ACKNOWLEDGMENTS

The Urban Design Framework and Streetscape Guidelines (Salisbury City Centre) was undertaken by:

- WAX Design (lead consultant)
- URPS
- Infraplan

(TBC)
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### BACKGROUND

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1.0 CONTEXT
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1.1 PREAMBLE

This document is an urban strategic planning tool that provides the urban design basis for the re-development of the Salisbury City Centre (SCC) over the next 20 years. The Urban Design Framework (UDF) is intended as a guide for change in the SCC, which supports both Council and State policies including the Metropolitan Adelaide 30 Year Plan, as well as community expectations.

The Urban Design Framework (UDF) builds upon the investigations and significant community engagement associated with the Salisbury City Centre Renewal Strategy and Implementation Plan (The Renewal Strategy). This Urban Design Framework also takes into consideration the ideas and concepts from a diverse range of professional stakeholders including urban and transport planners, landscape architects, safety and age-friendly advocates as well as concepts outlined in “Streets for People- Compendium for South Australian Practice” and “Healthy Places and Spaces”.

The purpose of the UDF is to provide guidance in realising a new spatial framework for the SCC as set out in the Renewal Strategy and Council’s Structure Plan.

The Renewal Strategy involved undertaking detailed investigations regarding the physical, social, economic and environmental issues affecting the Salisbury City Centre. This included reviewing and aligning with State and Council key development strategies, a detailed retail capacity assessment, car parking study and traffic report.

An extensive stakeholder and community consultation process was undertaken throughout the development of the Renewal Strategy with the results of this process directly informing the Renewal Strategy.

The Renewal Strategy concluded that there is significant opportunity in Salisbury City Centre to capitalise on and enhance the traditional ‘town centre’ retail experience that exists along John Street, to revitalise and bring vibrancy into the City Centre and to facilitate significant development and provide opportunities for permanent residential accommodation within the City Centre.

Managed appropriately and proactively, Salisbury can develop as a vibrant and active city centre. Council can play a lead role in advocating for private sector investment that promotes greater vitality as well as further use of existing businesses and public facilities and places that meet the objectives of the strategy.

In addition to its advocacy role, Council can utilise its existing resources and association with its businesses and community groups to lead the revitalisation of the city centre.

Six Planning Principles were identified with associated key outcomes; these were based on the community consultation process and aimed to achieve the project objectives and included the following:

1. Provide progressive leadership and being economically deliverable
   • Provide progressive leadership to implement integrated “place management”;
   • Encourage development attraction;
   • Identify strategic partnerships;
   • Promote the green economy and green collar jobs;
   • Leveraging existing opportunities relating to the aged care, defence, immigration and education sectors and Council’s land holdings; and
   • Encourage the development of an economy, whereby businesses of varying sizes are supported.

2. Develop a consolidated centre
   • Focuses intense activities within a core area of the SCC;
   • Activating streets with more intense and diverse retail, commercial and cultural businesses and uses;
   • Increase residential population to support activities within SCC; and
   • Increase safety and security.

3. A legible movement network
   • Defined gateways into the SCC;
   • Legible and efficient road networks;
   • Car parking locations that support (rather than dominate) pedestrian and cyclist-friendly streets and built form;
   • Accessible, intuitive, interesting and safe pedestrian networks and environment.

4. Provide active and functional public spaces and streets
   • Facilitate opportunities for street level based activities.
   • Promote pedestrian friendly streetscapes.
   • Activate the Civic Square and the Little Para River as focuses for informal public gathering and meeting places.
   • Optimise visual and pedestrian connections to John Street, the Civic Square and recreational open spaces.

5. Cultivate social vitality and environmental sustainability
   • Embrace cultural diversity.
   • Integrate all-age friendly and inclusive design into the public spaces and private sector developments.
   • Integrate public arts and events in the SCC.
   • Integrate environmentally sustainable developments, residential and business practices into the public spaces and private sector developments.

6. A flexible, responsive built form and density framework
   • Provides a broad direction for the future planning and development of SCC.
   • Articulate the preferred future direction including the desired road network, the location of gateways and key activity and development areas.
   • Provide sufficient flexibility to allow built form and density to respond to the future demands.
   • Integrate economic, social and environmental considerations while having regard to market reality.
1.2 STRATEGIC FRAMEWORK

The Salisbury City Plan 2020 Sustainable Futures sets out the overall strategic direction for the Council and community for the medium term. This considers the social, environmental and economic development of the Council as a whole. Each subsequent strategy, framework, plan and guideline works to provide more detail on the future direction for Salisbury.

Salisbury City Centre Renewal Strategy

The SCC Renewal Strategy and Structure Plan, shown in figure 1.2.1, were adopted by Council in September 2012 and provided the first step in realising the future potential of the SCC. The Structure Plan has evolved over time as a result of extensive community and stakeholder consultation and is the foundation or skeleton for future development of the SCC. It shows the proposed entry points, road and transport network, open space linkages and the relative concentration/urban form and density of buildings and forms the basis for the UDF and streetscape guidelines.

Urban Design Framework

The Urban Design Framework (UDF) is intended as a guide for change in the SCC, the aim of the UDF is to promote the creation of built form, open space and public realm outcomes that will contribute positively to the urban and social fabric of the Salisbury City Centre.

The UDF is the next step after the structure plan and provides more detail into how the City Centre will function spatially as an activity centre building upon the existing positive characteristics, it will guide the future look and feel of the City Centre.

Streetscape Guidelines

Streets are an important consideration for creating a coherent, compact, walkable centre. Streets are multifunctional public spaces that connect most activity within our towns and cities and how they function is imperative to the success of a centre. The urban design framework and streetscape guidelines will help inform future planning, development and landscape and streetscape design.

Draft Salisbury City Centre Development Plan Amendment (DPA)

The SCC Renewal Strategy identified the need to amend the City of Salisbury Development Plan to enhance existing policy areas and reflect the outcomes of the Strategy and Structure Plan. The Draft DPA is the tool that will help the implementation elements of the UDF and will incorporate planning principles consistent with those identified in the UDF. The DPA will assist in the implementation of elements of the UDF by incorporating land use zoning that reflects the vision of the Renewal Strategy and planning principles consistent with those identified in the UDF into Council’s Development Plan. These Development Plan policies will complement the UDF and provide developers and land owners with additional guidance when looking to invest and develop within the City Centre.
**Key Considerations:**

- **Extension and development of Church Street**
- **Develop transport hub (Green Terminus)**
- **Creation of green streets/boulevards for the City Centre**
- **Development of Little Para River corridor**
- **Retain John Street as the ‘Main Street’**
- **Enhance Civic Square (placemaking, activation and residential development)**
- **Increase commercial built form by 20,000m² (over 10 years)**
- **Provide 500 dwellings (250 medium density)**
- **Encourage development heights up to 8 storeys**
- **Optimise parking - possible demand for additional 1000 spaces**
- **Promote the link between TAFE and Entertainment areas in John Street, Civic Square and Pitman Park**
- **Promote linkages between Salisbury Recreation Precinct (North) and Salisbury Oval Precinct (South)**
- **Improve link along John Street to Salisbury Interchange**
1.0 | CONTEXT

1.3 VALUE OF STRUCTURE PLANNING

The UDF builds upon the SCC Structure Plan by undertaking a finer grained analysis of the centre, particularly in relation to built form, scale and land use whilst having regard to expected market demand. For example building heights (and therefore floor areas) are not only considered in the context of not only built form and streetscape outcomes, but the likely market demand for floor area over the 20 year time frame of the UDF. The aim is to manage the many diverging demands for development, population growth, transport connections, community infrastructure and the need to maintain the distinct character heritage and a sense of place within the contested urban realm of the City Centre.

The UDF is the next step in Council planning and will aid in the formation of detailed urban design plans, streetscape guidelines, Development Plan Amendments and other frameworks and future works programmes that will support change over the next 20 years.

Without careful planning and urban design consideration there is a risk that development may limit the potential to meet future demands or negatively impact the existing character and cultural diversity of SCC. Ultimately, future planning must reinforce the life and vitality of the local community, businesses and industries that live and work in these areas.

1.3.1 PROCESS

The UDF expands on the accepted approach that structure plans follow a land-use planning process. The UDF seeks to explore the context of the City Centre, the urban form, scale, character, existing services and infrastructure to create a framework that builds on the existing qualities to create a new urban fabric that will meet the capacity requirements as anticipated by Council and its community.

All too often, structure planning and the resulting urban development involves the loss and subsequent reinvention of ‘the character and qualities of the City Centre’. The role of the UDF is to identify the potential opportunities that can deliver a planned urban design framework with integrated public and private realms and which combines the existing character of the City Centre with new investment and development opportunities.

1.4 PROJECT SCOPE

The project scope considers the area covered by the Salisbury City Centre Development Plan Amendment (DPA). While recognising the future planning that will be undertaken around the transport hub, directed by the Department of Planning, Transport and Infrastructure, and the Salisbury Oval Precinct (currently being considered by Council).
2.0 BACKGROUND
2.0 | BACKGROUND

2.1 LITERATURE REVIEW

An analysis was undertaken to ensure that the development of the Urban Design Framework provided continuity from previous council plans and strategies. This is an important step as it ensures that the UDF is aligned with previous planning outcomes and that elements specific to this project were identified and considered.

On the following pages, the key considerations for the UDF within these documents are identified and presented in three different categories, built form, movement and public realm.

The following documents were included in the literature analysis:

**The City Plan 2030**
Provides the key overarching strategic direction for the Local Government Area of Salisbury.

**The Renewal Strategy**
Provides the structure planning for the Salisbury City Centre and directly informs the UDF.

**The Community Engagement Outcomes**
This was the community engagement process undertaken for the Renewal Strategy and gives a finer level of detail of the community response for the city centre.

**Landscape Plan (2008)**
Gives key considerations for landscaping within the city and has driven landscape within the city for the last seven years.

