing infrastructure including seating, footpaths, kerb and landscaping; and
- Ever-increasing tourism activity, creating pressure for continued investment to ensure the public realm keeps pace with private investment occurring in the street.

Council requires external funding of at least 50% in order to start work on the Hahndorf Main Street Revitalisation Project. The preliminary cost estimate for the project is in the order of \$6million. As the project progresses through a detailed planning process, a further project cost estimate will be prepared enabling the project budget to be finalised.

Council has submitted a number of funding applications to the State and Federal Governments, however, at this stage the project remains unfunded. Council will continue to pursue funding opportunities through the State and Federal Governments as well as through private investment to enable construction of the project.

Get involved

The revitalisation plan for the Main Street is currently in concept form. Council is inviting the community to have their say on the concept.

You can get involved in the following ways:

- 1 Come to the open day on Saturday 7 September 2019 at The Academy lawns, 68-70 Mount Barker Road, Hahndorf, from 9am to 12 midday.
- 2 Completing the survey attached to this brochure and mail it back to us or fill it in online by visiting mountbarker.sa.gov.au/hahndorfmainstreet
- 3 Providing a written submission to Hahndorf@mountbarker.sa.gov.au OR Planning Policy and Strategy, Mount Barker District Council, PO Box 54, Mount Barker SA 5251
- 4 Calling us on (08) 8391 7200 and speak to Madeleine Dobbin, Acting Manger Planning Policy and Strategy

Community consultation dates are from 26 August 2019 until 20 September 2019



The vision

The Hahndorf Main Street forms the basis of first impressions that immediately identify the places as a cohesive urban environment of historic significance. It presents as a high level of amenity and encourages visitors to stay.

The design of the Main Street will assist the visitor and community in understanding that historic significance form cultural and historic perspectives.

It provides a 'lens' with which to read or reveal the historic 'Prussian' and early settlement charter of the place through progressive design and tourism strategies.

It allows for flexibility and continuing development of the streetscapes character, without detracting from existing 19C structures.

Traffic and parking

Council is working with the SA Department of Planning, Transport and Infrastructure (DPTI) on the design of the Main Street revitalisation (as Mount Barker Road is owned by the State Government).

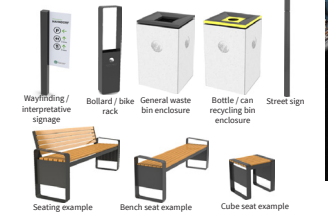
Traffic and car parking are not a core component of Council’s Hahndorf Main Street Revitalisation Project, which is focused on improving the street between the road edge and the adjoining property boundaries. However, Council’s concept plans will take into account the DPTI traffic study that is currently underway for Hahndorf.

To find out more about the DPTI traffic study and to sign up for updates and community consultation visit: dpti.sa.gov.au/infrastructure/road_projects/hahndorf_township_strategic_traffic_planning_study

The draft concept



- 1 **New paving:** Replace existing ageing paving with a new footpath that meets Australian Standards and minimises trip hazards. Paving areas will be maximised in this zone with paving to the back of kerb where possible to give people room to gather and plan their next destination.
- 2 **Street trees:** Maintaining the health of the existing trees will be a key priority for Council, which will also stage succession plantings over time as required. Opportunities to plant more trees in gaps along the Main Street will be explored.
- 3 **Street furniture (images below):** A range of custom seating options will be provided including long benches for multiple people, as well as options with a back and arm rest and single cube seating to enable a family to sit together. Signage will be provided to direct visitors to key places such as the Visitor Information Centre, public toilets, parks and car parking. This will create a central navigation point for visitors.



The images above are concept custom designed elements for Hahndorf Main Street. The images are not to scale. Archetype has designed the elements on behalf of Council



Feedback Form

Your feedback is important to us. Please let us know by Close of Business 20th September 2019

There are two options to provide written feedback:

- Please return your feedback form in person: Civic Centre (6 Dutton Road, Mount Barker) or Community Library (Dumas St, Mount Barker)
- Post to Council: Policy and Strategic Planning Mount Barker District Council PO Box 54, Mount Barker SA 5251

If you require more space please attach extra sheets or complete an online survey at mountbarker.sa.gov.au/hahndorfmainstreet (one feedback form per person).

Part A

Please tell us a little about yourself (this helps us to understand how accurately this feedback represents the broader community).

Q1 How old are you?

- ☐ Under 12 years
- ☐ 12-24
- ☐ 25-34
- ☐ 35-49
- ☐ 50-69
- ☐ 70 and over

Q2 Are you a Hahndorf resident?

- ☐ No
- ☐ Yes

Q3 What do you do in Hahndorf? (tick where appropriate)

- ☐ Resident
- ☐ Ratepayer
- ☐ Business owner
- ☐ Work in the area
- ☐ Tourist
- ☐ Other: _____

Part B

Q4 What do you believe are the top priorities for improving Hahndorf’s Main Street?

(Please rank the following starting with 1 for your highest priority through to 8 as the lowest)

- ☐ Reduce clutter such as movable signs along the footpaths
- ☐ Better signage to identify off-street car parks
- ☐ Heritage sensitive design
- ☐ More public art
- ☐ New pedestrian lighting
- ☐ Installation of public Wi-Fi
- ☐ More trees
- ☐ More seating
- ☐ Other: _____

Q5 What do you think are the most important aspects to lighting along the Main Street?

(Please rank the following starting with 1 for your highest priority through to 3 as the lowest)

- ☐ Feature lighting (e.g. trees and buildings)
- ☐ Be multi-purpose (e.g. include banners, small planter boxes for flowers).
- ☐ For safety
- ☐ Other: _____

Q6 What do you think are the most important aspects to street furniture along the Main Street?

(Please rank the following starting with 1 for your highest priority through to 6 as the lowest)

- ☐ A range of seating options
- ☐ Wayfinding
- ☐ Bike racks
- ☐ Interpretative signage
- ☐ Recycling options
- ☐ Consistent suite of furniture
- ☐ Other: _____

Q7 Any other comments?

Thank you for your feedback. Your feedback will be considered as we progress more detailed design.



Consultation Summary

Aug / Sept 2019

KEY THEMES

1. HERITAGE AND CHARACTER

There was consistent feedback that the concept design needed to complement, maintain and respect the unique character and heritage of Hahndorf. Pre-European cultural heritage also should be acknowledged with Peramangk culture represented.

Comments were made that the proposed suite of design elements in the DRAFT Concept were ‘too modern’ and were more suited to other metropolitan locations.

DESIGN RESPONSE:

Review concept design elements (particularly for furniture) to respect and be sympathetic to Hahndorf’s heritage and character.

2. LIGHTING

It was acknowledged that the lighting could be improved to minimise spill and also complement heritage, there was extensive support for the existing coach lighting to be retained but also extended along the main street. The Hahndorf banners were not mentioned.

Again, the DRAFT concept for new light / banner poles was noted as ‘too modern’ and didn’t respect Hahndorf’s unique heritage.

DESIGN RESPONSE:

Review options for pole lighting, feature tree lighting and banner integration.

3. SEATING

A shortfall of seating and picnic tables in the main street and also local reserves was noted. A comment was also made that the DRAFT Concept Design seating options where bulky in scale and appearance.

DESIGN RESPONSE:

Maintain a suite of seating options that can adapt to the space available within the main street to offer resting and socialising opportunities.

The bulk and scale of the seating design will be reviewed and revised.

4. PAVING

The poor condition of existing paving was noted and that new specifications must be non-slip, sensitive to trees and robust to the heavy use. Possible options of concrete and clay pavers were suggested as possible materials to consider.

DESIGN RESPONSE:

Paving materials will be selected based on a number of factors including their cost, durability, respectfulness to heritage character and aesthetics.

5. STREET FURNITURE

As with other categories, there was feedback that the concept design needed to complement, maintain and respect the unique character and heritage of Hahndorf and not appear ‘too modern’. The provision of bike racks and more bins was also noted.

DESIGN RESPONSE:

Review concept design elements (particularly for street furniture) to respect and be sympathetic to Hahndorf’s heritage and character.

6. SIGNAGE

There was support for more signage in the street to assist with wayfinding, access to public transport, the experience of interpretation and history and be legible to international tourists.

New signage could use local artists and involve the Hahndorf branch of the National Trust and also the Hahndorf Academy in creating interpretive content.

A-frame signage from businesses also needs to be managed which is a responsibility of council.

DESIGN RESPONSE:

Consider the sympathetic location of signage along the street to highlight key civic and public interest destinations as well as interpretive information.

7. STREET TREES

The protection and retention of Hahndorf’s unique avenues of trees was extensively noted as a matter of key importance. There was support for more and varied tree planting along the street.

DESIGN RESPONSE:

Existing trees will be retained and protected. Gaps in the tree canopy will be filled with new plantings in consultation with Councils Urban Forest Officer.

8. LANDSCAPING

There was support for maintaining and protecting existing trees and also providing more planting and flowers along the street. It was noted that planter boxes should not obscure pedestrian traffic.

DESIGN RESPONSE:

The concept design will develop a new planter box concept that is located to maximise pedestrian circulation and opportunities to integrate planting into the street.

On street plantings and rain gardens will be integrated within spaces currently contained with traffic devices and solid kerbing where possible.

9. OTHER

There were many other miscellaneous comments as follows:

- Increase scope of study
- Leave as is
- More public toilets
- Focus on rate payers and not tourists
- Concerns on disruption during construction
- Consider a walking route around town
- Consider steepness of kerbs, grades and general safety
- Charging points for electric cars
- Consider undergrounding of power lines

DESIGN RESPONSE:

These comments were noted by council for future considerations.

