

# woodside



# masterplan report



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### **PART A : BACKGROUND, CONSULTATION AND IDENTIFICATION OF ISSUES**

#### **1 INTRODUCTION**

When regions face changing conditions, new policies and plans are required to ensure that the desirable qualities that make places liveable are not subsumed by external pressures.

If the future could be predicted, planning would be a simple task. However, no one will know what the future of a region will be nor is a single vision of the future likely to be accurate. One way to approach this dilemma is to consider alternative futures. The most common approach is to propose alternative plans for future land uses and comparatively assess their potential consequences. Alternatives may be driven by community or political interest group priorities, or by physical or social infrastructure requirements. Whilst this is a straight-forward approach, it can simplify the study and unintentionally preclude consideration of the alternatives that are required to achieve that future.

An alternative approach is to follow more closely the process of decision making by individuals, organisations and government. This approach seeks to identify the most important issues pertaining to policy and planning decisions, along with the most likely outcomes arising from each. These options should be considered together, not in isolation as each will affect the other. The resulting scenarios relate to an outline or story line leading to a possible future for an area.

This study seeks to propose a preferred future for Woodside. It does this by considering the past and the present and offering a vision for the future. The most important advantage of this approach is to assist the decision making process. For Councillors and the Council administration, it allows current planning ideas to be tested and a strategic approach to be taken to funding improvements. For landowners, it assists in anticipating the implications of potential impacts that may result from regional changes. It also helps show how the multiple actions of property owners can affect the regional environment. For members of the community, these plans can help explain how today's decisions - or the failure to make them - can act together to change the future.



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### 1.1 Background

In mid 2003 the Adelaide Hills Council commissioned James Hayter + Associates to prepare Master Plans for Woodside and Lobethal. It was intended that this work builds on previous studies including an Urban Design Framework study for the townships which set a broad urban design agenda following community consultation.

This Masterplan Report has been prepared by the Consultant Team for review by Council staff, Elected Members and stakeholder groups.

### 1.2 Context

The Consultant's brief identifies the following intentions for the study:

*The Adelaide Hills Council and Planning SA have identified that the townships of Woodside have the greatest development potential and are in need of a coherent urban design Masterplan to coordinate future development and the improvement of public places, open spaces and streetscapes. The upgrade is required to address issues such as traffic management, pedestrian access, the provision of street trees and furniture and stormwater management.*

*It is anticipated that such an upgrade will enhance the townships natural charm and promote them as desirable places to visit, do business and live.*

*The project is a progression from the recently completed Townships Study which establishes an Urban Design Framework for many of the townships throughout the Adelaide Hills Council. The Townships Study recommends a raft of key urban design improvements which need to be addressed through the preparation of a Masterplan. Other concurrent Council initiatives to be considered by each Masterplan include the Open Space Strategy, Concept Plans for both town's recreation areas and investigations into stormwater management.*





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### 1.3 Project Purpose and Objectives

*The purpose of the project is to:*

- *Adopt a multidisciplinary approach to address the broad range of urban issues that impinge on Woodside.*
- *Develop Masterplans that reflect community aspirations and address the inter-relationships between the elements of the urban environment.*
- *Facilitate the development of a more attractive and vibrant public realm.*
- *Create a sustainable environment capable of supporting enterprise and providing valuable community facilities and infrastructure long term.*

*It is anticipated that the Masterplans, once implemented, will provide significant community and economic benefits to Woodside. These benefits form the basis of more specific objectives for the project and include:*

- *Revitalisation of the main street 'core' of the township to enhance investment and improve the amenity of the public realm.*
- *An improved and balanced approach to traffic management including better signage and traffic calming devices.*
- *Consistent urban design themes to be reflected in streetscape improvements and future development proposals.*
- *Enhanced links to town features such as the Onkaparinga River and open space areas.*
- *Sensitive promotion of the heritage buildings within the township.*
- *Directions for optimising business mix and activity.*
- *Provision of economic guidance for current and future investment within the township.*
- *Encouraging greater tourist visitation.*

### 1.4 Study Team

The Study Team comprises the following members:

- James Hayter & Associates - Landscape Architecture / Urban Design
- Alistair Tutte – Urban and Regional Planning
- GHD Engineers – Traffic Planning

### 1.5 Brief

The Consultant's Brief contains the following background to the study:

#### **Historical Development**

*Woodside was settled and laid out by the Johnston family from Scotland. The first allotments were taken up along the Onkaparinga River, where the concentration of commercial buildings soon created a natural Main Street for the town.*

*Although not the most populous town in the district during the early 20<sup>th</sup> century, Woodside managed to secure the majority of district's amenities and services. After 1910, Lobethal had a greater population than Woodside, which increased to more than twice Woodside's population during the middle of the century, due mainly to the many workers required at the Woollen Mills. However, Woodside had the Council Chambers, the Court House, and in 1925, the district's first electric town's plant was located on the western edge of the town. By 1977, new Council Chambers were built in Woodside, reinforcing the town's role as the major service town of the Onkaparinga Valley district.*

#### **Urban Design Issues within Modern Woodside**

*Woodside has been an important town within the Adelaide Hills Council area. It houses a significant proportion of the population, contains many of the facilities and services and provides important tourist destinations for the Adelaide Hills.*

*With this in mind, it is important that the streetscape and public realm within Woodside reflects the special character and history of the town in order to establish a welcoming place for visitors and to promote a sense of pride amongst local residents and businesses.*

*At the moment, this is not happening. The streetscape looks tired, it does not have a coherent urban design theme and does not enhance the town as an attractive place to live, work and visit.*

This background guides the direction of this study and its intent.



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### 1.6 Development Plan

The Adelaide Hills Council Development Plan (consolidated – 20 March 2003) provides the statutory context within which this report has been prepared. As well as providing quantitative standards, the Development Plan contains standards that are concerned with the quality of the built environment and those measures necessary to ensure a physically, socially and economically sustainable future for the region.