**The DRAFT Wiltshire Street Concept Plan**
Has been prepared to modify Wiltshire Street as the main thoroughfare for vehicles and buses to and from the interchange. This is in response to the Renewal Strategy and considers the development of a public transport ‘super stop’.

**DRAFT Walking and Cycling Plan**
Illustrates best practice design guidelines for providing on-road and off-road cycling infrastructure and footpath widths.

**Heart Foundation’s Streets for People Compendium**
The Heart Foundation’s Streets for People Compendium and additional literature was identified as key urban design references that will be considered during the development of the UDF.
CITY PLAN 2020 SUSTAINABLE FUTURES

**Built Form**
- Encourage and plan for Transport Orientated Design and increase density around transport hubs
- Investigate potential residential urban growth opportunities
- Facilitate development of under utilised urban land across the city
- Ensure that existing and future urban environments are able to withstand and adapt to future demand
- Encourage a choice of housing for a diverse population

**Movement**
- Ensure optimal transport (including public and non-motorised) movement across the city
- Enhance connections and opportunities for safe travel between transport nodes and spaces
- Improve pedestrian and public transport connectivity of the interchange to more central elements of the core.
- Improve cycling links throughout the city centre
- Improve road network to facilitate improved vehicular movement into the Salisbury City Centre.

**Public Realm**
- Conserve and enhance biodiversity habitats
- Manage reserves and open space to support community needs while balancing resource use and environmental impact
- Maximise re-use opportunities and mitigate the impacts of storm water inundation and flooding
- Plan, provide and manage recreation infrastructure to meet the needs of the community
- Create places that enable community vitality
- Implement the adopted Planning Principles, including, principles relating to active and functional public places and enhancing social vitality and environmental sustainability
- Bring green space into the Salisbury City Centre
- Develop entrance statements at key entry points surrounding the SCC
- Improve connections to the significant open spaces around the SCC

THE RENEWAL STRATEGY

**Built Form**
- Provide opportunities to establish residential and mixed use developments to increase the permanent resident population within the Salisbury City Centre.
- Create opportunities for development of key sites.
- Increase densities within the Salisbury City Centre.
- Consolidate Civic uses
- Create active frontages along John Street, Church Street and the Civic Square.
- Optimise car parking within the Salisbury City Centre while encouraging pedestrian / shopping friendly environments

**Movement**
- Reduce vehicular congestion and improve safety
- Establish better links between services/ open space/ activities
- Convenient and safe public transport running around the city centre (not through)
- Improved signage and information
- Improve pedestrian movement along John Street (remove bollards)
- Create a pedestrian friendly city centre
- More bike lanes

**Public Realm**
- Improved public realm - outdoor dining, awnings, better paving, wider footpaths
- Improve safety - security, Crime Prevention Through Environmental Design (CPTED), better pedestrian crossings
- More trees, vegetation and landscape in the city centre

COMMUNITY ENGAGEMENT OUTCOMES

**Built Form**
- Retain key landmarks such as Clock Tower, Library, Cinema
- Retain a sense of history
- Keep a human scale to the city centre
- Provide mixed use, residential development within the city centre
- Built form with interesting facades and timeless design
- Convenient and adequate car parking

**Movement**
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- Create opportunities for development of key sites.
- Increase densities within the Salisbury City Centre.
- Consolidate Civic uses
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- More trees, vegetation and landscape in the city centre
<table>
<thead>
<tr>
<th>LANDSCAPE PLAN (2008)</th>
<th>DRAFT CYCLING AND WALKING PLAN</th>
<th>DRAFT WILTSHIRE STREET BUS CONCEPT PLAN</th>
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<tr>
<td><strong>Built Form</strong></td>
<td><strong>Movement</strong></td>
<td><strong>Public Realm</strong></td>
</tr>
<tr>
<td>• Activated built form edges to civic spaces</td>
<td>• Proposed bicycle routes on Wiltshire Street, Park Terrace and Commercial Road, plus fine-grained accessibility for cyclists (traffic calming/green streets) to access Little Para and the Interchange.</td>
<td>• Indented bus stops (length for 2 x buses) shown just east of Mary Street (both sides)</td>
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<td>• Trees within at grade car parking to provide shade and amenity</td>
<td>• Provide bicycle parking at destinations and regular intervals</td>
<td>• One lane in each direction is maintained but width reduced by installing a median.</td>
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<td>• Consider impact of landscape on adjacent built form</td>
<td>• Proposed Gawler Greenway along rail line (currently under construction or completed in other areas - the Draft Integrated Transport Land Use Plan (DPTI) stated that the entire Gawler Greenway will be completed by 2025).</td>
<td>• Median island prevents traffic from turning at Mary Street and some car parks or driveways</td>
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<tr>
<td>• The grounds of Civic buildings to be well designed sustainable landscapes - attractive, colourful and functional</td>
<td>• Landscape along road ways, in medians and roundabouts should not obscure sight lines and negatively impact safety</td>
<td>• Pedestrian crossing points shown at intersections and junctions</td>
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<tr>
<td>• Encourage the community to landscape private property consistent with council policy</td>
<td></td>
<td>• Bus lanes are not anticipated as part of the upgrade</td>
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<thead>
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<th><strong>Built Form</strong></th>
<th><strong>Movement</strong></th>
<th><strong>Public Realm</strong></th>
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</thead>
<tbody>
<tr>
<td>• Landscape along road ways, in medians and roundabouts should not obscure sight lines and negatively impact safety</td>
<td>• Landscape used as entry statements</td>
<td>• Improved pedestrian amenity and safety with median island allowing '2-stage' crossing</td>
</tr>
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<td></td>
<td>• Provide opportunities for access to open space and a range of informal and formal recreation spaces</td>
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<td></td>
<td>• Public art used to create image and identity within the city</td>
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<td></td>
<td>• Public realm should maintain comfort through shelters/shade/awnings</td>
<td></td>
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<td></td>
<td>• Maintain landmark and feature trees</td>
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<td></td>
<td>• Water Sensitive Urban Design (WSUD)</td>
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<td>• Appropriate choices in landscape for the climate, safety, water and location requirements</td>
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2.0 | BACKGROUND

2.2 DEMOGRAPHIC ANALYSIS

The demographic information for the Salisbury City Centre and Salisbury Local Government Area gives an indication of the existing population characteristics and potential future needs. This information along with national demographic trends can give some indication of how the population profile of Salisbury might change over the next 20-30 years.

While some key considerations have been identified, it is important to acknowledge that these are only indicative and represent potential trends. Furthermore demographic information can only provide information on the recent population composition. Consideration should be given to the potential future population, drawing on trend analysis, but also what the desired future population composition is. Planning for different demographic profiles will influence a range of urban design decisions such as residential location and provision, facility and services, open space and transport.

Population

The age structure of an area can provide some indication of the level of demand for services and facilities currently and into the future. It can also give some indication when examined in conjunction with other figures how the residential requirements and function might change over time. The population in 2011 for the City of Salisbury was 129,111 (ABS) according to the Government of South Australia population figures this will increase to 144,359 in 2026.

The City of Salisbury has a consistently higher proportion of younger people (0-19 years) when compared to Greater Adelaide, indicating that the area is attractive and home to a higher proportion of families. In 20 years (2035) the youth of Salisbury will range from 24-43 years old.

Consideration should be given to the potential demands of this age group and the potential shift in housing demands to retain this population. It is likely that this age group will have different residential needs such as single bedroom apartments and the desire to live close to the City Centre. In the short term (2015-2020) consideration should be given to the high percentage of 15-19-year-olds, this age bracket will be 19-24-year-olds and 24-28-year-olds respectively. Current trends show that this age group will typically be looking to move out of the family home, a large percentage will choose to live alone, will have a lower disposable income due to either studying or entry level salaries necessitating lower cost housing choices, and will choose to live closer to shops and services.

This also indicates that there could be a need for the relevant infrastructure over the next 20 years such as schools, family attractive housing options located close to schools. There is also a higher proportion of young adult age groups (20-34 years) when compared to Greater Adelaide. This age group could desire affordable housing options such as townhouses or units/apartments that could change over the next 20 years to accommodate families. Overall the City of Salisbury has a lower proportion of the older age brackets 75+ when compared to Greater Adelaide.

The suburb of Salisbury does not follow the trend of the Local Government Area with a lower proportion of younger people (0-19 years) when compared to the City of Salisbury. The suburb does, however, have a higher proportion of young adults (20-29 years) than the City of Salisbury, which could be a reflection of people who attend the TAFE or an indication of a preference for an urban centre living. The suburb also shows a higher proportion of older people (70+) when compared to the City of Salisbury, which could indicate a desire to live closer to services and facilities. These could indicate that there is a need to provide a diversity of housing options close to the City Centre.
Migration by Location

Understanding where the City of Salisbury’s current residents have moved from helps in predicting future mobility patterns and demographic change. The census questions ‘Where does the person usually live’ and ‘Where did the person usually live five years ago’ gives an indication of migration flows into and out of Salisbury.

In the 2006-2011 period migrants that were from overseas were the largest group of people to move into Salisbury.

Three of the top areas that they relocated to included Salisbury South/East, Salisbury Central and Salisbury North/East. There was a comparatively even amount of people moving into/out of Salisbury from/to other areas of South Australia.

Country of Birth

The country of birth data gives an indication of the level of cultural diversity in the City of Salisbury. The data shows that the City of Salisbury has a higher proportion of the population that were born overseas compared to Greater Adelaide and a higher proportion of people who were born in a country where English is not their first language.

Overall, 27.8% of the population was born overseas with 18.1% migrating from a non-English speaking background, compared with 25.3% and 15.1% respectively for Greater Adelaide. This trend is more prevalent in the suburb of Salisbury with 33.4% of people born overseas and 23.5% coming from a non-English speaking background. This demonstrates that there is a higher level of cultural diversity within the City of Salisbury which can have interesting urban growth and planning implications and questions.
Family Composition

The family composition represents varying residential needs that are influenced by the space needed by the family and the cost of various housing choices. In the suburb of Salisbury, there is a relatively even proportion of couples without children, couples with children and one parent with children. Couples with no children can include not only young and old couples without children but also older couples whose children no longer live at home. One parent families’ housing choice could be influenced by lower disposable income, based on a single income.