10. CARPARKING, TRAFFIC AND ACCESS

There were a wide range of comments under the following themes:

- Improve traffic safety
- Provide more on and off street carparking with improved accessibility
- Extend Carl Nitschke carpark
- Consider traffic lights at some key intersections
- Provide caravan and RV carparking in town.
- Consider upgraded interchange / heavy vehicle bypass.

DESIGN RESPONSE:

These comments were noted by council for future considerations.

These comments have also been forwarded to DPTI.

ONLINE SURVEY RESULTS

As part of the consultation process Council staff also set up an online survey which assisted to obtain further feedback on the DRAFT Concept Design. The following provides a key summary of the survey:

- A total of **179 online survey responses** were submitted;
- **40%** of respondents were aged between **50-69 years of age**;
- **63%** of respondents were **residents of Hahndorf**;
- **41%** of respondents stated that having a **heritage sensitive design** was their number one priority for the concept with **better signage to off-street car parking** being nominated as the second highest priority with **27%. Reduced clutter** such as movable signs was the nominated third most response with **17%**.
- **55%** of respondents desired **improved lighting** for safety reasons.
- **39%** of respondents desired a range of **seating options** for the main street.
- 67% of respondents provided further ‘other’ comments that have been collated with other consultation feedback.

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Response to Feedback

Key Principles

The following key principles have been developed in response to consultation feedback to guide the next phase of the Concept Design and Masterplan.

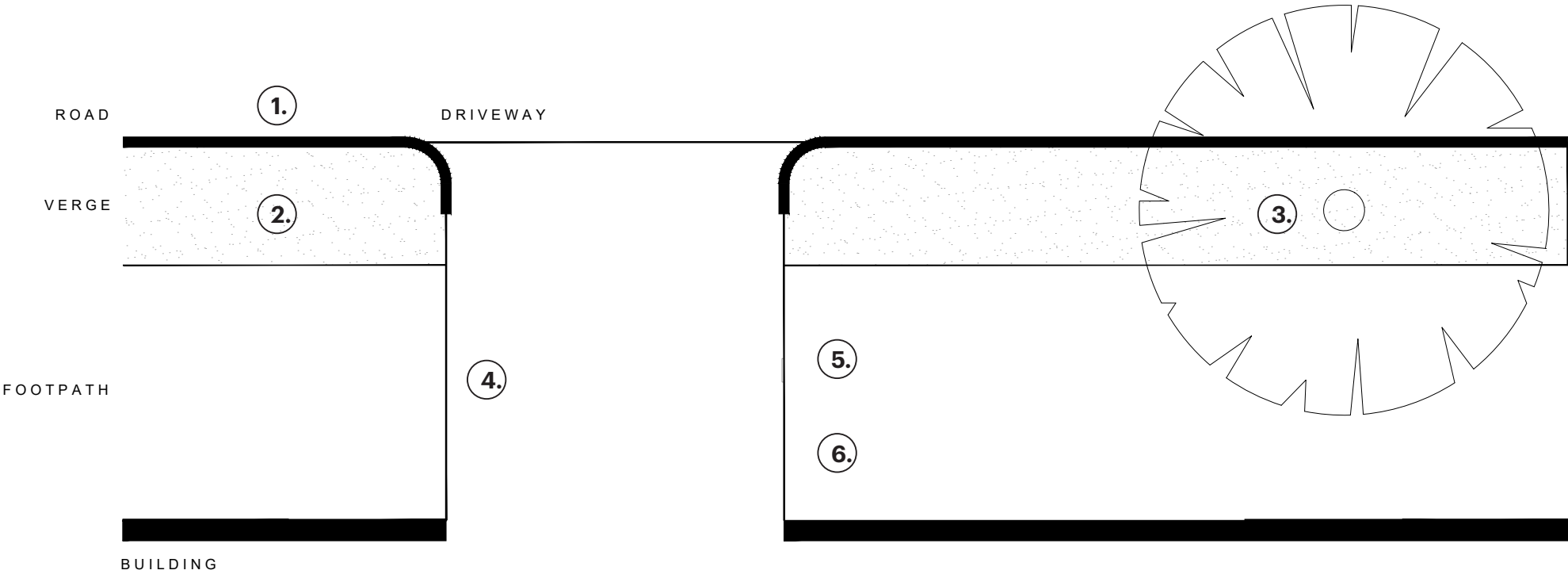
- 1. Develop a suite of furniture that is sympathetic and respectful to Hahndorf’s Unique character and heritage.**
- 2. Consider the retention and refurbishment of the existing coach lights but also improve the provision of pedestrian and feature lighting.**
- 3. Provide more seating generally throughout the street and also a variety of options.**
- 4. Improve and unclutter footpaths to maximise pedestrian circulation, accessibility, safety and movement.**
- 5. Integrate wayfinding and interpretive signage throughout the street to highlight key destinations and tell the stories of Hahndorf.**
- 6. Retain and protect existing trees and plant new specimens where space permits.**
- 7. Maintain the green feeling of Hahndorf with the continued planting of flowering plants within planter boxes and garden areas along the street.**
- 8. Create new on-street carparking where possible and explore opportunities for more off-street parking.**

The following pages illustrate the Concept Design Responses for the Hahndorf Main Street Revitalisation.

Concept Design

01 PAVING

Typical Footpath & Driveway Crossover



Footpaths are to have clear and uninterrupted accessways, incorporating best practice accessible design principles with regular resting spaces.

Changes in paving colour and laying pattern will be used to provide visual cues and delineation of movement zones against potential hazards such as driveway crossovers.

The same footpath material will be used for driveway crossovers (thicker paver for vehicular loads) to give the feel of a continuous footpath.

Cars are to pause for pedestrians.

Proposed Changes

- 1. Kerbline**
Existing kerb alignments to be rationalised
- 2. Verge**
Verge zones are to be a combination of granitic sand, additional paving, mulch around trees as well as spaces to incorporate greening, lighting and signage.
- 3. Greening**
Tree planting and other greening elements including planter boxes with potential for new street trees where there are gaps in the canopy.
- 4. Driveway**
Existing driveways to be rationalised at straight angles.
- 5. Footpaths**
Continuous footpaths to be incorporated to prioritise pedestrians.
- 6. Paving**
New high quality paving.

Paving & Driveway



Littlehampton Traditional “ASH”
230L x 114W x 50D



Littlehampton Stardust “SMOKE”
230L x 76W x 50D



Littlehampton Stardust “SMOKE 50mm”
230L x 50W x 76D

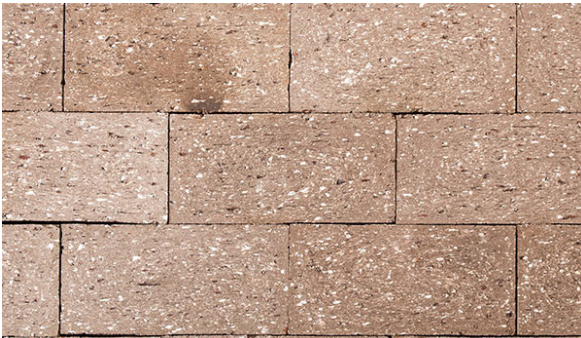
Verge



Organic Mulch
Around trees



Granitic Sand
For verge areas



Littlehampton Traditional “ASH”
Under seating or planter boxes in key locations

Heavy Duty Driveway Crossover



Hanson Exposed Aggregate - “Flinders”