The Development Plan identifies the following objectives for Woodside:

- *Promotion of the existing business and community centre as the future focus for expansion of business and community facilities.*
- *Expansion of residential areas to include a range of allotment sizes and some medium density development.*
- *Location of commercial and light industrial facilities at an appropriate distance from the residential and business centre.*
- *Conservation of historic buildings, items and areas, including the Woodside Historic Core.*
- *Restriction of land division along the Main Onkaparinga Valley Road north of the township.*
- *Some restructuring of existing allotments to larger, better-designed allotments for rural residential purposes.*
- *Retention of existing character of the southern gateway to the township without intrusion from additional housing.*
- *Improvements to existing recreational facilities and development of additional facilities.*
- *Protection of the rural landscape providing an effective backdrop to the town.*
- *Provision of possible future bypass roads immediately west and south of the township boundary.*

Each of these objectives has been addressed in the recommendations contained in this report.

The Development Plan also outlines Principles of Development Control which, for Woodside, affect the following Policy Areas:

Residential  
Business and Community Centre  
Historic Core  
North  
Extension

### 1.7 Relevant Studies and Reports

The following information provided important supporting information to assist with the forming of the masterplan report:

Pope Anna, Commissioned by: Adelaide Hills Council, *Onkaparinga Valley Heritage Survey*, Part 1 and 2, 2002.

The principle objective of this report was to provide a descriptive evaluation of the Onkaparinga Valley Ward's heritage items. This report could then be used by Councils to effectively assess, conserve, and manage heritage items in the Onkaparinga Valley. Part 2, *Local Heritage Recommendations* contains a Register of Local Heritage Places and a list of Proposed Local Heritage Places, plus guidelines on criteria for Local Heritage Places, and formats for Local Heritage Assessment Reports.

Maher Brampton Associates, *Oakbank to Mt Pleasant Railway corridor future use feasibility study*, July 2003

This report explores the future potential uses of the decommissioned railway between Oakbank and Mt Pleasant. Options included retaining the track as it is, selling the land to neighbours, and creating a recreation trail along the track, with the latter being the preferred option.

Bechervaise and Associates, Adelaide Hills Council, *Open Space Strategy*, March 2002.

This strategy was written with the purpose of providing a framework for councils to follow with regard to the guidance and integration of planning and management of open space to meet the needs of the community. Furthermore, it suggests improvements in the quality, facility, accessibility, and use of open space, and it explores potential funding opportunities.

Bechervaise and Associates, *Townships Study*, Adelaide Hills Council, November 2001.

This study was conducted to complement the *Open Space Strategy* conducted by the same research team. It serves to guide the future development of the townships within the study area by setting visions, goals and strategies. It proposes actions in terms of programs and projects to achieve desired outcomes, and it recommends changes to regional policy documents required to achieve these desired outcomes.



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Bechervaise and Associates, *Adelaide Hills Villages Character Study*, November 2000.

The *Adelaide Hills Villages Character Study* analyses the sense of place and character of a number of Adelaide Hill's townships, including Woodside, in an attempt to establish suitable development plan provisions to conserve and maintain the townships.

Additional key recommendations from this report include the preparation of siting and design guidelines for new buildings, undertaking landscape character assessments around townships, developing tree policies including significant trees, preparing landscape furniture guidelines, preparing street tree masterplans, developing signage policies, and developing policy leaflets on landscaping and gardening.

Planning SA, *Development Plan*, Adelaide Hills Council, March 2003.

Contains guidelines relating to development within the Adelaide Hills council area.

Gould, Janet, *Woodside Primary School, Demographic Study*, October 2002.

This study contains valuable data specifically relating to Woodside Primary school and the demographics of the students that attend it.

Jacobi, Drew, Woodside and Lobethal, *Stormwater Management Strategy Review*, September 2002.



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#### 4. Upper Valley Slopes

Woodside is visually contained on its eastern side by the ridge along which Ridge Road/Government Road extends. The existing town boundary is located low enough down from the ridge to retain extensive stands of remnant mature trees and agricultural land, which contributes in a major way to the rural landscape setting of Woodside.

Unlike the older parts of Woodside, small reserves adjacent to Jacaranda Drive have been included as a component of the new subdivision. These reserves currently offer little in the way of public amenity apart from the fact that they provide a visual relief from the housing. The inclusion of designated open space as part of new housing is important but a level of amenity should be provided to ensure these spaces are used. Appropriate facilities may include shade trees, sealed footpaths for access, small areas of irrigated grass, a shelter and barbeque, seating and a playground.

#### Opportunities

The major opportunity for development of new recreation/open space in Woodside lies adjacent to the Onkaparinga River on the western edge to the town. When considered as a staging point along a future cycle / pedestrian path following the line of the disused railway corridor, the existing open space will become an important resource for residents and attraction for tourists. Redevelopment of this area for recreation / open space is an important component of a broader strategy to revitalise the town's main street, establish connections between the main street and the river, and promote construction of a multi-use path along the disused railway corridor to the benefit of both Woodside and the region.

Finally, the value of Woodside's streets, particularly the main street, as open space should not be underestimated. Where attractive footpaths are provided with shade and street furniture, they become an important venue for socialising and community life. A key issue is the improvement of Woodside's streets for pedestrians.