Family composition can also give an indication of what facilities and services might be required. There is a higher proportion of families with children under 15 years compared to families with children over 15 years within the suburb of Salisbury. This could influence education requirements, playground and open space provision, health services and housing choice.

Household Composition

Current household composition, when analysed against current trends and housing provision can indicate considerations for future residential provision. It can be seen that in 2011 in the suburb of Salisbury there was a high percentage of dwellings occupied with two-person families; this reflects couples without children and a proportion of one parent families. There is also a high percentage of dwellings with one resident (37%) which reflects an increase in one person households across Australia in the last few decades; with 24% of all households being lone person in 2011. Implications could include a higher provision of residential options for household with one occupant such as smaller semi-detached dwellings and flats, units or apartments.

Dwelling Structure

The existing housing stock in the suburb of Salisbury will determine the type of dwelling people live in. The suburb of Salisbury does have a relatively diverse provision of housing types when compared to the local government area. However, there is still a high percentage of separate houses (61%); furthermore a large proportion of these separate houses are three or four bedroom houses (85%). This can have implications for families and non-families who cannot afford the higher cost of renting or buying a separate house, especially younger people who wish to live alone, and older couples who want to downsize their dwelling.
Proficiency in English
The proficiency in English measures the self-assessed proficiency of English of people who speak a language other than English at home. The City of Salisbury has a higher proportion of people who speak English as a second language, 17% compared to Greater Adelaide 14.4%. It also has a higher proportion of people who do speak English not well or not at all 5.1% compared to Greater Adelaide 3%. This is especially true for the suburb of Salisbury, with 9% of the population people who do speak English not well or not at all. This not only has implications for how Council communicates with this portion of the population but how well the City Centre is signed, consideration should be given to how easy it would be for this portion of the population to find their way around the city centre.

Religion
Religion statistics can give some indication of cultural identity and ethnicity; there are many reasons for different religious compositions including country of birth, ethnic background, population age, values and belief systems. The data shows that there is a wide range of religions practiced in Salisbury, with a higher proportion of non-Christian beliefs 9% when compared to Greater Adelaide 5.8%. This has implications for the provision of religious facilities within the City Centre, a central location that can be accessed by some people.

Key Considerations:
• There are key age brackets (0-19-year-olds) that represent a high proportion of the population of the City of Salisbury and whose housing and lifestyle demands will change over the next 20 years.
• There is not a diverse range of housing options in the City of Salisbury or Salisbury suburb, with the majority of occupied dwelling being separate housing (85% and 61% respectively).
• The majority of dwellings which are occupied by non-families have a single occupant (37% of total households in Salisbury suburb)
• There is a diverse range of people who live in the City of Salisbury with 27.8% of people born overseas and 18.1% of these born to a non-English speaking country.
• There is a high proportion of non-Christian religions practiced in the City of Salisbury (9%) compared to Greater Adelaide (5.8%).
• The City of Salisbury has a higher proportion of people who speak English as a second language, 17% compared to Greater Adelaide 14.4%. It also has a higher proportion of people who do speak English not well or not at all 5.1% compared to Greater Adelaide 3%.
• Current building stock does not reflect growing trends for single occupancy dwellings close to services and facilities.

In the suburb of Salisbury 9% of people do not speak english well or at all.
In Salisbury 9% of people have non-christian religious beliefs.

17.9% of people in the suburb of Salisbury are bilingual.

In the suburb of Salisbury 9% of people do not speak english well or at all.
In Salisbury 9% of people have non-christian religious beliefs.
2.0 | BACKGROUND

2.3 TREND AND CASE STUDY ANALYSIS

A range of literature was reviewed including research papers, planning theory and official guidelines. From these, a number of key trends were identified that could influence the development of Salisbury City Centre. Consideration of these trends provides opportunities for enhancing the existing and identifying future development potential of the City Centre.

The trends identified are:

- Road Design – Safety for all Users
- Economics and Consumer Trends
- Healthy Cities
- Wellbeing
- Densities and Walkable Neighbourhoods
- Urban Design and Placemaking
- Place Management
- Climate Change and Green Infrastructure

These trends tend to support and influence each other encouraging better overall urban, social and environmental outcomes. For example, road design can impact on healthy city outcomes, economic outcomes, placemaking and climate change.

An overview of each of these trends is provided on the following pages and key considerations for the development of the Salisbury City Centre Urban Design Framework are highlighted.

There is a rich history of the mainstreet within in towns and cities, this is not a new concept. The way in which the mainstreet, and the City Centre, is designed and utilised reflects contemporary social values and current urban theory and vitality of the public realm.

To inform the development of the Salisbury City Centre Urban Design Framework an analysis on current local and international mainstreet design was undertaken.

The assessment of contemporary mainstreet design was considered based on the following:

- Best practice case studies
- Recognised trends which effect public realm and streetscapes

Case Studies that were identified in both the Salisbury City Centre Implementation Strategy 2012 and the Heart Foundation’s Streets for People: Compendium for South Australian Practice were included in this analysis. The detailed analysis is included in Appendix B.

This analysis was then used to assess the current operational functionality of John Street against contemporary mainstreet design and city centre trends. This analysis was undertaken as part of the site analysis in section 3.0 of this report.

In designing streets for Salisbury City Centre, there has to be consideration given to the functionality and intended use of the roads. There are certain areas that the pedestrian, as the most vulnerable road user, must be foremost in design considerations and safe access for all users must be paramount.

Consideration should be given to reduced traffic speeds within the City Centre. Pedestrians are well catered for across the mainstreet, transport and most of the south mixed use precincts with regular pedestrian crossings being provided, maintained footpaths and seating options. However this is not continued in the northern mixed use precinct and the eastern block of the southern mixed use precinct where greater definition needs to be given to the grid of the city. The City Centre has many options for public transport; however there is limited cycling infrastructure into and throughout the City Centre.
Economics and Consumer Trends

Economic research indicates that walkable urban areas, on average, generate higher real estate values for surrounding office, retail, hotel, rental apartments and housing compared to low-density driveable locations.

A variety of shopping options already exists within the City Centre, including traditional small shopping street experiences and larger mall destinations. The incorporation of technology such as free Wi-Fi has been implemented as part of the Civic Square redevelopment and stage 1 works. While the City Centre contains a broad base of commercial and retail facilities, the experience and amenity of these areas varies from typical mainstreet activation to large car park areas with limited interest or amenity. The Urban Design Framework and Streetscape Guidelines need to establish a variety of public realm experiences that encourage consumers to linger in the City Centre.

Healthy Cities

There has been recognition that the built environment can impact on health issues of the community. To optimise walking, streets need to be places for people to gather and linger; this can include the quality of the public space and the activities that are available there.

The reduction of car parking is an important consideration in the City Centre. There have been policy changes for car parking requirements. Careful consideration needs to be given to this issue in any future redevelopment.

Consideration should be given to how well the precincts within the City Centre and the wider area are connected to promote walking and cycling.

Wellbeing

In recent years, the rapidly expanding field of positive psychology has made its way into the workplace, street scapes and into the way in which architects design. The focus on wellbeing comes from the discipline of positive psychology.

In positive psychology, the principals to achieve wellbeing for individuals and communities are enshrined in the PERMA Principals which are:

- Positive emotions
- Engagement
- Relationships
- Meaning
- Accomplishment

A focus on the principles of wellbeing are important to the City of Salisbury, as we begin to understand how the benefits of more abstract measures of success, such as happiness, satisfaction and well-being affect intersect with our communities’ ability to flourish.

Wellbeing in which people’s basic needs are assured and individual and collective aspirations are realized through a process of forethought called design. Design can transform spatial conditions in order to create wellbeing.

Design for long-term well-being requires a shift in focus from product experience to meaningful activities.

Design in this context would need to concentrate upon four ingredients creating places where activities have a high impact on our happiness and enable us to:

- use and develop personal skills and talents
- are rooted in core values, such as relationship building and engagement
- contribute to someone or something and,
- are rewarding and enjoyable in themselves.

The City of Salisbury is exploring ways in which the principles of wellness can be incorporated into design and infrastructure across the city.
2.0 | BACKGROUND

Research shows that Australians are increasingly willing to forgo the low-density, car-dependent suburbs to live in higher density neighbourhoods that are within reasonable proximity to the city centre and employment areas by public transport, with the immediate area walkable with great public spaces. Currently, there is little or no residential development across most of the City Centre and limited mixed use built form along John Street. The Urban Design Framework needs to explore the potential for residential development in the City Centre. Also, consideration needs to be given to open space provision and the delivery of an accessible urban environment. Opportunities exist within the southern mixed use precinct and in key locations across the City Centre to increase the residential provision within the city.

Contemporary planning theory advocate a move towards an urban model of increased density mixed use precincts, walkable neighbourhoods, reduced car usage, quality public space. The UDF acknowledges that John Street currently delivers many of the principles anticipated by urban planning theory and that there is the opportunity to further encourage traditional city centre development such as smaller shops fronting onto streets.

Current urban theory has recognised the importance of place making to support community activation and ownership of the public realm. Recent placemaking initiatives include the Fringe Festival Salisbury Secret Garden as a short term event activation and the redevelopment of a pedestrian link into the south side of John Street as a long term design activation. Demonstrating Council’s commitment to placemaking.

The UDF must incorporate urban design principles that encourage community access and walkability as well as delivering open space and streets that provide opportunities for place making and continue the progress made already within the City Centre.