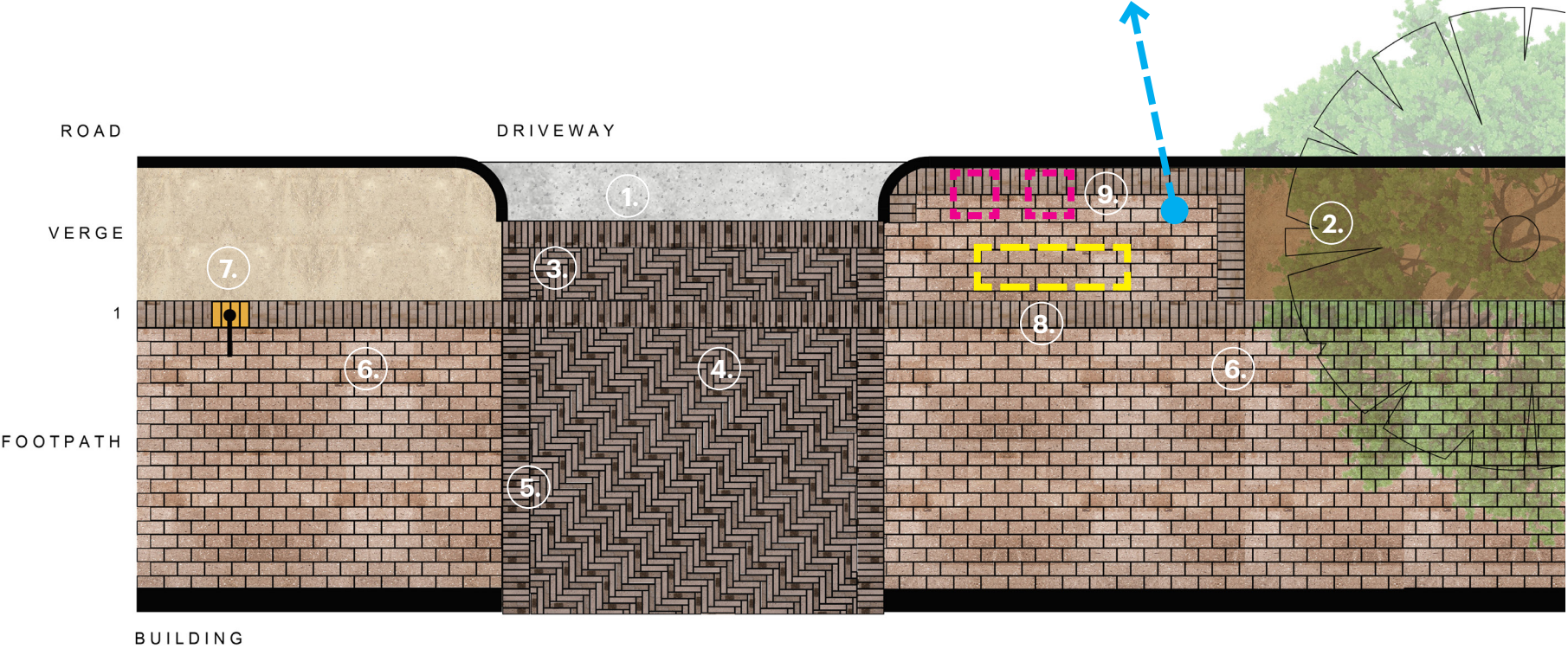
Concept Design

01 PAVING

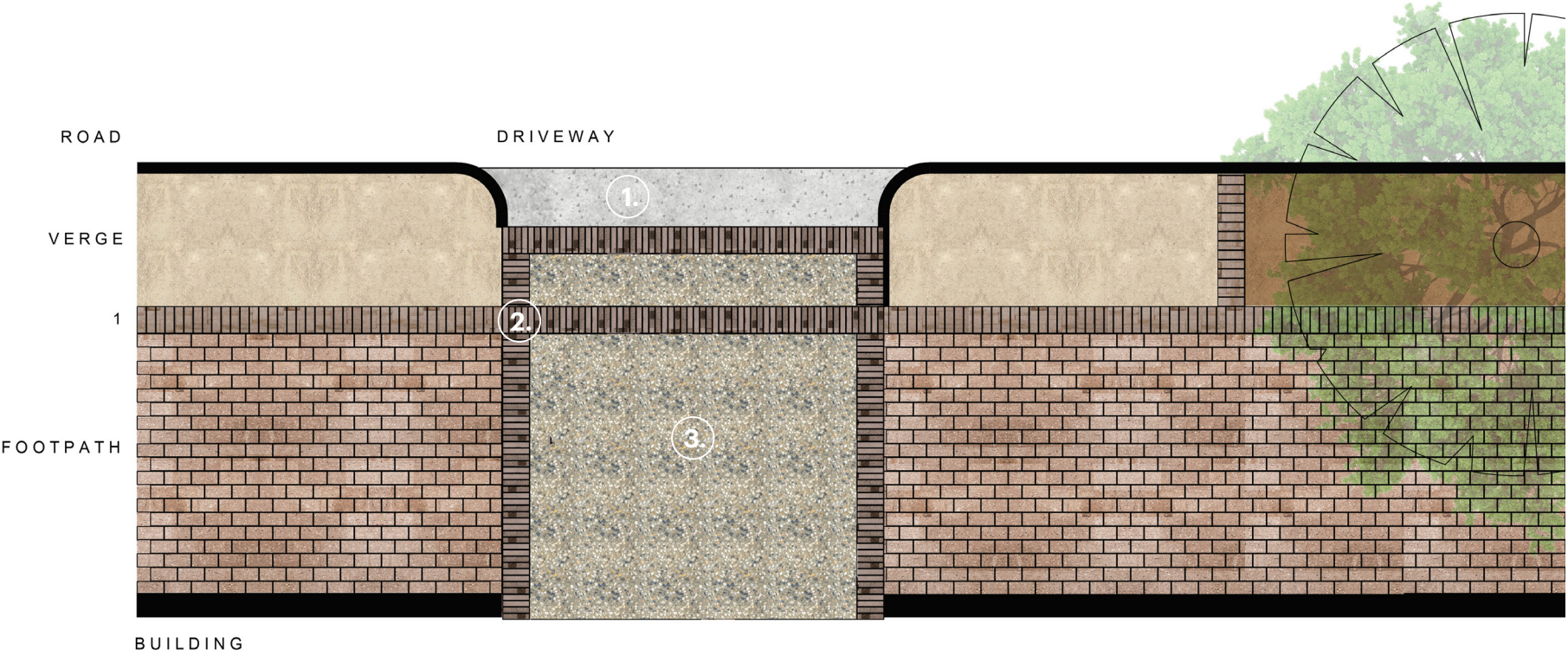
Typical Footpath & Driveway Crossover

Footpaths and driveways have a simple and timeless feel to complement and not clash with heritage features.

Pavers are locally supplied in deep colours to reduce visible staining and ongoing cleaning.



- Typical Driveway**
- 1. Driveway**
Concrete ramp with kerb to fully wrap around transition.
 - 2. Mulch**
Mulch around street tree to retain moisture and improve soil conditions
 - 3. Footpath header course**
Single header course at verge interface
 - 4. Driveway paving pattern**
90 degree herringbone pattern
 - 5. Driveway header course**
Fully wrapped around all sides of driveway
 - 6. Footpath**
Stretcher bond brick paver with header course to verge to act as delineator strip
 - 7. Heritage plaque**
Located at verge edge in header course to commemorate heritage properties
 - 8. Paving to back of kerb**
For planter box, bench or seat.
 - 9. Bin presentation zone / crossing point**
Paved area for multiple uses, an informal crossing point or a space step out of pedestrian or vehicle traffic



- Heavy Duty Crossover**
- 1. Driveway**
Concrete ramp with kerb to fully wrap around transition.
 - 2. Driveway header course**
Fully wrapped around all sides of driveway. Pavers on mortar bed with grouted joints.
 - 3. Exposed Aggregate Concrete**
For heavy duty driveway crossovers with large and frequent heavy vehicles.

Concept Design

01 PAVING

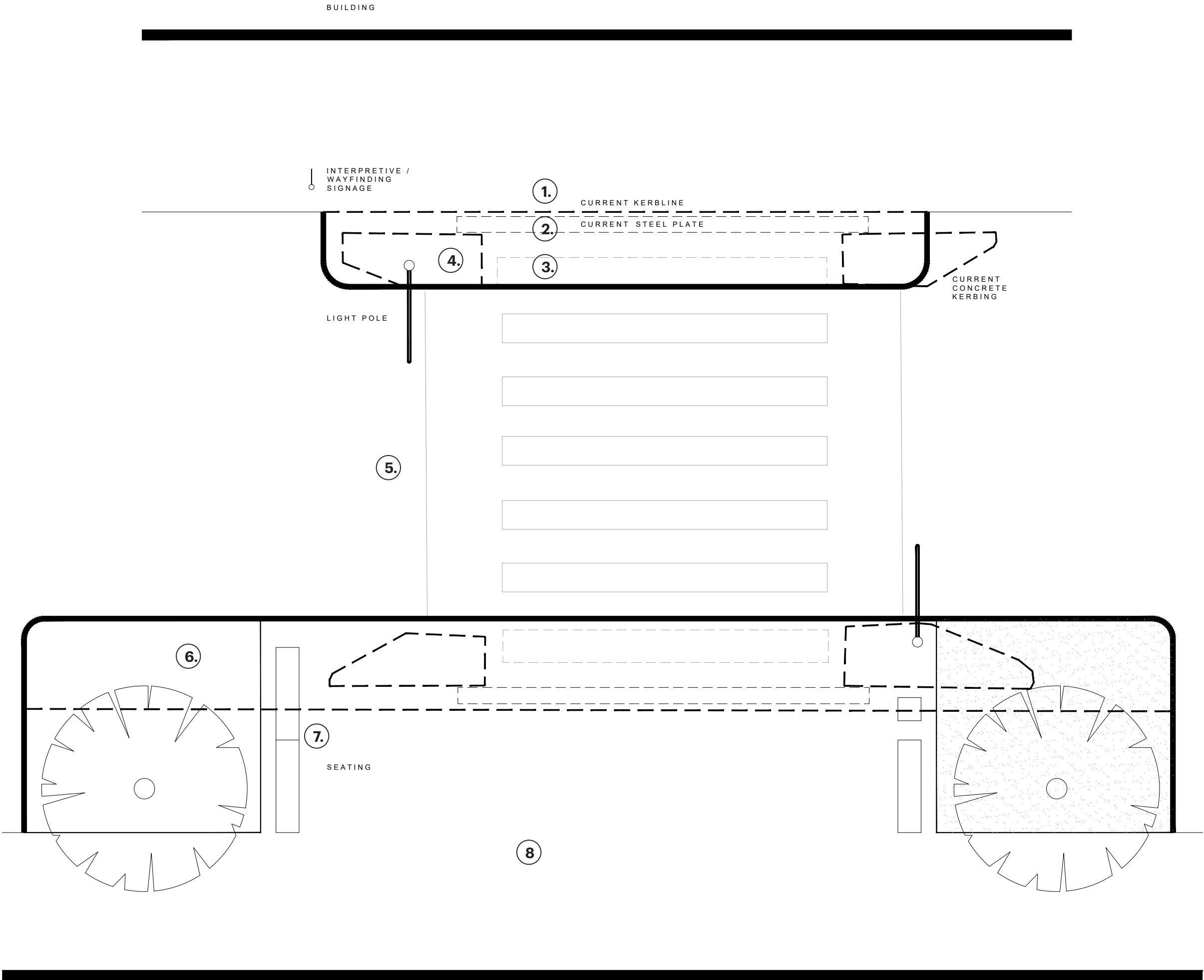
Typical Pedestrian Crossing & Landing

Landings are located at key civic spaces and approaches to major pedestrian crossings along the street.