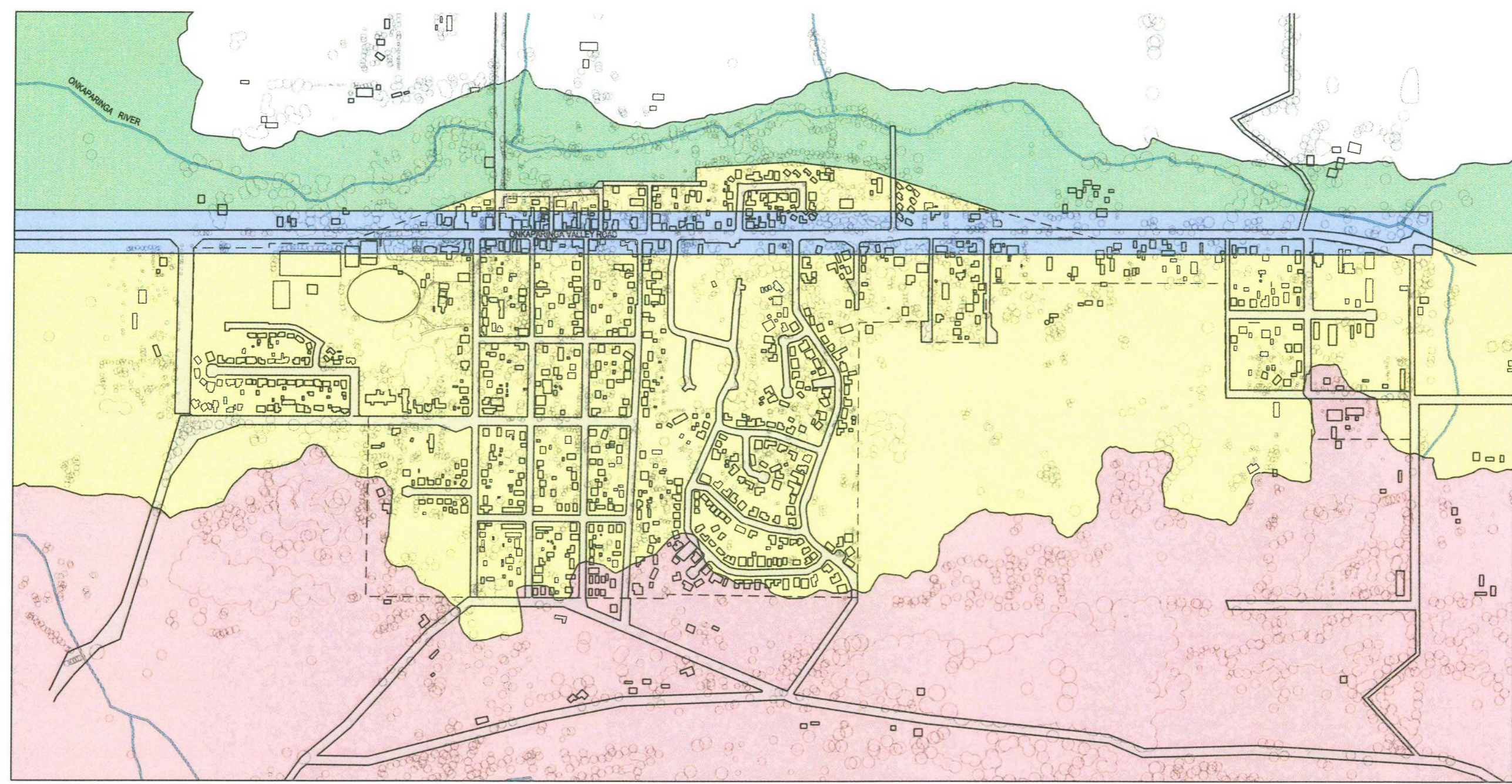


# Landscape Zones



NTS @ A3

--- TOWN BOUNDARY





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### 3.3 Land Use

#### Commercial and Retail

Commercial and retail uses focus on the main street between Nairne Road and Langbein Avenue, the exception being Melba's Chocolate Factory which is located in Woodside North. The area of retail activity along the main street reflects the concentration of business activity in Woodside when the town was a thriving rural service town.

The presence of Council offices and public library in Woodside reflects a public commitment to the town and is a significant generator of activity. Unfortunately the location of the Council offices at the southern end of the town is now somewhat separated from other businesses in the town.

#### Light Industry

Light industrial and other commercial uses (eg. Transport) are restricted to North Woodside. This location works well with direct access to the Onkaparinga Valley Road.

#### Recreation

Sport is focused on south Woodside. Here the facilities provide a regional resource and concentration of activity catering for different sports throughout the year. Facilities include playing fields, netball and tennis courts and bowling green. The playing fields are currently being extended by the construction of soccer fields at the southern end of the existing sports grounds.

Woodside's recreation grounds are an attractive venue for sports because of the town's central position to other towns within the Onkaparinga Valley and the availability of relatively flat land for playing fields. The formal sports facilities are complemented by shade trees, a small playground, barbeques and a public swimming pool. The latter in particular is a major draw-card in the region, with the main pool and two smaller pools, shade and irrigated grass attracting users from as far away as Adelaide. Development of the recreation grounds has tended to be somewhat ad hoc, with new facilities such as club rooms added as the need arises and funds become available. Vehicle access and car parking is also disorganised, resulting in a "free for all", safety concerns with children mixing with vehicles and traffic congestion when events are held. Consolidation of club facilities (joint use) and re-organisation of vehicle access, circulation and car parking is a key issue in improving use of the recreation ground.

#### Residential

Residential (single unit and multi-unit housing, including institutional) occupies the majority of land in the town. The pattern of housing in the older parts of the town (Nairne / Tolmer Roads to John Street) contrast with newer development (Fowler Street and Clayfield Drive / Grevillea Way / Jacaranda Drive). Other newer development (Freshford Place) integrates new and old patterns better.

The larger lots and low density of building in north Woodside may become attractive for subdivision as land available for housing becomes scarcer. The long, narrow allotments located on the western side of Onkaparinga Valley Road extending down towards the river may also be attractive for subdivision and development with mixed commercial/residential uses. This may have the added advantage of "connecting" the main street with the river to make better use of the recreational resource focused on the river corridor.

Expansion of the town's current boundaries will depend on the ability of the town to accommodate growth within the existing boundaries and the preservation of the existing rural landscape qualities that give the town its character.