There is recognition that mainstreets require collaborative governance system to reduce and manage issues such as neglect, poor building maintenance, competition with the digital market, disparate marketing, transport issues, parking, and in some cases alcohol-related violence. The City of Salisbury Council has recently assisted the Salisbury Business Association with their business plan, in an effort to create a collaborative approach to the management of the City Centre. While not a key focus of the project, consideration should be given to options for future governance arrangements.

Climate change and associated factors such as greenhouse gas emissions, the urban heat island effects and water restrictions all impact the livability of city centres. These impacts will continue to grow and will particularly affect younger and older aged community members. A key response from the Community Engagement process for the Renewal Strategy was the desire to develop a green environment for the city, one that provides amenity as well as mitigation of the local microclimate. While numerous street trees exist across the majority of the City Centre, there are a few trees within the car parks north of John Street.

The Urban Design Framework and Streetscape Guidelines need to encourage landscape treatment and green infrastructure approaches. These should include: water sensitive urban design, green walls and roofs, subgrade water storage (cool pave) and structural soil vaults.

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Mainstreet Case Studies

Eight mainstreet case studies were examined to identify critical planning and design outcomes relevant to the Salisbury City Centre. This included local and international examples as well as examples of urban retrofits of established areas and greenfield or master planned development.

The Case studies included:

- Rokeby Road, Subiaco, Perth, WA
- Kelvin Grove Urban Village, Brisbane, QLD
- Rouse Hill City Centre, Sydney, NSW
- Hastings Street, Noosa, QLD
- Bowden, Adelaide, SA
- New Road, Brighton, UK
- Newland Avenue, Kingston upon Hull, UK
- River Street, Batavia, Illinois, USA

From a streetscape design perspective, the analysis shows that the design of mainstreets falls into two broad categories either a completely shared use design or a combination of traditional street design with elements of the shared use design.

<table>
<thead>
<tr>
<th>Shared Use Design</th>
<th>Combined Traditional and Shared Use Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completely paved surface</td>
<td>Bitumen road surface with paved pedestrian crossings</td>
</tr>
<tr>
<td>No bus route along street</td>
<td>Bus route along street</td>
</tr>
<tr>
<td>No Kerbs – all one surface height</td>
<td>Kerbs Maintained</td>
</tr>
<tr>
<td>Minimal demarcation between road and footpath (sometimes just a drainage line)</td>
<td>Clear demarcation between road and footpath (Kerbs, surface treatment)</td>
</tr>
<tr>
<td>Pedestrians can cross anywhere</td>
<td>Regular pedestrian crossings</td>
</tr>
</tbody>
</table>

In addition to the basic design elements both of these trends for mainstreets include identified design elements such as:

- Two-way vehicle traffic flow
- Low speed limits (10-20 km/hr, 32km/hr (UK), 40km/hr)
- Wider footpaths (4 - 7 metres)
- Short term on street car parking
- Building setbacks are consistent (with localised variations providing areas of character and interest, for outdoor dining, focal landscape and feature entry)
- Majority has coverage (shade & shelter) over footpaths (Australia)
- Buildings height can be varying (some examples have 1-2 floors consistently along street, some have 2-9 floors varying over street)
- Other elements consistently include: seating, bins, bike parking, trees (usually between car parks), outdoor dining, other vegetation, textured indicators at pedestrian crossings
- Other elements sometimes include: small squares, pocket nodes (people watching), water feature and playground
3.0 | SITE ANALYSIS

A site analysis was undertaken of the existing Salisbury City Centre to understand and evaluate the existing urban and landscape conditions and identify key considerations that would influence the Urban Design Framework.

The urban environment is a complex interaction between a variety of elements. These can be divided into three broad categories:

**Built Form - Movement - Public Realm.**

Each of these categories can cover a number of considerations, for Salisbury city centre the following were examined.
3.1 | BUILT FORM

3.1.1 BUILT FORM

The built form analysis takes into consideration the form and scale of development throughout the city centre. There is a wide variety of built form types across the city centre including large format retail, smaller shops, residential properties converted to commercial, detached dwellings and larger civic buildings.

The built form along John Street west of the shopping centre display a more compact urban form with smaller frontages and one to two storeys creating a human scale. The current tenancy of the shops along John Street and throughout the city centre reflects the multi-cultural community of Salisbury. There are key large scale buildings such as the Parabanks shopping centre and the TAFE. While these buildings function as attractors to the area the internalised built form of the shopping centre impacts negatively on the activation of public space to the north particularly the shopping centre’s address to Civic Square.

There are also the large areas of spatial separation formed by car parking areas. These expanses of paved areas contrast the compact human scale of John Street, creating a hostile pedestrian environment with little shade and increasing vehicular conflicts and fragmented access. While the at-grade car parking and building scale of the shopping centre impacts on the vibrancy of the public realm, these areas offer future development potential.

All of the built form is of a low height between one and two storeys this built form has led to the city centre spreading over a larger area, decreasing the walkability as well as the urban grain and density of the city centre.

3.1.2 CIVIC & COMMUNITY FACILITIES

There is a good provision of civic services provided within Salisbury City Centre. However, these are scattered across the city reducing the convenience of multi-purpose trips, especially for people with reduced mobility. Some services are not located close to major public transport links reducing the accessibility of these services, especially for people without access to a motor vehicle. Consideration should be given to relocating key services closer to the centre of the city consistent with the objectives of the proposed SCC Community Hub.

There is a wide range of educational institutes within the south of the City Centre, or located within close proximity. This ranges from Early Learning all the way to tertiary education. These facilities are all located within walking distance of each other and the City Centre, providing significant opportunities for students and families living near by.
KEY CONSIDERATIONS

- Compact urban form within the mainstreet and south mixed use precincts of the City Centre - creates human scale
- Large spatial separation of built form to northern edge (car parking)
- Internalised built form of Parabanks shopping centre impacts negatively on public space
- Good provision of civic and community services but are dispersed across the city centre
- Large percentage of commercial properties are re-fitted residential buildings - leading to a low density City Centre
- High provision of education facilities
- Residential development potential at key locations across the City Centre
3.1.3 LANDMARK BUILDINGS

The community engagement process for the Salisbury City Centre Renewal Strategy identified a number of buildings that were considered landmark buildings by the local community. These included the clock tower along John Street, The Salisbury Library, the Cinema and the Council Offices. There was a strong indication from the community that these should be retained as they contribute to the identity of Salisbury. There is the opportunity for these buildings to become focal points within the city centre and to also impact on the surrounding urban design. If, in the future, these buildings are required to be relocated or removed consideration should be given to establishing another building that is iconic in nature and represents the local identity of Salisbury and, in the case of civic buildings, projects a feeling of permanency.

3.1.4 HERITAGE

There are a small number of state heritage buildings located within the city centre. These buildings contribute to the character of the city centre and also reference the history of the area. All of these buildings have been maintained to a high standard and have been adapted for other purposes, for example, the Salisbury Institute and TAFE buildings. These buildings provide a focal point for the local streetscape and future urban design and streetscape works should take this into consideration. The community engagement process for the Salisbury City Centre Renewal Strategy suggested a potential for increased recognition of the heritage of Salisbury through a heritage walk.
KEY CONSIDERATIONS

- High quality heritage buildings within the city
- A number of landmark buildings exist in the city centre and are acknowledged by community as part of Salisbury character
- Potential to acknowledge landmark and heritage buildings through signed walk

Local Landmark Streets/Sites

- Clock Tower
- Salisbury Library
- Salisbury Cinema
- Council Offices
- Civic Square

Heritage Properties

- Former Salisbury Police Station, Courthouse & Stables
- First and Second St John’s Anglican Churches & Graveyard
- Former Salisbury Primary School
- Salisbury Institute
Car parking is an important consideration within any city centre. The site analysis shows that car parking as an urban form dominates much of the north of the city centre particularly surrounding the shopping centre and along the Little Para River. There is a mix of private and public car parking across the city. At certain key entry locations, car parking provides a default entrance statement to the city centre.

By contrast, the absence of long-term on-street parking along John Street increases pedestrian movements and promotes continual activation of the mainstreet. The balance between car parking provision and pedestrian activation will be critical to the success of the Urban Design Framework. Accessible parking needs to be maintained with future rates and demands balanced against public realm requirements such as landscape, seating, outdoor dining and retail ‘spill out’ areas (outdoor dining).

Calculating the existing car parking provision within the City Centre against the current and draft Salisbury Development Plan gives a clear basis for understanding how the demand for car parking and the provision of car parking could change in future.

Accessible car parking should be maintained within the city centre in future. A range of car parking options should be provided including multideck car parking in strategic locations, at grade, undercroft and short term on-street car parking. Opportunities exist for the future consolidation of at-grade car parking within the city centre, providing car parking within the built form of future development and freeing up the development potential of current car parking.

**Existing public car parks**

From council information, it is calculated that there are approximately 2,140 existing public car parks in the urban core zone (derived from the Salisbury Town Centre Car Park Review, Luke Gray 2011 plus the 1500 provided by Parabanks).

As a guide to ascertain the existing car parking provision vs. requirement, the gross leasable floor area of retail and commercial land use bounded by Wiltshire Street, Gawler Street, Little Para and Commercial Road (urban core zone), and from GIS and NearMap have calculated that the gross leasable floor area is approximately 50,000m².

**Current Development Plan Rate**

Using the current Development Plan (18 March 2014), an average car parking rate for these land uses (shop within a centre, office, restaurant) is around five spaces per 100 m². This would equate to 2,500 car parks required, 400 more than currently provided.

**Existing Activity Centres Policy Review Development Plan Amendment**

The Development Plan Amendment proposes to reduce car parking rates within activity centres; locations within 400 metres of a train station and 200 metres of high frequency bus stops. The new rates proposed are 3 spaces per 100m² for non-residential uses.