Landings will be wider areas with larger format paving and more space for public seating and furniture, wayfinding and interpretive signage and public artworks. People can stop and pause to rest or plan the next part of their journey.

Proposed Concept

- 1. Kerbline**
Existing kerb to be removed to make way for landing extension
- 2. Steel plates and stormwater**
Existing steel plates to be removed. Existing kerb and watertable to be upgraded to suit new landing extension
- 3. Pedestrian crossing**
Crossing width to remain the same
- 4. Concrete kerb blocks**
Existing concrete blocks to be removed to make way for landing extension
- 5. Road width**
Road width to remain the same
- 6. Greening**
Opportunities for new integrated in ground planting
- 7. Furniture**
Opportunities for new seating and other furniture
- 8. Paving**
New high quality paving



Concept Design

01 PAVING

Typical Pedestrian Crossing & Landing

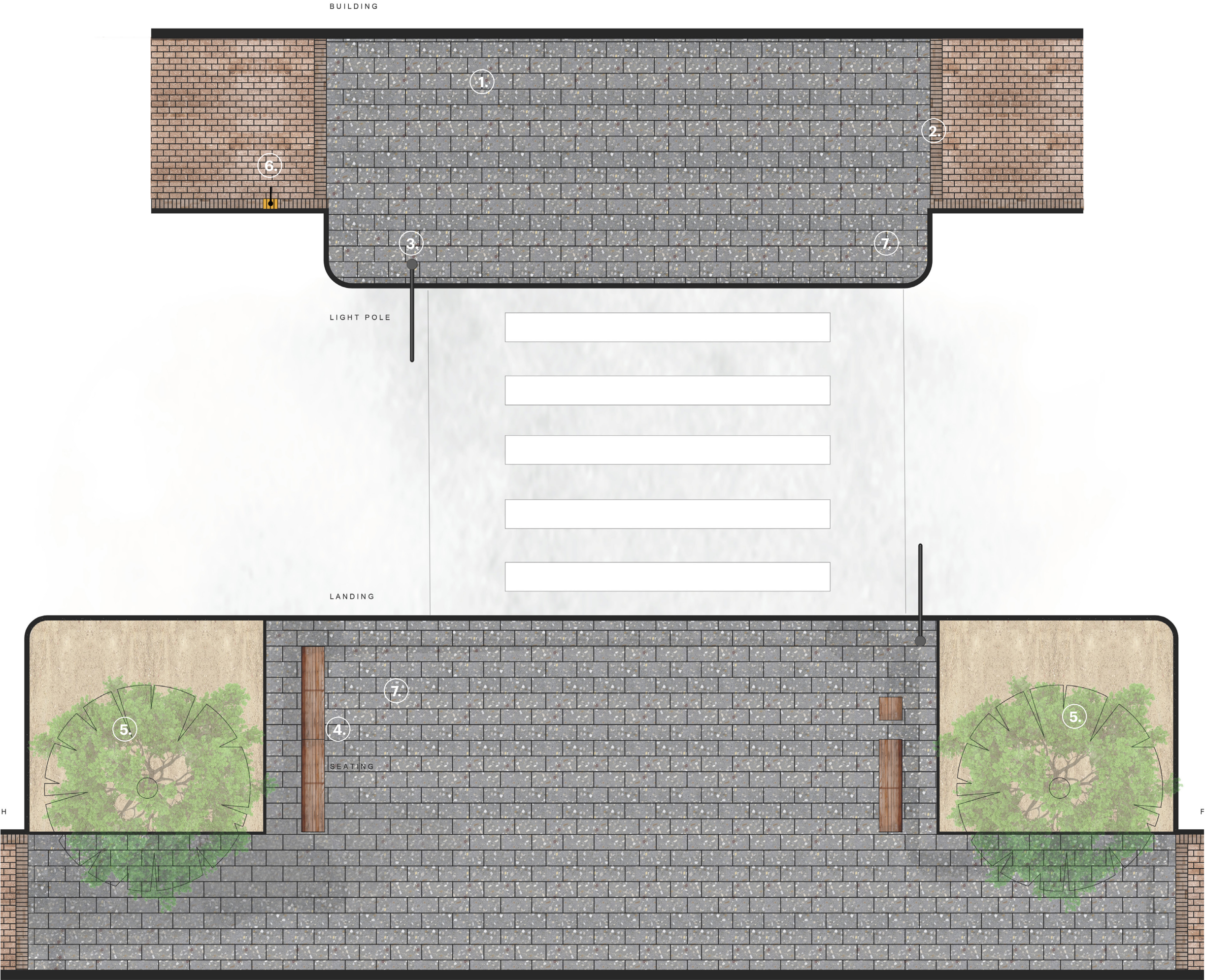
Landing paver



Anston "NEWHAM"
600L x 300D x 60D

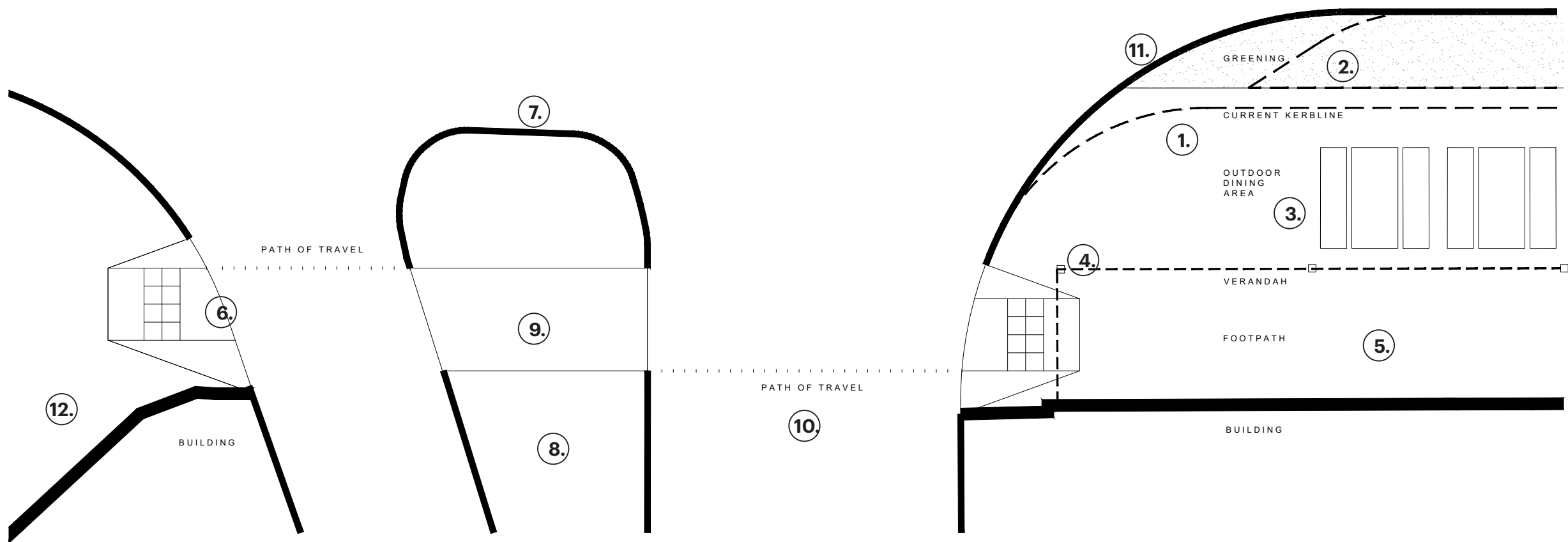


- 1. Paving**
Larger pavers in stretcher bond pattern
- 2. Footpath / Landing**
Interface between footpath and landing with header course signifying change
- 3. Light pole**
Lighting compliant for pedestrian crossing
- 4. Furniture**
New seating in landing area
- 5. Greening**
Additional tree planting and/or understorey planting at landings
- 6. Signage**
Heritage plaques or interpretive / wayfinding signage integrated into footpaths at various locations
- 7. Public Art**
Landings have space to incorporate sculptures and art elements.



01 PAVING

Lateral street crossings along the Main Street to be upgraded to increase legibility and ensure a safe and comfortable journey for pedestrians and drivers.



Proposed Concept

1. Kerbline

Existing kerb to be removed to make way for footpath extension and consolidation - to "reclaim" space for pedestrians.

2. Concrete islands

Existing concrete islands to be removed to make way for new footpath extension and consolidation.

3. Outdoor dining

Outdoor dining area to be retained, with more circulation space created.

4. Building footprint

All crossing points to be cognisant of existing building posts and verandahs.

5. Footpath

Footpath width to be increased where possible.

6. Kerb ramps

Existing kerb ramps to be upgraded to Australian Standard.

7. Pedestrian refuge

Install pedestrian refuges where road width permits to facilitate safe crossing.

8. Unused spaces

Opportunities to increase greening amenity within pedestrian refuge with low level plantings to maintain visibility.

9. Pedestrian refuge paving

Opportunities to create a consistent and “continuous” footpath by using the same paving.