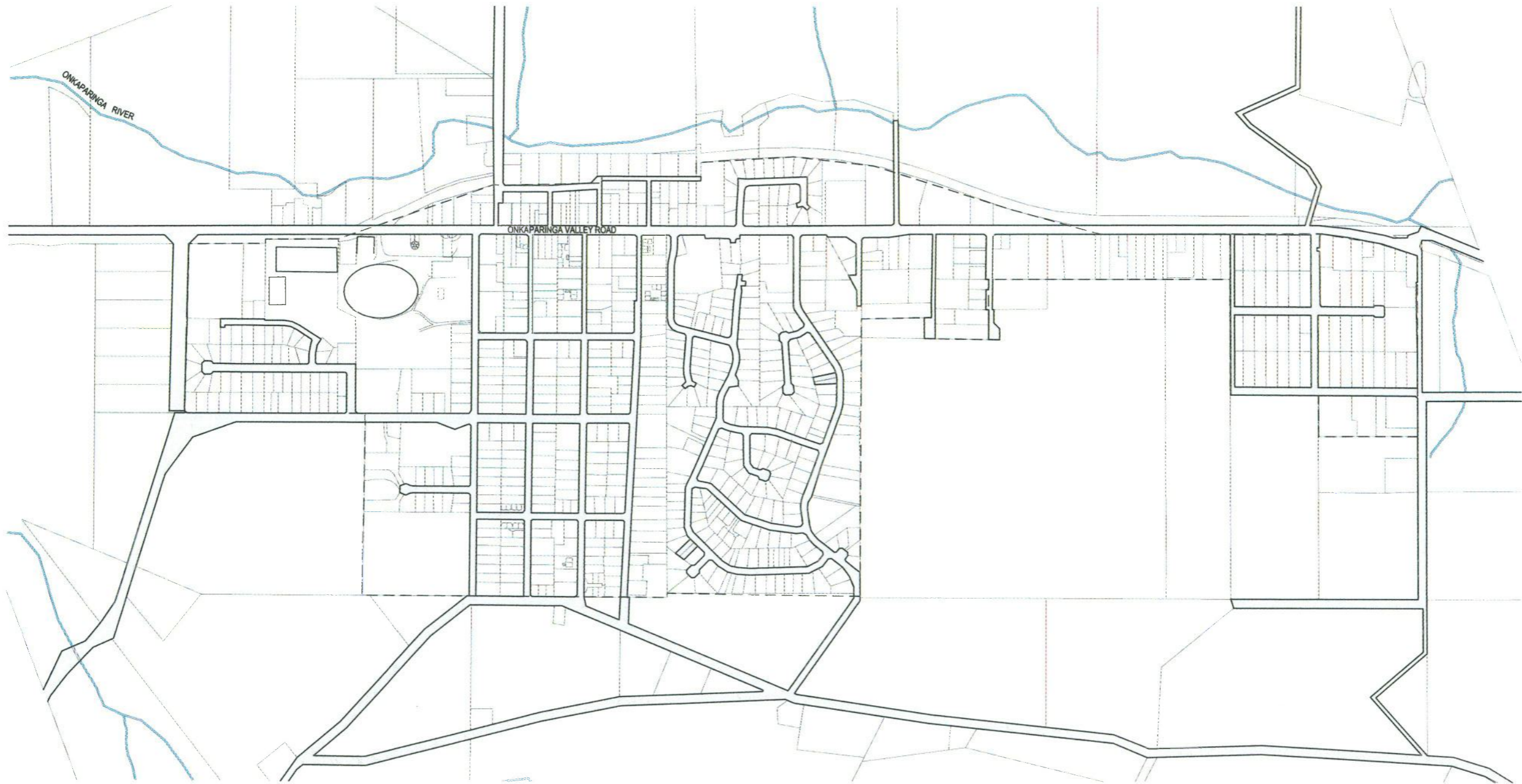


# Existing Allotment Pattern



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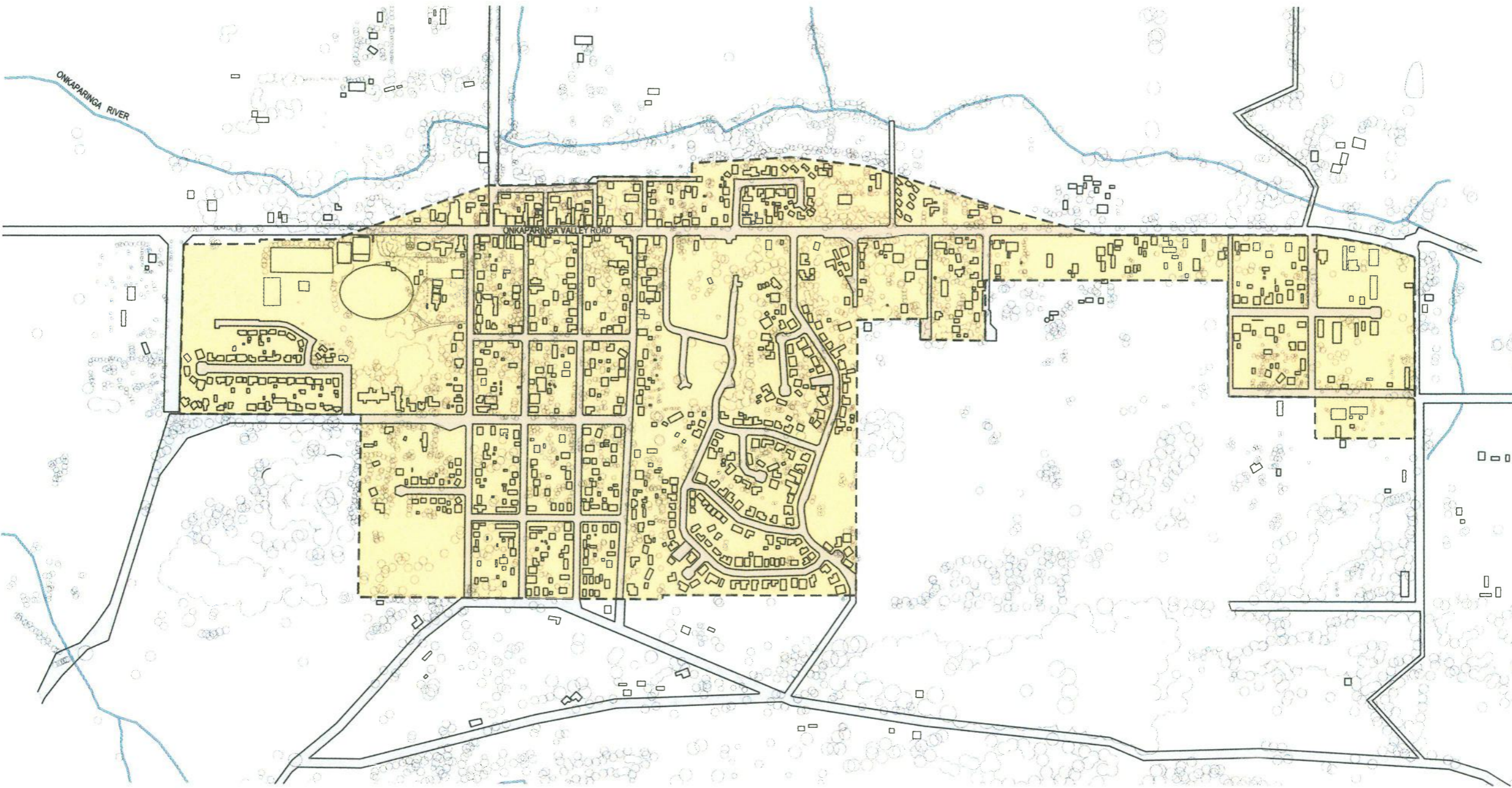


Existing Town Boundary



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# Existing Vegetation



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VARIETY OF EXOTIC AND NATIVE TREES IN RECREATION GROUNDS PROVIDE A HIGH LEVEL OF AMENITY

EXISTING NATIVE TREES ADJACENT TO THE ONKAPARINGA RIVER VISUALLY IDENTIFY THE RIVER AND PROVIDE A STRONG EDGE TO THE TOWN.