This would equate to 1,500 car parks required, 640 less than currently provided.
KEY CONSIDERATIONS

- Further assessment of the car parking requirements for the city centre needed
- Development potential of northern car parking areas
- Car parking dominates land use facing the river
- Car parking defines most edges of the city - default entrance statement
- Concentrating longer term car parking at the periphery of the centre, to free up spaces within the core area for short term parking
- Parking within the core of the centre should include conveniently located short term parking areas in desk car parks and at grade as well as short-term on-street visitor parking associated with retail and other uses

Car parking across City Centre (2,140 total)

- Council Civic Centre car park - 100
- Parabanks (south, east, undercroft, north-east - 1500
- Sexton car park - 158
- John Street on-street parks - 68
- Cash Converters car park - 60
- Bank SA car park - 28
- Spaceland car park - 79
- Judd car park - 144
- Interchange (north) car park - 98
- Stockade (north) car park - 60
- Stockade (south) car park - 69
- Interchange (south) car park - 420

NOTE: Car parks 1,3,4 and 8 are Council controlled.
3.2 | MOVEMENT

3.2.1 PEDESTRIAN MOVEMENT

The pedestrian network affects many aspects within a City Centre such as the walkability, placemaking, and active transport. If the area has good pedestrian connections, it is more attractive, comfortable and safe for people to walk through the City and linger along the streets.

Over all, the Salisbury City Centre has good pedestrian infrastructure provision in the southern end of the city. However travelling towards the northern edge, these disperse into car parking with few defined pedestrian connections to the Little Para River. These wide expanses of car parking create significant conflicts between pedestrians and vehicles resulting in unsafe zones.

Within Salisbury City Centre, there is a strong pedestrian connection along John Street; with generous footpaths and multiple crossing points. There are multiple pedestrian connections between John Street and Wiltshire Street through lane ways and car parks.

There is huge potential for the Salisbury City Centre in relation to pedestrianisation for a number of reasons. Predominately that the compact size of the centre means that most of the city is within 3-4 minute walking distance. Some considerations could include improve lane way permeability between John Street and Wiltshire Street and increasing the pedestrianised public realm.

Consideration should be given to improving established pedestrian links throughout the city especially where they link key locations.

A review of the block size within the city centre should be undertaken, taking into consideration that the recommended walking distance for local trips and walking to public transport is 400 - 500m. For example, the block bounded by Commercial Road, Ann Street, Park Terrace and Wiltshire Street has a reduced walkability due to the large block size that is between 440m and 500m.

3.2.2 CYCLIST MOVEMENT

There is limited provision for cyclists within Salisbury City Centre. While lower speed limit roads do improve cyclist safety along the road network within the City Centre the surrounding higher speed road networks surrounding the City Centre do create barriers to accessing the City Centre via cycling. These barriers are further impacted as there is limited to no cycling infrastructure (bike paths) along these roads. Cycling into the City Centre from the west is impacted due to the railway line and Salisbury Highway.

The analysis mapping shows that there is one on-street cycle lane within the city centre and there is a disconnect between off-road cycling paths.

There is minimal cycling infrastructure within the City Centre such as bike parks, secure storage (especially around the station). This lack of infrastructure does not make the city centre an easy place for people to visit on their bike and limits the viability of mixed modal public transport such as bike/train.

Significant opportunities exist within the city centre to create a cycle friend environment. These could include creating more dedicated cycle lanes along the road network, linking the existing off-road paths, providing better links into the city across main roads, providing more cycling infrastructure, maintaining lower speed limits and visibly encouraging road users to share the road.
KEY CONSIDERATIONS

- Significant pedestrian/vehicle conflicts creating unsafe 'share use zone'
- Strong footpath connections along John Street
- Potential to increase lane way permeability between John Street and Wiltshire Street.
- Little pedestrianised public realm
- Fragmented footpaths along Wiltshire Street, Ann Street and Commercial Road
- Few connections to the Para River
- Absence of footpath network through north half of the city
- Cyclists are not provided for in the city centre - lack of on-road cycle lanes and disjointed off-road tracks
- Opportunities to provide bicycle parking at destinations and regular intervals
- Improved pedestrian linkages should be provided to ensure ease and convenience of pedestrian travel between car park areas and destinations
3.2 | MOVEMENT

3.2.3 VEHICLE MOVEMENT

The layout and design of a road network within a city centre impacts on issues such as congestion, access to facilities and shops and the interface between the various road users.

Existing Road Network

The site analysis shows a clearly defined road network grid to the southern end of the city centre. To the northern edge of the city, there is a lack of formal road networks. However, there are numerous ‘hidden’ roads throughout the car parks with secondary circulation routes within.

Throughout the City Centre, there are significant conflict zones between pedestrians and vehicles resulting in unsafe ‘shared use’ zones. There is a need to define the pedestrian and road connections throughout the city.

Road Traffic Volumes

There are some high volume traffic roads surrounding the Salisbury City Centre: Salisbury Highway, Commercial Road and Park Terrace. There is a higher volume of traffic travelling through the City Centre in a north-south direction rather than east-west, which creates conflicts within the road network as there is less north-south vehicle permeability in the north mixed use and mainstreet precincts. While there is no formalised east-west vehicle permeability across the south mixed use and residential precincts.

Bus Network

The transport interchange is the major bus stop and tram station within the city centre. Located along the western edge of the city adjacent to the railway line, it provides a link between various public modes of transport. Currently, the transport interchange is the only location within the city where both southern and northern bus routes are accessed. Which can lead to an issue with legibility for bus users needing to catch buses at other stops within the City Centre.

3.2.4 LINK AND PLACE (LINK)

Urban streets are defined regarding link and place. Link reflects the movement along the street network by road users such as vehicles, pedestrians and cyclists. The road hierarchy considers the projected traffic volumes, vehicular speeds, the function of the street and the priority access along the street.

It is seen when defining the existing road hierarchy that the internal roads of the City Centre are all local or neighbourhood streets. Most streets that move traffic east/west through the city are local streets; these streets have an average daily traffic of below 3,000 cars and carry local traffic from immediate streets.

Most streets that move traffic north/south through the city are neighbourhood streets; these have an average daily traffic of between 3,000 to 8,000. District level streets Commercial Road and Park Terrace have a daily traffic volume of between 8,000 to 20,000 cars and carry district-wide traffic; the majority of this traffic bypasses the City Centre.
KEY CONSIDERATIONS

- Defined grid to southern edge of City Centre
- Numerous ‘hidden’ roads within the car parks
- Secondary circulation routes within car parks
- Absence of long term parking along John Street - leads to increased pedestrian activity
- Need to define pedestrian and road connections (Link and Place)
- Future development of the transport interchange dependent on the Department of Planning, Transport and Infrastructure
- Legibility of the bus routes need to be revised - buses travelling on east and west routes follow different paths through the city centre
- Current draft planning considers the development of a bus super stop along Wiltshire Street to improve bus function, legibility and movement.
3.3 | PUBLIC REALM

3.3.4 STREETSCAPES

Urban streets are an important and often overlooked part of the public realm within the city. They are the interface between the movement network and the built form. A high-quality streetscape can change the way people move along the road network and can entice people to linger in a location. The streetscape can also have an impact on pedestrian comfort in extreme weather conditions which is an important consideration in South Australia’s hot, dry summers. Consideration should be given to creating a sheltered pedestrian environment along key pedestrian streets such as John Street and Church Street through the use of verandas and awnings.

3.3.5 LINK AND PLACE (PLACE)

Urban streets can be defined regarding link and place. Place is the consideration of the street as a destination; a location where activity occurs on, or adjacent to, the street. A place is where users want to experience the features of a street and will usually be travelling on foot. A public realm hierarchy considers traffic volumes, the quality of the streetscape, and the significance and catchment of the land use along the street. Each factor reinforces and contributes to the sense of place.

Within this ‘place’ framework, there are further definitions of night time places and active edges. Night time places are land uses such as cinemas and restaurants that prolong activation through the day and provides activity during the evening and at night. These night time places add vibrancy to the city and contribute to user safety. Active edges are land uses such as the cafes, fruit vendors and market stalls that encourage users to linger in the streetscape.

While most of the city provides a local or neighbourhood place hierarchy, there are some key district and regional level places in the City Centre. District level places include the main entrance into Parabanks shopping centre and the cinema. The cinema is the only place within the City Centre which is defined as a night time place.

While the key regional place within the Salisbury City Centre is the main section of John Street including the Library and Civic Square. Regional level places have a high level of intensity of on-street activities that generate city-wide interest.
KEY CONSIDERATIONS

- High quality development of Civic Square and table tennis pedestrian walkway
- Some public realm along John Street aged and not well maintained
- Good sense of place along eastern section of John Street; however this could be enhanced further
- Varying level of public realm quality throughout the city - e.g. footpaths, seating etc.
3.3 | PUBLIC REALM

3.3.1 OPEN SPACE

Civic Square while small, at around 0.25 ha, is a well designed and has been recently developed to provide a quality central space to the city. The adjacent car parking space has been used to expand this space temporarily for community events in the past. There is potential to expand on this space in the future, which is in line with the current plans for the space. There is potential for the forecourt to the transport interchange to expand to provide an open space setting to support people using the interchange; consideration should be given to principles of crime prevention through urban design. The Little Para River linear open space is a key informal green space offering recreation opportunities and off-street pedestrian and cycling tracks. There is currently a lack of pedestrian and cycling connections between this space and the city centre that leads to this space being underutilised. There is a high level of potential for this space not only for informal recreation and community events but to provide open space to a potential increased future residential population of the city centre.

The Little Para River linear open space is a key informal green space offering recreation opportunities and off-street pedestrian and cycling tracks. There is currently a lack of pedestrian and cycling connections between this space and the city centre that leads to this space being underutilised. There is a high level of potential for this space not only for informal recreation and community events but to provide open space to a potential increased future residential population of the city centre.

The war memorial is located along residential streets in the south of the city centre near the Salisbury Oval. It is of a high quality and has found a home here after multiple moves. However, there are limited links between this space and the centre of the city resulting in it being slightly isolated. While there are two cemeteries within the city centre which can be classed as open space and do contribute to the character of the city, these have limited usability as open space. Overall if the population of the city centre is projected to increase then careful consideration should be given to providing a higher level of usable open space.