10. Path of travel

Upgraded kerb ramps and pedestrian refuge to align with path of travel widths.

11. Kerb and watertable

Existing kerb and watertable to be upgraded to suit new footpath extension.

12. Paving

New high quality paving.

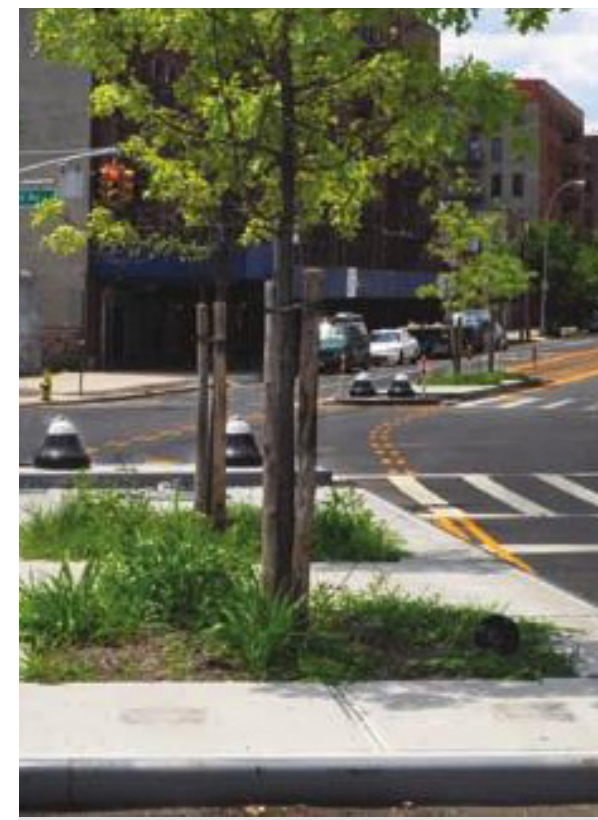
Swatch



Pedestrian refuge with understorey planting and upgraded material



Compliant kerb ramps



Trees within pedestrian refuge with trimmed undersides providing clear sightlines

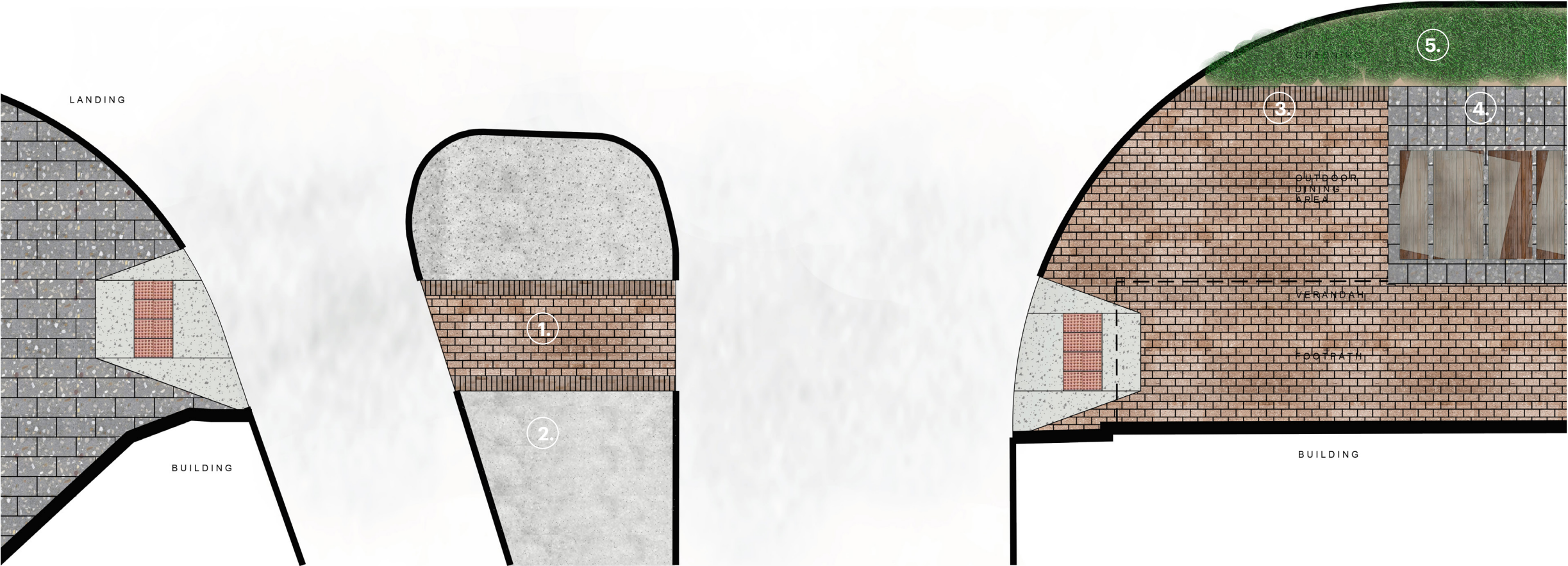
Concept Design

01 PAVING

Typical Street Crossing

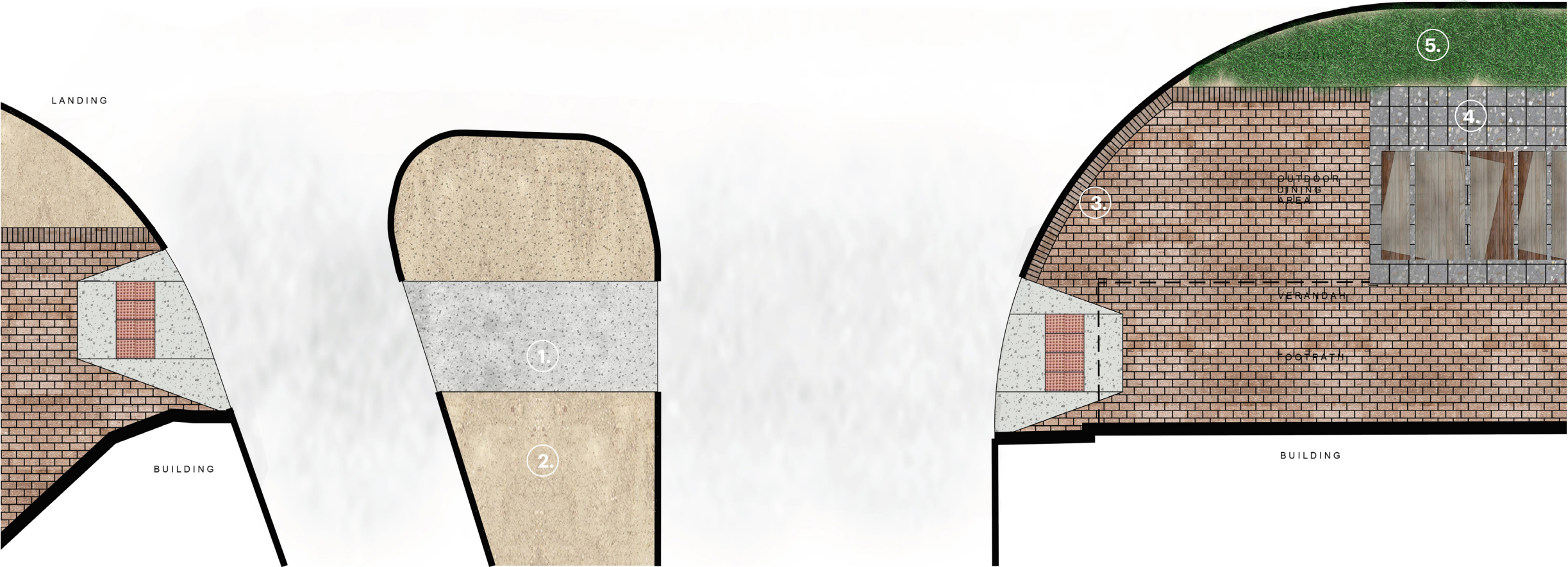
Landing to Footpath

- 1. Paving**
Opportunity for paving within refuge for consistency
- 2. Pedestrian refuge**
Option to leave refuge as concrete infill
- 3. Footpath header course**
Single header course at verge edge
- 4. Outdoor Dining**
Half Landing paver to designate outdoor dining zone
- 5. Inground Planting**
Planting to create a buffer between outdoor dining and traffic



Footpath to Footpath

- 1. Paving**
Option to leave refuge as concrete or bitumen
- 2. Pedestrian refuge**
Opportunity to incorporate greening and tree planting within refuge or low maintenance granitic sand
- 3. Footpath header course**
Option for header course to wrap along kerb radius
- 4. Outdoor Dining**
Half Landing paver to designate outdoor dining zone
- 5. Inground Planting**
Planting to create a buffer between outdoor dining and traffic