MAIN STREET IS LACKING STREET TREES RESULTING IN AN OPEN CHARACTER THAT IS WITHOUT SHADE.

INADEQUATE SCREENING OF INDUSTRIAL AREA TRAVELLING SOUTH ALONG ONKAPARINGA VALLEY ROAD.



ESTABLISHED NATIVE TREES PROVIDE AN IMPORTANT VISUAL EDGE TO THE TOWN.

ESTABLISHED TREES ALONG RIDGE ROAD ARE VISIBLE ON THE RIDGE LINE AS A BOUNDARY TO WOODSIDE.

NATIVE TREES IN SCATTERED AND CLUMPED NUMBERS PROVIDE AN EDGE TO THE TOWN AND ADD TO THE RURAL CHARACTER OF THE TOWN.

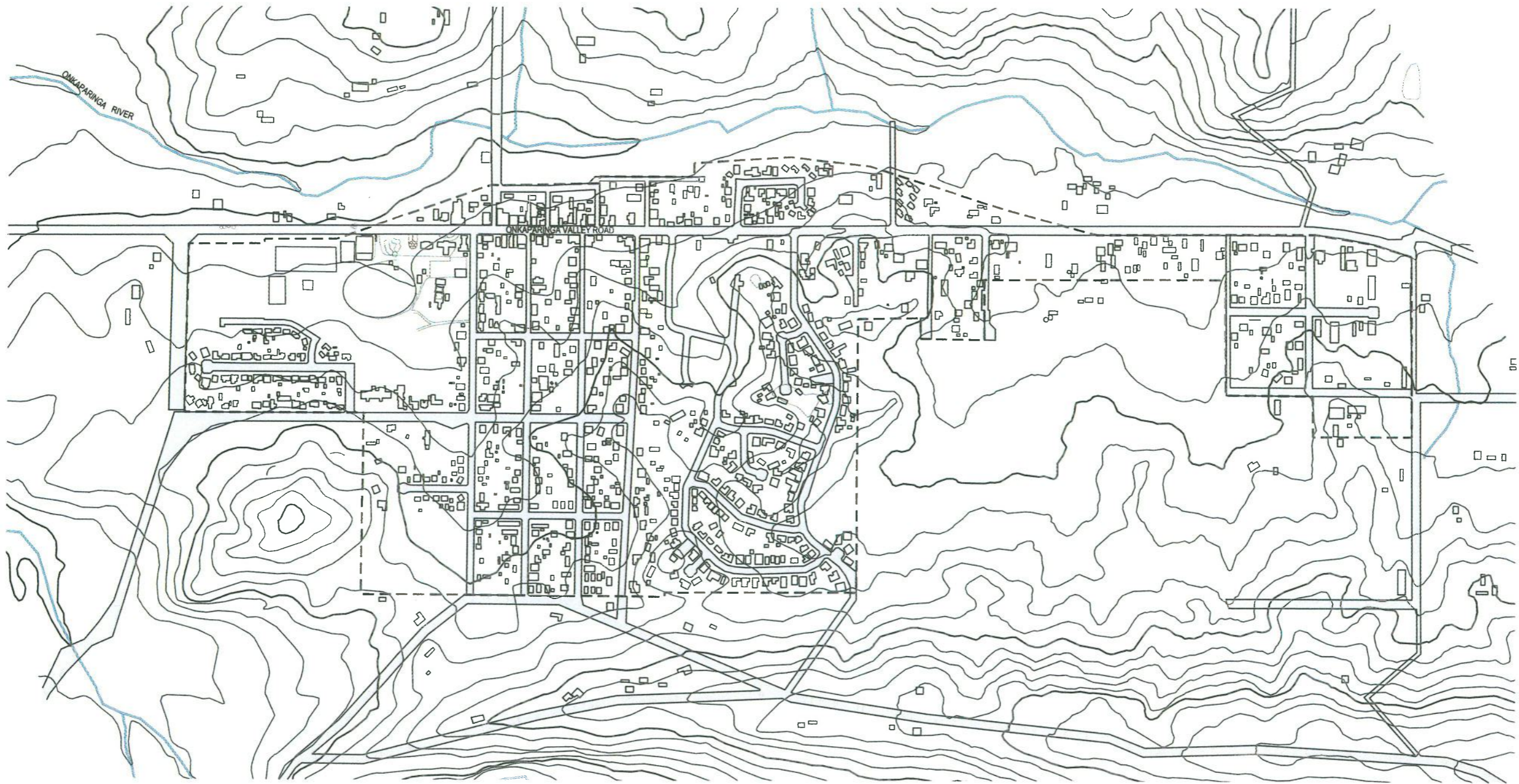


Topography



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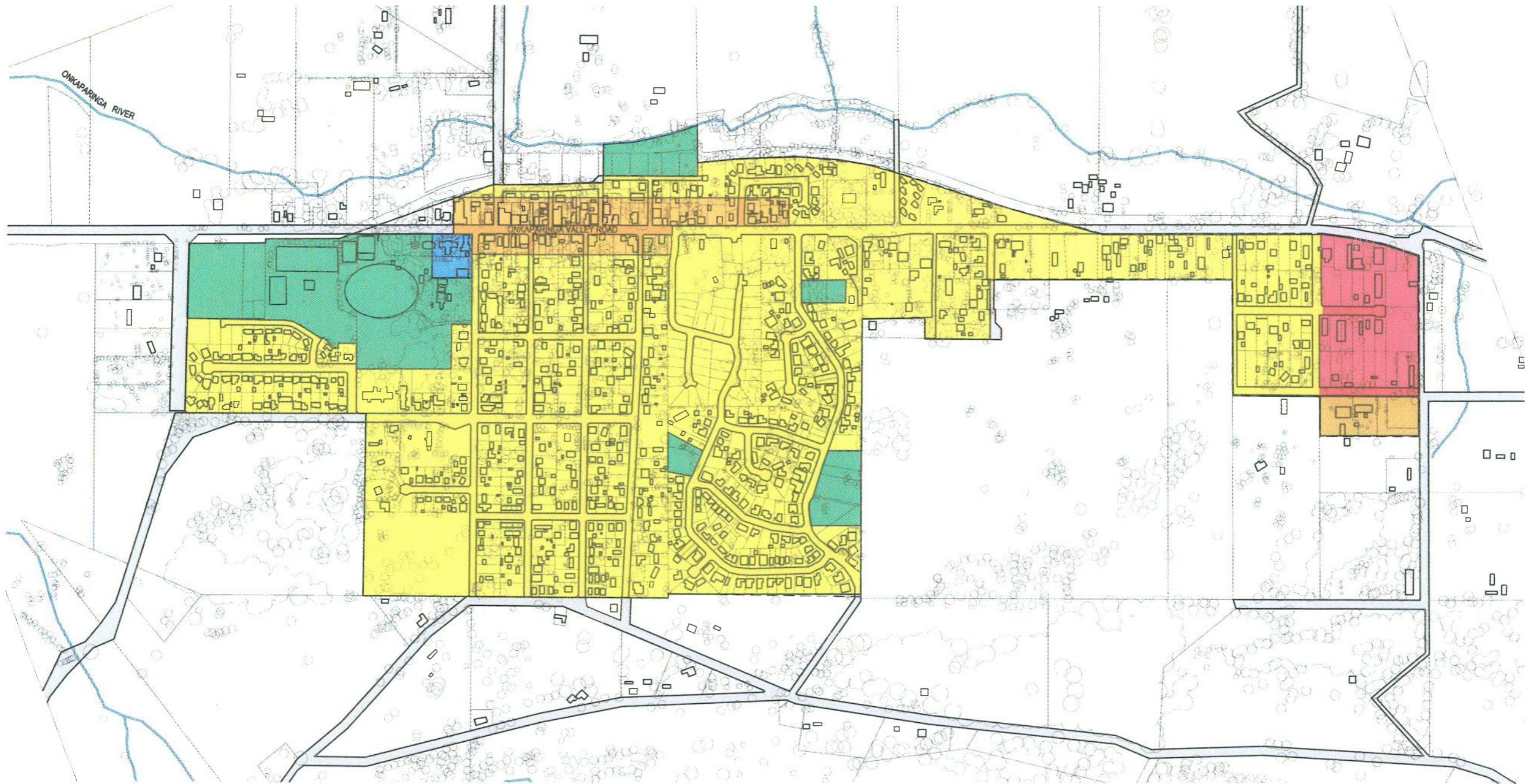
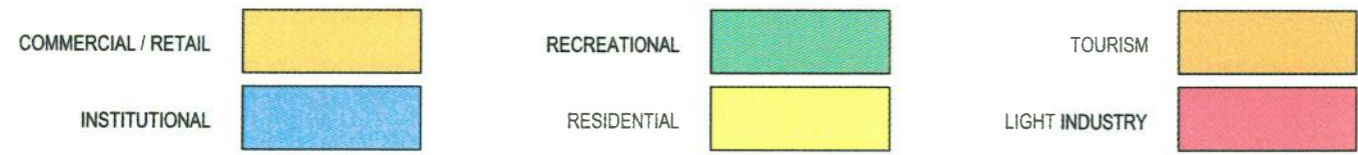


# Existing Land Use



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--- TOWN BOUNDARY





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### 3.4 Economy

#### Introduction

Like other towns in the Adelaide Hills, Woodside is in transition. Traditional types of rural employment are replaced by opportunities offered in Adelaide and rapidly expanding regional centres such as Mt. Barker. On the other hand, new opportunities for employment locally are emerging, particularly in agriculture (viticulture and 'clean' foods), tourism and transport.

To some, Woodside is a dormitory suburb; to others, the town still offers sufficient amenities and a familiar rural lifestyle that is attractive and worth preserving. For the former, there is increasingly less dependence upon the town itself for shopping and the provision of social support services and facilities. For the latter, Woodside's relative self-sufficiency in the provision of goods and facilities, particularly for the elderly, is a major attraction.