3.3.2 VEGETATION

Salisbury has a variety of landscape characters spread over the City Centre from the more natural Little Para River linear open space to the recently redeveloped Civic Square. There are significant belts of vegetation throughout the City Centre, a high number of street trees, and numerous mature trees or significant trees creating ‘landscape landmarks’. The northern edge of the city centre has an exposed landscape character with little to no trees located within the at-grade car parking. This has impacts on the comfort of pedestrians and issues such as water sensitive urban design.

Consideration should be given to preserving significant trees and providing these with a setting that takes advantage of their character, amenity and habitat value. One of the key feedbacks from the community engagement process for the Renewal Strategy was the desire to see more ‘green’ within the city centre. Consideration should be given to not only increasing the street trees throughout the city but also providing a variety of landscape responses, such as planters, green wall and rain gardens. Increasing the vegetation within the urban environment will not only provide increased amenity but will also help to manage stormwater runoff as well as providing a microclimate cooling effect and benefits.

3.3.3 COMMUNITY/SPORTS FACILITIES

There is a high provision of both public and private sport and community facilities including the Salisbury Oval, Scout Hall, Bowling Club and Sport and Community Centre. These are all located in the south of the City Centre and form a unique precinct. While this precinct will be subject to further planning beyond the scope of this document, consideration should be given to how it fits into the City Centre as a whole. Ensuring that there is legibility and connection between the City Centre and the sports precinct.
KEY CONSIDERATIONS

- Significant belts of vegetation and street trees throughout the City Centre
- Numerous mature trees creating 'landscape landmarks'
- Small Civic Square open space (0.25 ha)
- Adjacent car park used as temporary spill out space for Civic Square
- Limited vegetation (shade and amenity) within northern car parks
- Exposed landscape character to north of the city
- Good sport and recreation provision (Little Para River and Salisbury Oval) - but links to city centre not well defined
- Established war memorial with strong links to community facilities (RSL and Scouts)
3.3.6 THE MAINSTREET - JOHN STREET

The mainstreet in Salisbury City Centre is centred on John Street and has undergone many changes over the years. Originally a two-way road in the mid to late eighties the section between Church and Anne Street became a shared use road. With the section between Church and Gawler Street being one way in an easterly direction and Anne Street to Commercial Road remaining two-way. In the mid-nineties, concerns about shopping viability led to a more shared space approach to the street with one-way traffic and parking permitted between Gawler and Anne Street. Soon after this the 20km/hr speed limit was introduced on John Street and other streets within the City Centre.

The existing design of John Street meets many of the elements associated with contemporary mainstreet designs. The basic design elements show a combination of traditional and shared use street designs. The 20km/hr low-speed limit, short term on street parking, regular pedestrian crossing points, wider footpaths, landscape elements such as seating and the inclusion of the Civic Square all follow current mainstreet trends.

The main difference between John Street and the trend analysis contained in the Background chapter is the section of one way traffic instead of the general two-way traffic design. The Renewal Strategy and supporting Traffic Assessment Report suggests that the one-way traffic section of John Street is retained in the short term.

Another major difference between John Street and the case study analysis is the heavy use of bollards and chains as demarcation between the road traffic and pedestrian traffic. This restricts the ability for the street to function as a shared use zone and increases the physical separation of users. Greater consideration needs to be given to the removal of barriers while at the same time considering specific demarcation of land uses and street function.

The integration of street furniture and landscape areas will provide significant opportunity while maintaining the existing and reinforcing the landscape character of the street.
The desired character statement contained within the Salisbury DPA recommends the following:

"John Street is to be retained and regenerated as an attractive main street with a village atmosphere that includes retail, cafes and restaurants on the ground level, with offices, quality residential development and car parking above and behind."
### 3.4 | KEY CONSIDERATIONS

<table>
<thead>
<tr>
<th>BUILT FORM</th>
<th>MOVEMENT</th>
<th>PUBLIC REALM</th>
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<tbody>
<tr>
<td><strong>Retain</strong></td>
<td><strong>Pedestrian focus of John Street and one way traffic flow</strong>&lt;br&gt;<strong>Lower speed limits throughout the city centre</strong>&lt;br&gt;<strong>Accessibility of public transport</strong></td>
<td><strong>Landscape value of the Little Para River</strong>&lt;br&gt;<strong>Retain and expand Civic Square as the heart of the city</strong>&lt;br&gt;<strong>Landmark and significant trees</strong>&lt;br&gt;<strong>Established vegetation belts and street trees throughout the city centre</strong>&lt;br&gt;<strong>John Street as a key place within the city centre; building on the successful elements along the street</strong></td>
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<tr>
<td><strong>Change</strong></td>
<td><strong>Increase the walkability of the city centre through increased scale and density of urban form</strong>&lt;br&gt;<strong>Improve accessibility to civic and community services by public transport</strong>&lt;br&gt;<strong>Decrease the amount of at grade car parking and integrate into the built form</strong>&lt;br&gt;<strong>Modify the large scale of built form in the north of the city to create more human scale development</strong>&lt;br&gt;<strong>Alter internalised built form of Parabanks shopping centre to increase activation to building edges</strong></td>
<td><strong>Exposed landscape character in the north</strong>&lt;br&gt;<strong>Improve streetscapes for pedestrian comfort and ease of movement around the city centre</strong></td>
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<tr>
<td><strong>Create</strong></td>
<td><strong>Opportunities for the redevelopment of at grade car parking and create new city centre development</strong>&lt;br&gt;<strong>Residential character that takes advantage of educational facilities and the proximity of the city centre</strong>&lt;br&gt;<strong>Acknowledge heritage character and local landmark buildings</strong>&lt;br&gt;<strong>Increase residential development within city centre</strong>&lt;br&gt;<strong>Develop mixed use land use</strong></td>
<td><strong>Increased open space in strategic locations across the city centre</strong>&lt;br&gt;<strong>Improve shade and amenity through landscape treatments</strong>&lt;br&gt;<strong>Improve pedestrian comfort in extreme weather conditions</strong>&lt;br&gt;<strong>Provide more opportunities for placemaking within the city centre and sites for community interaction</strong>&lt;br&gt;<strong>Improve Stormwater management opportunities (WSUD)</strong></td>
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4.0 STRUCTURE PLAN
4.0 | STRUCTURE PLAN

INTRODUCTION

The analysis undertaken allowed for the development of an overall City Centre vision, this encapsulates what the Salisbury City Centre aims to be in future. The structure plan for Salisbury City Centre provides an overview of how each element of the City Centre; built form, movement and public open space, will interact in future. Objectives have been developed that guide how the built form, movement and public realm within the city centre develops in future and how each element of the urban realm can contribute to the overall city centre vision. A number of key actions have been identified that explore how these objectives could be achieved. Further actions and implementation detail will be required in future to ensure that the intention behind the Urban Design Framework is achieved but also to ensure that it responds appropriately to other planning.

Within this section of the Urban Design Framework the structure plan is presented as a whole with the overall vision and objectives. The structure plan is then separated into the various elements that make up the structure plan, focusing on these to provide a higher level of detail. The structure plan has been separated into the following layers:

**Built Form**
- Retail, Commercial and Mixed Use
- Residential, Civic and Education
- Car Parking

**Movement**
- Road Network
- Public Transport
- Pedestrian and Cyclist Links

**Public Realm**
- Public Realm and Open Space
- Place and Streetscape Activation

The structure planning of Salisbury City Centre (SCC) builds on the information, analysis and intelligence acquired from the detailed site assessments and the SCC Urban Renewal Strategy. The structure plan represent land use, movement planning, public realm and open space propositions for the City Centre and demonstrates how different urban forms, access and land use functions with need to planned for and integrated over the next 20 years.
4.1 | VISION & OBJECTIVES

4.1.1 CITY CENTRE VISION STATEMENTS

“A thriving and walkable city centre that celebrates its multicultural community."

“A well designed, vibrant and mixed use City Centre with integrated public transport and active streets where people can meet, linger and feel safe”

“A City Centre attracting investment and has a mix of successful businesses”

4.1.2 BUILT FORM OBJECTIVES

- Offer an authentic local mainstreet experience that is well designed and legible with activated streetscape environments.
- Embrace the cultural diversity of the community and provide an inclusive, well planned and desirable location that accommodates a wide range of convenient shopping and business services.
- Encourage development that creates opportunities for vibrant, high-quality mixed-use and residential use.
- Provide for new buildings of high architectural standards which incorporate sustainability principles and provide for mixed use development.
- Provide conveniently located car parking options that support the economic, social and recreational vitality of the City Centre.

4.1.3 MOVEMENT OBJECTIVES

- Provide legible and integrated public transport options with integrated bicycle and pedestrian links.
- Create continuous, safe and easily accessible links for all members of the public throughout the City Centre.
- Create a road network that allows for easy navigation of traffic through and around the City Centre.
- Provides strong links to the City Centre from the surrounding areas.
- Aim to balance the competing requirements associated with pedestrian and vehicular needs and establish shared spaces for both.

4.1.4 PUBLIC REALM OBJECTIVES

- Ensure the City Centre embraces people of all ages and cultures in a safe and friendly environment.
- Provides for active street frontages with cafe style dining and high amenity streetscapes at a human scale.
- Reinforce the Civic Square as the heart of the city and a major destination.
- Provide for active and functional public spaces and streets that encourages community interaction, recreation and congregation.
- Encourage innovative development and integration of landscape treatments to create attractive public spaces including green roofs and green walls.
- Ensure that the public realm is safe, accessible and caters for the needs of all members of the community (all accessible and age friendly).
4.2 | BUILT FORM

4.2.1 RETAIL, COMMERCIAL, MIXED USE

The development of the City Centre aims to create future capacity, build on existing urban form and providing strong street frontages that activate the city’s public realm.