Concept Design

02 SEATING

Hahndorf Suite

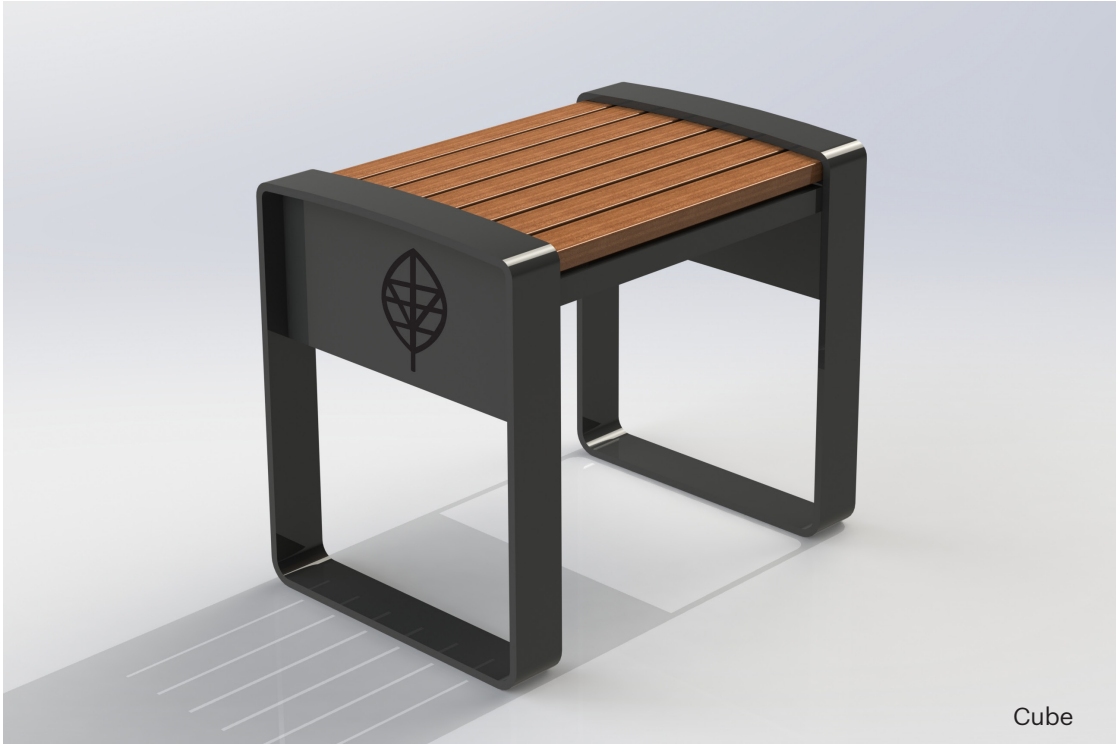
Concerns were raised that the DRAFT seating concepts were not appropriate for Hahndorf and were ‘bulky’ in form.



Response:
1. A second option for the seating has been developed which articulates the arm rests and side panels to create more transparency and a classic / timeless feel. A darker finish to the timber has also been incorporated.

2. Integrate the Hahndorf logo on each piece of furniture to connect the suite with the brand. The timeless and elegant design of the logo is unlikely to change during the life of the furniture. It is well understood, liked and recognised as a strong symbol of Hahndorf representing the rich heritage and leafy character.

3. There is a range of seating options that can adapt to the space available within the street and at key destinations. This will accommodate the option for larger groups and more spaces for resting and socialising.
The long bench could occur at the entrance to parks.
The cube could be combined with the bench or seat to enable a family to sit together.
Logo graphic to be finalised during detailed design subject to changes to branding.

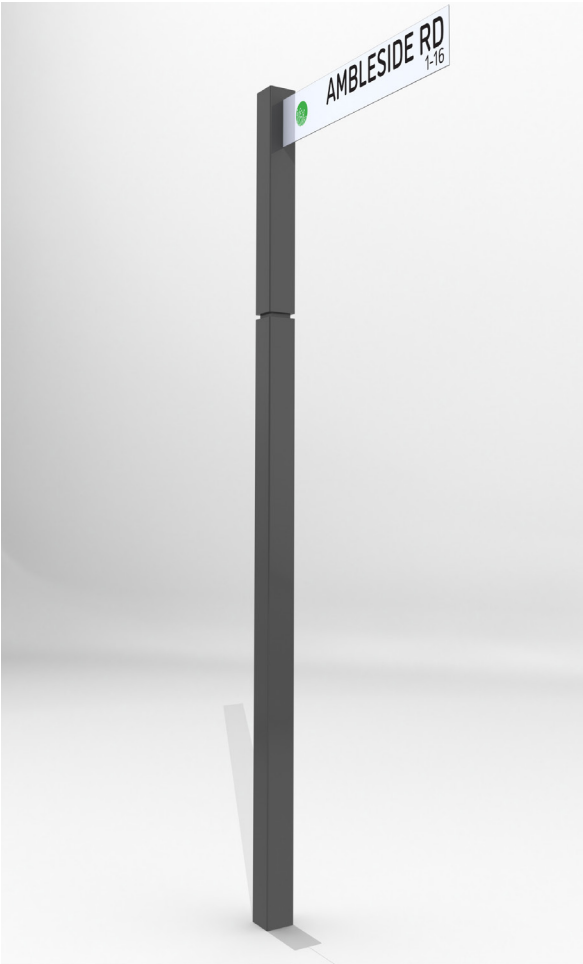


Concept Design

03 FURNITURE

Hahndorf Suite

The palette of signage, bike racks and bins has not changed from the original DRAFT Concept Design with consistent materials and forms to develop a bespoke Hahndorf Suite of elements.



Street Sign

Post

Steel SHS with black powdercoat / paint finish

- Blade

3mm aluminium with white 2 pack paint finish white
Direct print and UV clear coat



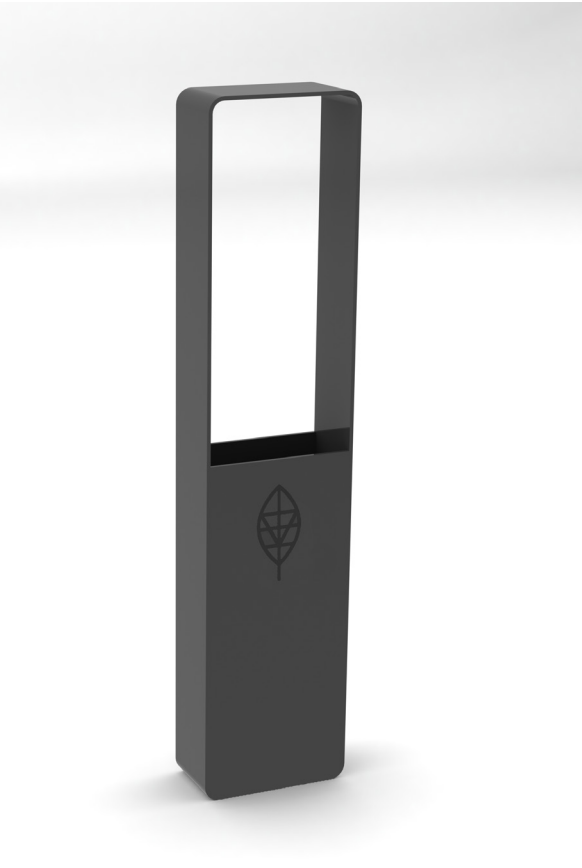
Wayfinding / Interpretive Sign

Post

Steel SHS with black powdercoat / paint finish

Blade

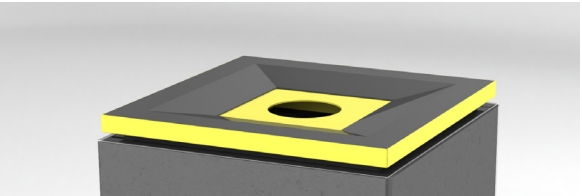
3mm aluminium with white 2 pack paint finish white
Direct print and UV clear coat



Bollard / Bike Rack

Welded steel plate with black powdercoat / paint finish

Laser cut Hahndorf logo (Logo graphic to be finalised during detailed design subject to changes to branding)



Can / Bottle Recycling



Bin Enclosure

Folded steel plate cladding and door with laser cut Hahndorf logo

Fabricated steel top and door with black powdercoated finish

Yellow insert for can / bottle recycling

Logo graphic to be finalised during detailed design subject to changes to branding.

Concept Design

O3 FURNITURE

Planter Box



GRC Planter Boxes

New planter boxes composed of Glass Reinforced Concrete with feature rebates and the Hahndorf logo (Logo graphic subject to changes to branding) will create a consistent and robust element within the street. There are currently many varied planter box types where timber is often rotting and painting finishes are peeling.

The GRC material requires no maintenance and will respond well to the bumps and impacts in a busy main street environment.

The proposed planter boxes are 1m long x 450 high x 450 wide to provide adequate soil volume and enable lifting by 2 people. Detailed design of planter boxes to be reviewed at time of asset renewal.

New Plantings

The palette of plantings opposite provides variety offering blues, pinks, yellow and purples to give colour and interest along the street.

Several of the plants will spill over the edges of the planter box for additional impact.



PELARGONIUM ‘Caliope Red’



EVOLVULUS ‘Blue Daze’



PELARGONIUM peltatum ‘Pink’



ROSMARINUS prostratus



EURYOPS ‘Little Sunray’



CONVOLVULUS sabatius

Concept Design

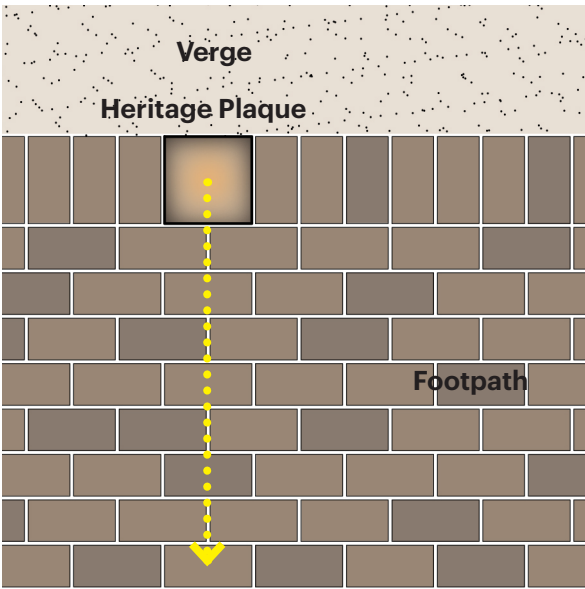
04 INTERPRETATION

Signage & Public Art



Interpretive Signage

There are a vast array of stories and historical information of both the indigenous and european heritage of Hahndorf that are not fully appreciated within the Main Street. Whether told on physical signs, inlayed within pathways and on plaques these stories can be discovered while meandering along the Main Street. Council could potentially develop podcasts of these stories to enable digital interaction and also bi-lingual opportunities for international tourists.