The economic future of Woodside is difficult to consider in isolation from other towns in the region. Towns located in a linear fashion along the Onkaparinga Valley Road work collectively as a rural conurbation providing for a variety of housing types, employment opportunities, shopping and social services. Whilst these opportunities and services are sometimes duplicated, there is a natural move towards consolidation – for example, the Area High School is in Oakbank, organised sport is focussed on Woodside, and Lobethal has a large, well-stocked supermarket. It is unrealistic to expect that all towns can provide goods and services equally, nor should they. The strategic, planned provision of goods and services within the region, both public and private, will result in communities that are economically, physically and socially sustainable.

#### Regional Location

Woodside is located some 15 kilometres to the east of the Adelaide metropolitan area, and situated in the heart of the Adelaide Hills. The substantial urban area of Mount Barker lies some 15 kilometres to the south, and access to the South-Eastern Freeway, which provides rapid transit to the metropolitan area lies between 10 and 15 kilometres to the south-west.

#### Competing Retail Centres

The 1999 Adelaide Retail Database does not provide retail data for retail centres except for major centres, and those in the former Council area of Stirling. Table 1 overleaf shows the records for those centres close to Woodside included in the Database. Mount Barker with 36,664m<sup>2</sup> of retail floorspace in 1999 clearly dominates retailing in the Adelaide Hills, and

constitutes more than half of the floorspace recorded. Since 1999, there has been significant retail expansion in Mount Barker, including the construction of a discount department store and additional supermarket. Mount Barker functions at the level of a large district or small regional centre.

The next largest retail centre is at Stirling, with 11,323m<sup>2</sup> of floorspace, which functions as a small district centre. The other centres listed function at the neighbourhood or local centre level.