Mixed use is anticipated within much of the City Centre supported by commercial development in key locations. Mixed use provides more flexibility within the built form and can include retail, hospitality, commercial or residential land uses. Mixed use development provides fine grain vertical development within the city, refer to Figure 4.2.1 (page 52) for potential urban form and car parking provision. This built form model aims to generate activity and attract a transitory and local population that supports a social activation of the public realm.

A consolidated core for retail, commercial and mixed use is anticipated for the City Centre focused around the Church Street extension and Civic Square. A building height of 4-6 storey is envisioned for Church Street to attract a larger proportion of commercial development. It is anticipated that a range of social, community and civic services will be encouraged to relocate or establish here.

John Street is an important activity centre for the City. With strong links to the transport interchange and as the established mainstreet retail experience it is a defining element of the City Centre. There is the opportunity to enhance John Street as the mainstreet particularly in relation to active frontages, increasing public realm opportunities and landscape amenity.

Development along John Street should be encouraged including regeneration and infill to create additional street frontages that will increase activity. Development along this street should fit with the existing form and scale to maintain the traditional mainstreet look while still allowing for some flexibility in the development of mixed-use upper storeys particularly potential residential. The fine grain development should be maintained at the western end of John Street and should be encouraged in the eastern half of the street.

The retail provided by Parabanks should be retained and enhanced in the future. Opportunities exist to incorporate Parabanks into the City Centre through the creation of an active frontage onto John Street and the provision of internal pedestrian links with the surrounding area.
KEY ACTIONS

1. Encourage infill development along John Street which complements existing development form and scale. Maintaining the diversity of John Street

2. Expand Parabanks south and west to create a continuous John Street active frontage and Church Street extension

3. Extend mixed use and commercial development along an extended Church Street (4-6 storeys)

4. Continued development of urban edge capitalising on transport hub and Gawler Street (4-6 storeys)

5. Increase development along Wiltshire Street (3-4 storeys) maintaining existing car parking to road frontage (either at grade or deck)

6. Development of mixed use development within the City Centre which encourages vertical fine grain development.

7. Support and encourage mixed use development along Park Terrace as part of Salisbury Oval Precinct Plan

8. Potential to develop landmark buildings to create entry statements at key locations

9. Encourage greater day and night time activity to edges of the Civic Square
4.2 | BUILT FORM

4.2.2 RESIDENTIAL, CIVIC, EDUCATION

Salisbury City Centre has the potential to draw people to live, study and connect with community services. This can be achieved through increasing the focus and provision of high quality and accessible residential, education and civic or community facilities. These three elements within the built form helps to create vibrant and successful walkable neighbourhoods.

The large existing provision of education in the City Centre should be enhanced through improving the open space and connections surrounding the education facilities and identifying ways that these can support community activities.

The structure plan intends to consolidate existing civic and community facilities and locate these within the core of the City Centre. These facilities have the potential to be integrated into mixed use built form providing a better experience and amenity for visitors. These types of facilities are essential for the community and are therefore strong attractors for the city centre.

There is the potential for the development of a new council building and community hub, these buildings will create landmark developments in key locations within the City Centre adding to the Salisbury character.

Increasing the residential population within the City Centre is a critical consideration to creating a successful walkable neighbourhood. Attracting people back into the City Centre aligns with the South Australian state strategic plan for increased development around transit corridors and also follows current residential trends.

Residential development should capitalise on locations that have good access to open space and visual amenity as well as good public transport and pedestrian connections. There is the potential to provide a diverse range of housing choices such as attractive housing options for families and tertiary students located close to education facilities, apartments on the upper storeys of mixed use developments adjacent open space and also residential development along the tops of shops along John Street.
KEY ACTIONS

1. Investigate residential development potential at key locations within the City Centre adjacent to open space.

2. Residential focus to the south of the City to take advantage to surrounding education and community provision.

3. Explore the potential for varying residential types such as ‘shop top’ development along John Street.

4. Encourage community services to consolidate into the City Centre along Church Street.

5. Potential redevelopment and upgrade of council building to create a landmark building fronting open space with integrated parking (4-6 storeys)

6. Potential for landmark buildings to create entry statements at key locations within the City Centre.
Car parking will be critical to the function and accessibility of the City Centre and needs to be consolidated to enable future development while maintaining capacity. This is likely to result in a reduction in at-grade car parking and an increase in multi-deck, on-site parking, additional on-street parking and more parking provision to the edge of the city for long-term parking (particularly in relation to the transport hub).

Consideration needs to be given to the intended function of the car parking which will determine the location and type of car parking provided.

On-street car parking will support the surrounding businesses; however, lower time limits should be identified (such as 15-60 minute car parking) to ensure continuous movement of people through the City Centre. Car parking should be dynamic and respond to the adjacent activity and location within the City Centre. This will be an important consideration for streets with high retail provision and amenity.

Multi-deck car parking will be appropriate in certain locations within the City Centre especially to support facilities that attract a high volume of visitors that require longer term car parking such as Paraburris, TAFE, a park and ride as part of the future transport interchange or entertainment venues such as the cinema.

Opportunities exist for multi-deck car parking to provide innovative facades that support public realm objectives in the city centre and promote vibrancy.

While some at-grade car parking should be maintained to support existing commercial development, new development should be encouraged to integrate car parking provision into the built form, refer to figure 4.2.1. This allows for adequate on-site car parking while still achieving street activation. Re-imagining the car parking provision in the city centre allows the development potential of the existing car parking to be unlocked.

Figure 4.2.1: Example of urban form and on-site car parking.
**KEY ACTIONS**

1. Provide multi-deck car parking in key locations with well-designed facades and active street frontages where appropriate (Sexton car park).

2. Provide on-street parking to support the adjacent land uses and the function of the street.

3. Integrate car parking into the built form where appropriate – maintaining active frontages.
4.3 | MOVEMENT

4.3.1 ROAD NETWORK

The movement of vehicles, people and cyclists through and around the city is a key consideration for how well the centre functions. The road network influences not only traffic congestion but also economic viability of surrounding retail and commercial land uses, pedestrian and cyclist safety, and community interaction and the experience of the city centre.

The structure plan proposes to create more north/south and east/west connections throughout the city centre. This is through the extension of Church Street and Ann Street as well as the formalisation of many of the hidden roads within the existing car parking. This will increase the permeability in the city centre allowing for more movement for all transit modes. While the creation of a city ring route allows vehicular traffic to bypass the city centre if desired.

Increasing the road network in the city centre does not automatically lead to the increase of traffic volume; opportunities exist for traffic management through the use of shared use zone, retention of the existing lower speed limits throughout the city centre and the improved public realm along the street network.

Consideration should be given to key intersections throughout the city centre which should act as safe and accessible crossing points within the city centre and connecting it to the surrounding suburbs.
KEY ACTIONS

1. Create additional north/south access roads through the City - Church Street and Anne Street extension
2. Create additional east/west access roads – formalise informal car parking roads, ring road and local roads
3. Create a route that allows traffic to travel around the City Centre.
4. Develop legible entry points and upgrades to Park Terrace and Commercial Road to enhance vehicular access to the City.
5. Create shared space/low speed environments that allow safe pedestrian and vehicular interaction
4.3 | MOVEMENT

4.3.2 PUBLIC TRANSPORT

Supporting and enhancing both the railway and bus provision will be critical for the accessibility and sustainability of the Salisbury city centre into the future.

The proposed structure plan supports and builds on existing public transport planning goals to simplify the bus routes through the city centre. The development of the city ring route allows the opportunity for the buses to travel around the city. Legibility in the bus system could be achieved through ensuring routes to outer suburbs all stop at the same places within the network.

To support public transport consideration should be given to public realm and the integration pedestrian and cyclist connections, infrastructure and amenity into the public transport network. Further consideration should be given to how the different public transport modes, rail and bus, integrate with each other through the development of the transport interchange.

Although both rail and bus developments in future will be dependent on State Government planning; opportunities exist to support public transport goals through the surrounding road network, connections and public realm.

Provide legible and integrated public transport options with integrated bicycle routes.
1. Develop integrated transport hub in conjunction with Department of Planning Transport and Infrastructure
2. Upgrade of rail way crossing as part of future planning for transport hub and rail corridor
3. Investigate the development of the Bus Super Stop along Wiltshire Street
4. Develop bus access to edge of city centre (300m walking distance from centre of city)
5. Ensure strong pedestrian links to John Street (Green Terminus and Super Stop)
4.3 | MOVEMENT

4.3.3 PEDESTRIAN & CYCLIST

Promoting active transport options, walking and cycling, throughout the City Centre is a key priority identified in previous planning. Creating safe, accessible and high amenity pedestrian and cycle links throughout the City Centre is critical to achieving this increasing active transport.

The increased road network within the City Centre will support the pedestrian and cyclist movement throughout the City Centre. However increased permeability is achieved through the enhancement of existing off-road pedestrian and cycle links as well as the identification and establishment of new links. These links exist informally currently and connect major activity centres such as the TAFE and the City Centre as well as providing easier and quicker routes in situations where large block sizes limit access.

The movement of pedestrians and cyclists within the City Centre is supported through high amenity streetscapes particularly John Street, the existing shared use street, and the establishment of Church Street. These streets function as an extension of the public realm supporting adjacent open space and providing places for pedestrians to linger.

Throughout the City Centre cyclist infrastructure such as parks and secure lockers, improved on-road cycle paths, lower speed limits will all support active transport as an attractive option.