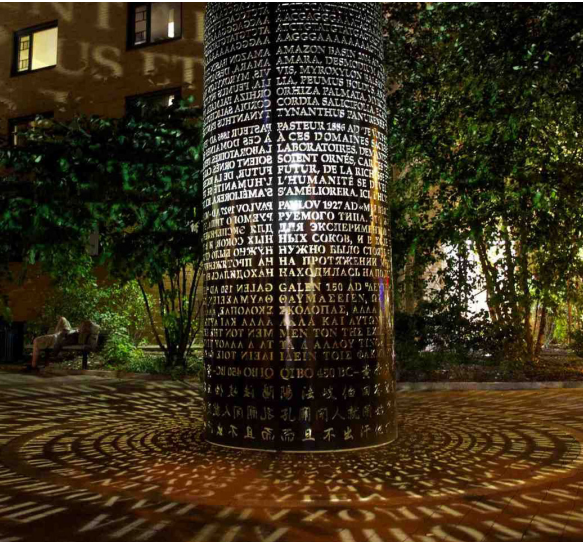
Heritage Plaques

Heritage plaques could be integrated into the footpath paving pattern to identify and commemorate individual properties and buildings. These plaques would be placed in a consistent location for people to find within the headercourse away from the property edge where they could be lost or clash with architectural elements.



Public Art

Locations for Public Art pieces are suggested along the street for future commissions within the Detailed Concept Masterplan. Any future art must be of a high quality and respectful to the heritage and built form of Hahndorf. Themes could include indigenous and european settlement, key historic figures and a representation of the social history. Public Art should be embedded into the streetscape through inlays in pavements, low walls and memorials to ensure that they do not compete or alienate heritage features. Any sculptures must be simple in form with sympathetic colours and use of metallic materials.



Locations

Possible locations could occur where space permits at landing areas, park entrances and forecourts and laneways.

Process

In future stages of the project, a public art strategy and briefs are to be written to seek proposals for public art elements in conjunction with the detailed design of streetscape elements.

Concept Design

05 LIGHTING

Street Lighting



There were many comments made regarding the proposed light / banner poles from the DRAFT Concept Design that they were too contemporary and not sympathetic too the heritage elements of the street.

Replace ‘LIKE FOR LIKE’ Coach Lights

Feedback provided through the consultation period strongly supported the retention of the existing Coach Lights.

The proposed strategy is to retain the existing light poles and banners where still fit for purpose while installing additional light poles where required to brighten current dark spots for pedestrians.

Direct copies of the existing ornate poles and gas light fittings are to be reproduced

to ensure they match the current examples. Any existing poles requiring replacement would also be upgraded.

The existing fittings will also be reviewed to better control the direction and wash of light.

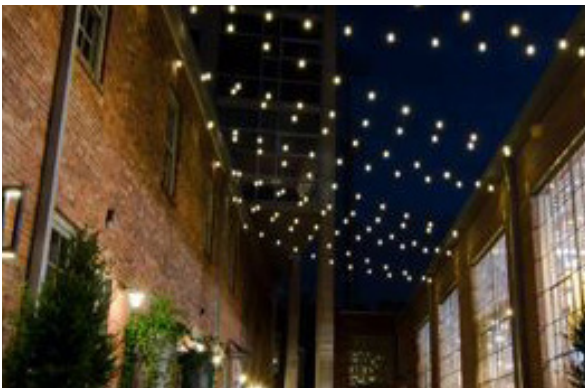
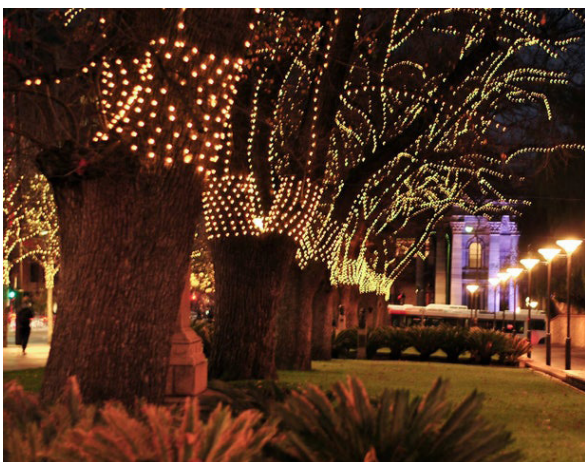
This renewal strategy will retain the existing look, feel and character.

The exact locations for new light poles and fitting selection will all be subject to future lighting design.

Concept Design

05 LIGHTING

Feature Lighting Options



The following lighting options are proposed to subtly highlight key features of Hahndorf at night and create an ambient feeling. The design intent is to not light every tree and building but to create unique and special moments along the street that can be discovered and enjoyed encouraging an evening stroll and activating the night time economy.

Inground uplights to Trees

Selected trees can be celebrated at night with focussed spot lights concealed in verge areas. LED fittings with a warm white light will wash the trunk and canopy with a minimum of two per tree.

To be used at the western entrance (adjacent Carl Nitschke Car Park) as a gateway feature to the main street. Locate where the feature effect will not be washed out by street lighting. The spot light will be concealed within a protective enclosure that will be tailored to the selected fitting to reduce the risk of vandalism.

Bud Lighting of trees

Hahndorf has many significant and iconic trees along the main street that characterise the experience whether enjoyed from a vehicle or on foot.

It is proposed to highlight select feature trees in key locations through the placement of bud lighting within the canopy (image above). The intent is not to install bud lighting to entire lengths of the street but in key clusters to highlight significant moments, spaces and features.

Academy and other Council owned gathering spaces

Creating ambience within Council owned spaces, courtyards, outdoor dining and entertaining areas through the limited and controlled use of quality festoon and architectural lighting. Creating ambience to activate small spaces while not detracting from heritage features. Extensive use of small fairy or christmas type lighting should not be used.

Concept Design

06 PLANTING

Infill trees

Many of the large elm trees lining Hahndorf’s Main street are aging and will need to be replaced in the coming decades. There are also many gaps within the streetscape where trees have died, been damaged or required removal.

Final trees will be selected in consultation with Mount Barker District Council’s arborist based on the following criteria:

- Plant the largest tree possible based on the space available.
- A mixed avenue of species with varied moments along the street, celebrating different forms and seasonal variations
- Plant a diversity of species to build resilience against potential pests and climate change impacts ie. avoid the wipeout of a single species should an outbreak of pests emerge.
- Where space permits plant large trees to each side of the road with sprawling canopies that will connect over the road carriageway in future.

The images opposite represent possible species to consider during the next phases of design.



ACER freemanii ‘Autumn Blaze’



ACER freemanii ‘Autumn Blaze’



ACER rubrum ‘October Glory’



ACER rubrum ‘October Glory’



QUERCUS robur - English Oak



LAGERSTROEMIA ‘Tuscarora’ (under powerlines)



QUERCUS coccinea - Scarlett Oak



QUERCUS cerris - Turkey Oak

SUGGESTED INFILL SPECIES

ACER freemanii ‘Autumn Blaze’
Autumn Blaze Maple
13m H x 10m W

ACER rubrum ‘October Glory’
Lipstick Maple
12m H x 9m W

QUERCUS coccinea
Scarlett Oak
12m H x 8m W

QUERCUS cerris
Turkey Oak
30m H x 15m W

QUERCUS robur
English Oak
15m H x 8m W

Under powerlines
LAGERSTROEMIA ‘Natchez’
Crepe Myrtle - White
6m H x 4m W

LAGERSTROEMIA ‘Tuscarora’
Crepe Myrtle - Hot Pink
8m H x 4m W

Concept Design

06 PLANTING

In-ground planting



As discussed in the **Hahndorf Stage Heritage Area: Guidelines for Development, 2018**, ‘at time of settlement, plantings would have been relatively formal cottage gardens.’

Plantings in the front and side gardens of cottages and heritage buildings presenting to the street are a key element of the ‘Strassendorf’ and ‘Huffendorf’ settlement patterns represented in Hahndorf. These gardens between heritage buildings coupled with the broad avenues of trees give Hahndorf its unique green character which varies throughout the year. The changing colours of leaves and seasonal flowering of gardens creates a memorable journey in Hahndorf at different times of the year.

The planting palette opposite represents a suite of cottage species and a landscape character that can be planted in verges, around trees and to create a buffer between outdoor dining areas and passing traffic. The list is not exhaustive and is a representation of an appropriate character.

Blocks of low informal hedging contrasted against mixes of textural cottage plantings will create variety and interest along the street.

In-ground plantings are to be used in blocks to direct pedestrian circulation along paths and to preferred routes of travel such as at a crossing point or to a kerb ramp. Small verges or areas of high pedestrian traffic are to be treated with granitic sand or paving to back of kerb to reduce the risk of trampling.