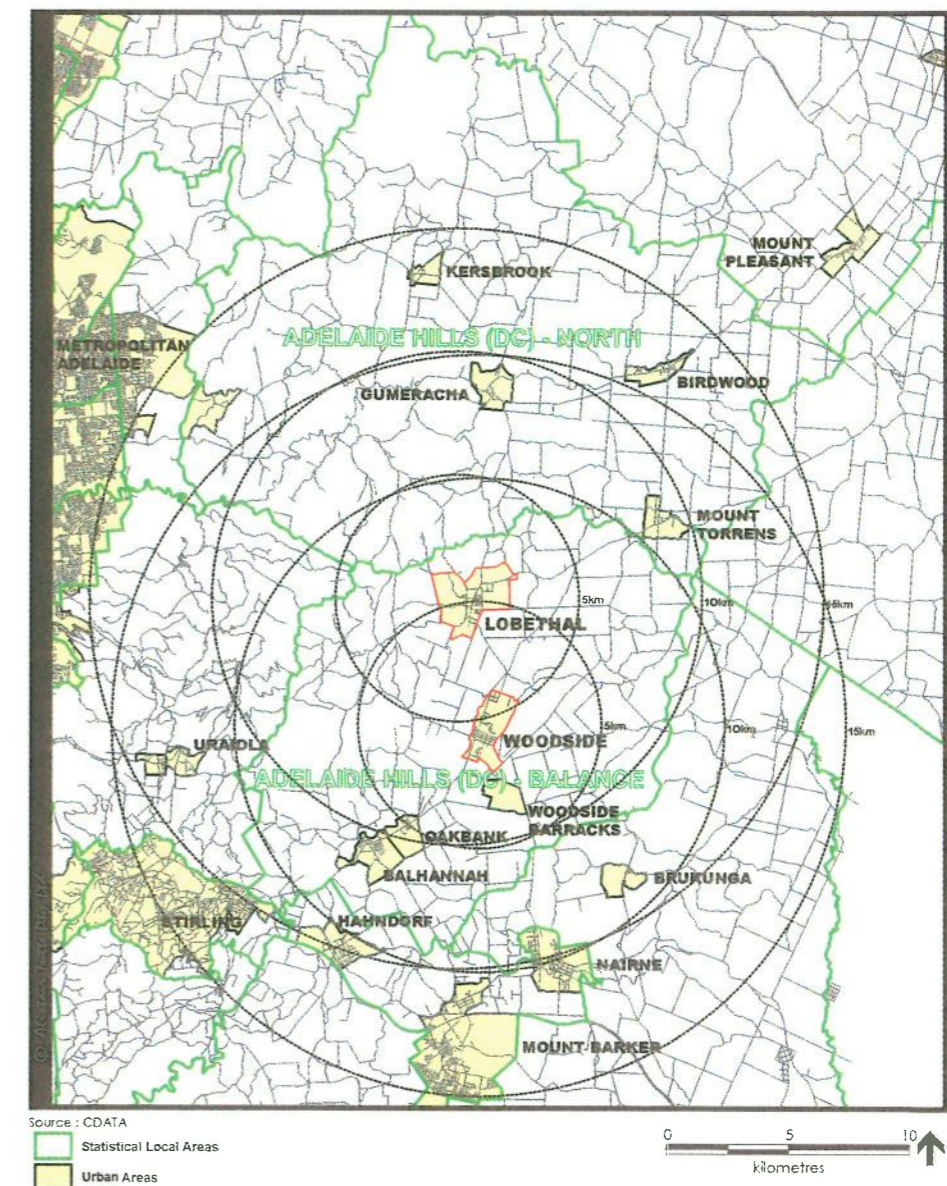


Figure 1: Regional context





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Data on retail activities in other urban areas in the Adelaide Hills is sparse. Table 2 shows the retail floorspace modelled in earlier study of Mount Barker (Alistair Tutte Pty Ltd, 1998) with retail data for local government areas extracted and apportioned from the 1991 Retail and Services Census (ABS, 1993), and cross referenced to 1996 Yellow pages listings for shops and supermarkets. Regrettably, the ABS has since abandoned this Census.

In the Mount Barker study, the following retail floor areas were assumed for Woodside:

4,000m<sup>2</sup> of retail floorspace, with 19 shops including 1 supermarkets  
It is likely that these are over-estimates of the actual retail floorspace.

Local Government Area name	Centre Code	Centre Name	Food m <sup>2</sup>	Non Food m <sup>2</sup>	Total m <sup>2</sup>
Adelaide Hills Council	161001	Greenhill Road, Summertown	382	4,080	4,462
Adelaide Hills Council	161002	Main Road, Uraidla	186	238	424
Adelaide Hills Council	161003	Woods Hill Road/Ridge Road, Ashton	0	250	250
Adelaide Hills Council	735001	Mt Barker Road, Stirling	5,185	6,138	11,323
Adelaide Hills Council	735002	Mt Barker Road, Aldgate	1,355	2,414	3,769
Adelaide Hills Council	735003	Mt Barker Rd, Bridgewater	3,547	568	4,115
Adelaide Hills Council	735004	Main Street/Cox Place, Crafers	339	602	941
Adelaide Hills Council	735005	Mt Barker Road/Pine Street Stirling	581	113	694
Adelaide Hills Council	735006	Jibilla Centre Mt Barker Rd, Aldgate	0	237	237
DC Mount Barker	455001	Mt Barker urban area	11,541	25,123	36,664
DC Mount Barker	455002	Nairne urban Area	695	1,403	2,098
			<b>23,811</b>	<b>41,166</b>	<b>64,977</b>

Table 1 : Urban and retail centres and retail floorspace, eastern Outer Metropolitan Area  
Source : 1999 Adelaide Retail Database (Planning SA)

Local government area	No of shops*	Total retail floorspace m <sup>2</sup>	Urban location	Super Markets+	Shops +	Modelled size m <sup>2</sup>
Onkaparinga	8 2	14,000	Balhannah	1	13	4,000
			Carey Gully		7	500
			Lenswood		2	-
			Lobethal	1	22	-
			Oakbank		7	500
			Woodside	1	19	4,000
			Birdwood	1	8	2,500
			Charlestown		2	-
			Gumeracha		7	500
			Houghton		2	-
Gumeracha	3 4	5,000	Inglewood		3	-
			Kersbrook		4	-
			Lower Hermitage		1	-
			Mount Torrens		3	-
			Paracombe		2	-
			Upper Hermitage		1	-
			Bugle Ranges		1	-
			Callington		2	-
			Echunga		8	600
			Hahndorf		40	3,057
Mount Barker	2 5 6	38,000	Harrogate		1	-
			Kanmantoo		2	-
			Littlehampton		5	400
			Macclesfield	1	5	1,000
			Meadows	1	15	1,500
			Mount Barker	4	110	36,387
			Nairne	1	15	2,000
			Wistow		2	-
			Eden Valley		1	-
			Mount Pleasant	1 9	2,000	Monarto
Mount Pleasant		9				2,000
Mypolonga		2				-
Springton		3				-