Consideration should be given to developing and enhancing off-road cycle and pedestrian pathways to support recreation and links into the surrounding areas.
KEY ACTIONS

1. Continue to enhance John Street as a shared use street
2. Enhance and develop pedestrian links throughout the city centre
3. Establish cycle infrastructure and cycle links
4. Improve pedestrian connection as part of upgrade of rail way crossing
5. Extension of the public realm into key intersections in the City Centre.
6. Develop a pedestrian/cycle link along the railway corridor in conjunction with the Department of Planning, Transport and Infrastructure and Salisbury Oval Precinct Plan.
7. Review key intersections and crossing points into the City Centre.
Reinforce the Civic Square as the heart of the city, a major destination and event space. Provide for active and functional public spaces that encourage community interaction, recreation and congregation. Encourage innovative development and integration of landscape treatments to create amenity, contribute to water sensitive urban design and improve the micro-climate.

4.4.1 PUBLIC REALM AND OPEN SPACE

The open space and public realm recommendations are proposed to increase the amenity of the City Centre. This includes the continued development and expansion of Civic Square, pedestrian walkways and connections, and the development of streetscapes which support community interaction, tree planting, landscape treatments, street furniture, public art and sustainability objectives.

The structure plan builds on the existing open space to continue to provide a diverse range of places across the city that supports different functions. These include activities such as sport and recreation, social congregation, celebration and remembrance, and relaxation. This is an important consideration into the future to support the existing and increased visitor and permanent population of the City Centre.

Civic Square at the heart of the city will continue to develop in line with the quality of upgrades already completed in the space. The suggested expansion of Civic Square will support a larger congregation space. Opportunities exist to incorporate the historical cemetery into the site and to extend the public realm into the shared streets surrounding the space to create a flexible space for a variety of community events in future.

There are two key sport and recreation spaces within the city centre; the Salisbury Oval Precinct and the Little Para River. The provision of these activities in these spaces should be retained and enhanced in future. There are opportunities to increase the use of the Little Para River as a recreation destination.

The public realm and open space provide opportunities for a green city centre incorporating water management and micro-climate mitigation into the landscape. Innovative green infrastructure, such as green roofs and walls, should be encouraged throughout the city centre but especially to support adjacent open space. Green infrastructure not only provides amenity but also improve sustainability and provide a sense of increased open space.

The structure plan suggests developing strong connections between the open spaces provided across the city centre.
KEY ACTIONS

1. Increase the size and open space provision of Civic Square (utilising the existing car park)
2. Integrate the historical cemetery into Civic Square
3. Potential for the public realm to continue across the shared use zones and provide temporary ‘spill out’ spaces for larger community events through temporary street closures
4. Develop open space close to the transport interchange to provide a place for congregation and amenity for people using public transport options (Green Terminus)
5. Explore the potential for the Little Para River as an informal recreation and event space – potential for future planning
6. Retain the sports and recreation focus of the Salisbury Oval precinct
7. Reinforce play provision within Civic Square to support future community activation in the City Centre.
8. Develop John Street and Church Street as mainstreet boulevard to achieve a high quality urban environment.
9. Establishment of pedestrian connection and public realm between Wiltshire Road and John Street.
10. Develop landscape treatment and tree planting to create gateways and a sense of arrival.

• Promote the development of green walls and roofs in appropriate locations across the City
• Incorporate Water Sensitive Urban Design into the public realm and open spaces within the City Centre.
4.4 | PUBLIC REALM

4.4.2 PLACE & STREETSCAPE ACTIVATION

Ensure the city centre embraces people of all ages and cultures in a safe and friendly environment. Provides for active street frontages with café style dining and high amenity streetscapes at a human scale that encourage a unique shopping experience.

Encouraging active streets aims to improve the vitality and safety within the city centre to blend the internal and external activity and to create places that encourage people to linger and experience the city centre.

Activation of the public realm can be dependant on a number of things including the look and feel of the built form, the range of retail and services provided, the provision and encouragement of outdoor dining and temporary activation events. Activation depends not only on land use planning and public realm but also management and innovation.

Creating active streetscapes should be concentrated in key locations within the city centre and support places which are already established activity centres. Two key locations have been identified which are John Street and Civic Square, and Gawler Street around the interchange to the cinema. These locations provide the opportunity to build on the existing character and vibrancy of Salisbury City Centre.

Concentrating streetscape activation to the core of the city centre initially will ensure that a focused approach can be taken which is tailored to the location. However if unique opportunities arise there should be the flexibility to take advantage of these.
KEY ACTIONS

- Develop key pedestrian walkways which are well designed and accessible for all abilities
- Explore the potential for local art works to be incorporated into the public realm
- Encourage development of two key activation areas in key locations within the City Centre - John Street and Civic Square and Gawler Street
- Ensure that a high quality public realm is developed at key locations in the city to support active frontages
- Provide streets that provide comfort and amenity (including shade, landscape, and seating)
- Develop a ‘Place Management Plan’ for future activation opportunities - this could involve a number of established groups within the city centre.
5.0 | IMPLEMENTATION

5.1 APPROACH

The proposed Urban Design Framework takes a long-term view on the development of the Salisbury City Centre and as such it is important to consider a staged approach.

Overall the implementation approach for Salisbury City Centre focuses first on the core of the city and works out towards the edges of the city. This takes into consideration building on existing activity centres such as John Street and utilising council owned property such as the existing council buildings or other locations where potential development is aligned to the key outcomes of the Urban Design Framework.

Note that timing is indicative and needs to be market-driven. However where Council can take action to assist in enhancing or accelerating market demand, these actions should be considered.

5.2 QUICK WINS

The implementation approach identifies projects that could be quickly be achieved in the next one or two years and have the potential to deliver high impact results. These are important to show that there is a commitment to change and also to engage the community with the idea of redevelopment.

**Built Form**

1. Review and establish verandas or awnings along John Street to increase amenity and maintain a high degree of shade.

**Movement**

2. Review on-street car parking time allowance to increase vehicular turn over.
3. Review speed limits throughout the city centre and reduce to encourage shared space environment
4. Explore the potential of temporarily closing the Cash Converters car park to prototype the pedestrian link.
5. Develop pavement graphics across the John Street and Church Street intersection to increase shared-use potential of the area.

**Public Realm**

6. Removal or modification of aging gazebos and shade structures along John Street
7. Painting of bollards along John Street with a single colour (RAL 9017 Traffic Black) and removal of chains in between bollards.
8. Paint railing to cemetery (RAL 9017)
9. Activation of Civic Square through community programs
5.3 SHORT TERM (0-5 YEARS)

The short term implementation of the urban design framework provides some unique opportunities to build on existing strengths within the city. While developing some major infrastructure to unlock future development opportunities.

**Built Form**
1. Development of the Community Hub within central location with frontage onto Civic Square (three potential locations indicated)
2. Investigate multi-deck car park with ground floor activation
   - Encourage infill development along John Street
   - Increase development along Wiltshire Street maintaining existing car parking to road frontage

**Movement**
3. Extend Church Street to provide north/south connection
4. Develop Wiltshire Super Stop
   - Develop key pedestrian and cycle links
   - Development of key intersections and gateways

**Public Realm**
5. Pursue opportunities to increase Civic Square (existing car park/adjacent land)
6. Development of open space adjacent to transport interchange
7. Increase open space links to key civic and community destinations
   - Enhancement of public realm along John Street and Wiltshire Street

**Future Planning**
8. Finalise master planning and feasibility for Salisbury Oval, and initiate development of the oval precinct
9. Undertake master planning for the re-development of the transport interchange in association with the electrification of the Gawler rail line, including rail way crossing.
5.4 MEDIUM TERM (5-10 YEARS)

The medium term implementation of the urban design framework continues the development of major infrastructure aiming to improve the movement throughout the city and to open up the development potential of the city centre.

**Built Form**
1. Extend mixed use development along Church Street
2. Expand built form south to create John Street frontage
3. Potential residential development (up to 6 storeys)
4. Develop multi-storey car park to support TAFE and Police
5. Support development of key sites along Park Terrace, Commercial Road and Wiltshire Street.

**Movement**
6. Develop ring road
   - Develop key pedestrian and cycle links
   - Development of key intersections

**Public Realm**
7. Enhancement of public realm along Gawler Street and around the transport hub
   - Continue enhancement of streetscapes within the City Centre

**Future Planning**
8. Continue redevelopment of Salisbury Oval including staged residential development opportunities of the precinct
9. Initiate redevelopment of the rail station and interchange
5.5 LONG TERM (10-20 YEARS)

The long term implementation of the urban design framework takes advantage of the development potential opened up through the infrastructure upgrade throughout the city. The projects completed in the short and medium term will ensure that these long term projects are viable and attractive.

Built Form
1. Continued development of urban edge around transport hub (2-3 storeys)
2. Extend development along Church Street
3. Development of eastern car park with active frontage to Ann Street and Commercial Road
4. Increase residential development at key locations throughout the city centre with ground floor mixed use
5. Encourage mixed use development along the southern side of Park Terrace to reinforce the development of a compact city centre
6. Investigate potential Multi-deck car park

Movement
7. Develop Ann Street and other local roads and laneway
   • Development of key intersections

Public Realm
• Upgrade public realm for remaining roads throughout the city centre.

Future Planning
8. Continue the redevelopment of the rail station and interchange
6.0 CONCLUSION
The Salisbury City Centre Urban Design Framework (UDF) builds upon the investigations and significant community engagement associated with the Salisbury City Centre Renewal Strategy. Through analysing both opportunities and challenges about future development as well as social, economic and environmental impacts, the Renewal Strategy sets the vision for Salisbury to develop as a vibrant and active City Centre. Capitalising on and enhancing the existing mainstreet shopping experience of John Street, facilitating new development in the City Centre and providing opportunities to establish permanent residential accommodation within the City Centre close to transport and services.

The UDF provides a vision for the Salisbury City Centre that encourages a collaborative approach to the creation of a vibrant and active urban realm and public space for Salisbury that incorporates future development demands while acknowledging and building on current character and sense of place.

The structure plan and implementation plan provide a roadmap to the long-term strategic direction for the City Centre, ensuring that future actions, developments, investment and capital works contribute to achieving the vision for Salisbury. The implementation plan suggested within the UDF will require an ongoing commitment from the community, Council, stakeholders, investors and State Government.