ABELIA ‘Snow Showers’



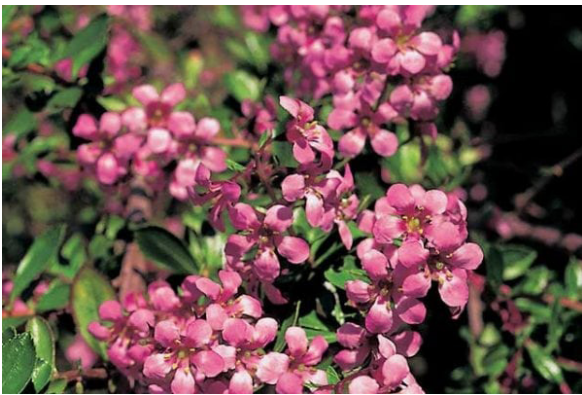
CONVOLVULUS cneorum



ROSMARINUS prostratus



AJUGA reptans ‘Catlin’s Giant’



ESCALLONIA ‘Pink Pixie’



SALVIA buchananii



XEROCHRYSUM bracteatum



RAPHIOLEPSIS ‘Oriental Pearl Pink’



SYZYGIUM ‘Tiny Trev’



BUDDLEJA crispa



RAPHIOLEPSIS ‘Oriental Pearl White’



VIOLA hederacea

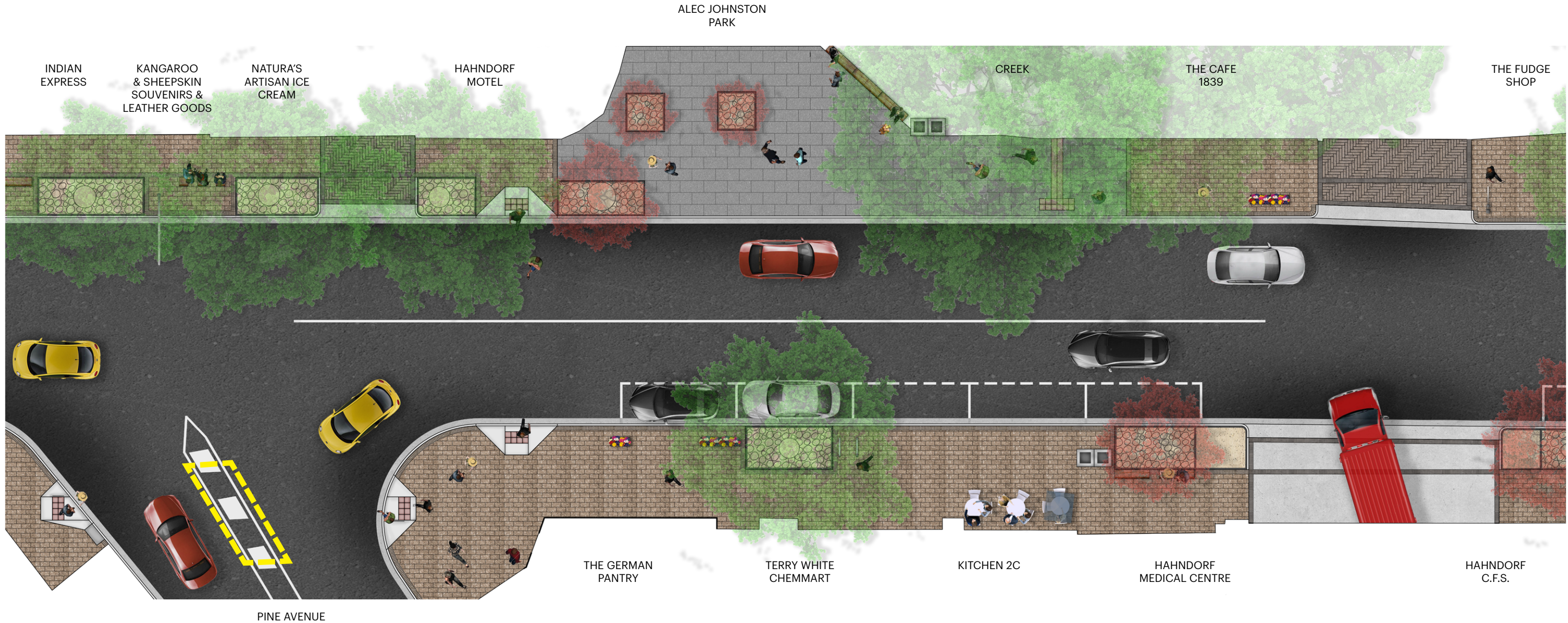
Concept Design
07 CONCEPT PLAN
Pine Ave to CFS

Pine Ave crossing
New kerb ramps are aligned to negotiate this busy intersection. In future design phases, further explorations will be undertaken to assess whether there is adequate space to accommodate a pedestrian refuge for additional safety.

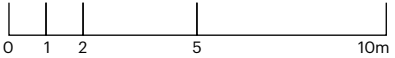
Alec Johnston Park
The ‘Landing’ paving type is continued to back of kerb to create a formal entrance into the park (War Memorial paving retained). A long bench is positioned along the creek edge to enable multiple people to sit and observe activity in the street.

Footpath environment
New paving areas have been created to back of kerb to create niches for planter boxes, seating, outdoor dining, informal crossing points, bin presentation areas and pedestrian passing points. This will enable more space to breathe on busy days in Hahndorf.

CFS driveway
The heavy duty exposed aggregate concrete infill is used to withstand the constant movement and twisting of trucks. The driveway has the paved headercourse to achieve consistency with the remainder of the street and other treatments.



1:100 at A1
1:200 at A3



Concept Design
07 CONCEPT PLAN
Hahndorf Inn frontage

New frontage

A new landing has been created between Hahndorf Fish n Chips to Buzz Honey to widen the footpath, plant two new trees and create an area for seating. Driveway entrances have also been formalised to better integrate this space with the main street.

New pedestrian crossing

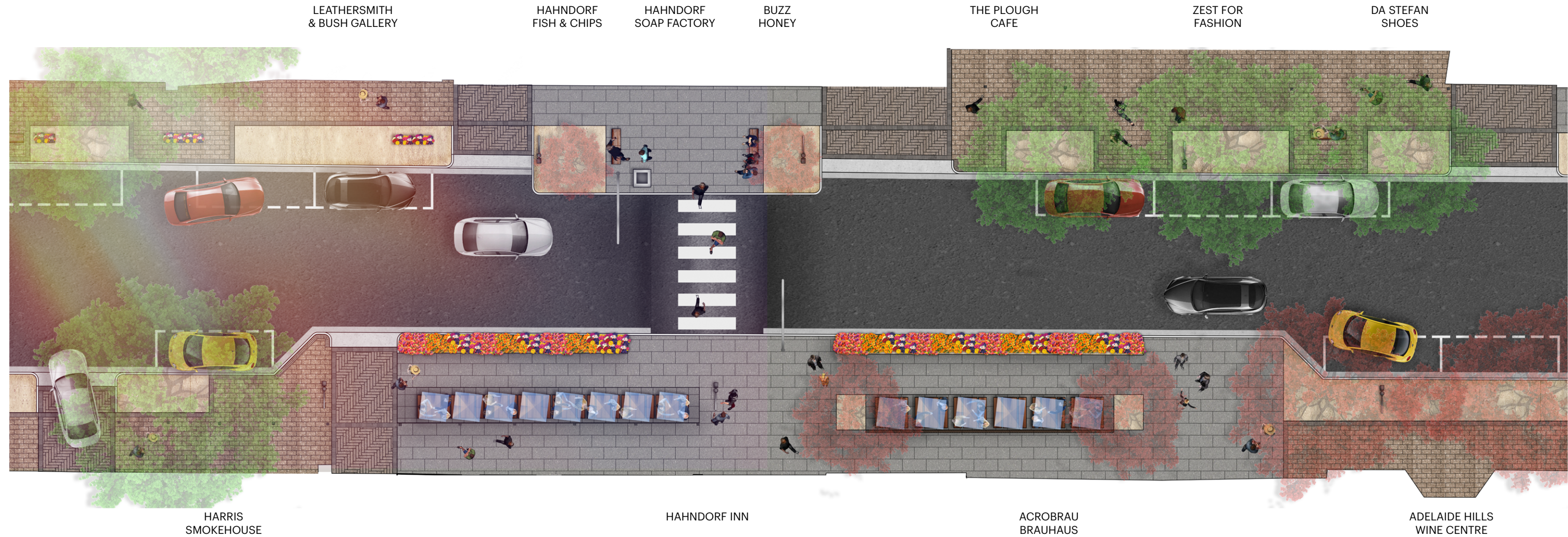
A new pedestrian crossing point has been created aligning the new landing and also a widened pedestrian area along the Hahndorf Inn frontage. This frontage is a hive of activity with extensive outdoor dining and pedestrian traffic. The kerb has been realigned to transform the current no parking zone into a wider pedestrian promenade. Planting has been positioned to create a buffer between traffic and pedestrians and guide people to the crossing point.

Footpath environment

New paving areas have been created to back of kerb to create niches for planter boxes, seating, outdoor dining, informal crossing points, bin presentation areas and pedestrian passing points. This will enable more space to breathe on busy days in Hahndorf.

Next pages

The following two pages show a before and after impression of how this new crossing point and public realm improvement could look in future.



Hahndorf Inn
Existing



Hahndorf Inn
Proposed