Sources : \* 1991-92 Retailing and Services Census, South Australia (ABS), + 1997 Yellow Pages (Telstra ) and Alistair Tutte Pty Ltd  
Table 2 : Urban and retail centres and retail floorspace, eastern Outer Metropolitan Area



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### Woodside Retail Catchment

Table 3 shows key socio-economic characteristics for the population in 5 and 10km radii of Woodside, with the comparable figures for the Adelaide Statistical Division (ASD) and the State as a whole. There are significant differences between the catchment around Woodside and the metropolitan area and the State, namely:

- per capita income is higher;
- household occupancy rates are higher;
- there are more children under 14 years, and fewer people over the age of 60 years;
- household ownership is substantially higher;
- there are higher proportions of managers and administrators and labourers, with fewer professionals;
- unemployment is significantly lower;
- a higher proportion of the population are Australian-born;
- not surprisingly car ownership rates are high, and very few household have no car. However, significantly fewer people in the catchment travel to work by car, suggesting high levels of local employment or home-based work;
- there are no Collector Districts where the average household incomes are in the lowest quintile group;
- within a 5 km radius, there are higher proportions of second and fourth income quintile households, and fewer households in the fifth (highest) household income quintile group;
- in the 10 km radius the pattern of household income differs again, with a very high proportion of households (nearly 60%) in the fourth quintile, and a representative 20% in the fifth quintile;
- in the 5 km radius, average retail expenditure per household is somewhat higher than for the metropolitan area (\$17,391pa compared to \$16,238pa); and
- for the 10km radius, average retail expenditure per household is significantly higher than for the ASD at \$19,177pa compared to \$16,238pa.

It is most likely that the young profile of the population of Woodside will dissipate over time – Figure 2 overleaf shows the sex/age cohort proportions in 2001 and 2016 (population pyramids) – with the proportion of young people decreasing and older people increasing, significantly over that time period ( the same data is presented in tabular form in Table 4). This is a characteristic of populations *ageing in place*, and where there is not significant urban growth to bolster the number of young families. By 2016, the age structure of the catchment will probably reflect the older population characteristics of the ASD.

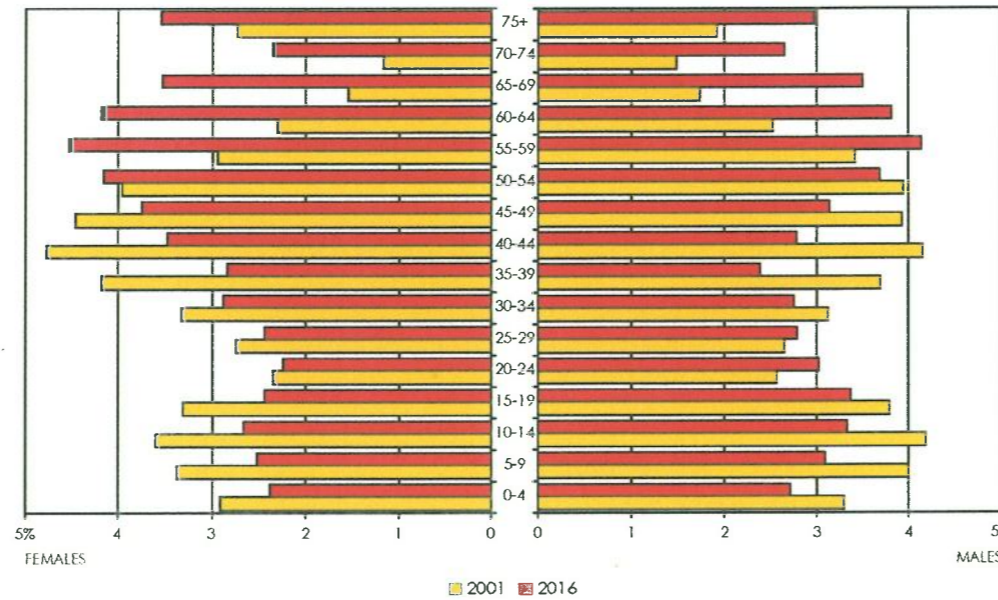
Characteristics	5 km radius	10 km radius	ASD	SA
Average per capita income	\$19,729	\$20,635	\$19,209	\$18,793
Average household size	2.6	2.7	2.5	2.5
Number of households	2,031	4,579	430,067	583,847
Population (2001)	5,335	12,360	1,066,247	1,459,019
Projected population (2006) <sup>1</sup>	5,460	12,727	1,096,222	1,492,383
Projected population (2011) <sup>1</sup>	5,588	13,081	1,124,900	1,522,363
Projected population (2016) <sup>1</sup>	5,668	13,356	1,151,323	1,548,361
<b>Age Distribution</b>				
0-14 years	22.8%	23.1%	18.8%	19.7%
15-24 years	12.3%	11.9%	13.8%	13.2%
25-39 years	22.2%	21.8%	21.5%	21.1%
40-59 years	26.7%	28.6%	27.0%	27.2%
60 years+	16.0%	14.6%	18.8%	18.9%
Average Age	35.9	35.8	37.4	37.6
Dependency Ratio	38.7%	37.7%	37.7%	38.5%
<b>Housing Status</b>				
Owner/purchaser	80.9%	83.7%	72.9%	73.4%
Renter	19.1%	16.3%	27.1%	26.6%
<b>Labour Force</b>				
Managers & Administrators	12.9%	13.1%	7.3%	9.7%
Professionals	12.5%	15.5%	19.1%	17.2%
Associate Professionals	12.0%	12.1%	12.2%	11.7%
Tradespersons & related workers	15.5%	14.5%	12.3%	12.5%
Clerical and Service Workers	26.3%	26.3%	31.8%	29.6%
Production & Transport Workers	7.7%	6.9%	8.1%	8.5%
Labourers & related workers	13.1%	11.6%	9.2%	10.8%
% unemployed	4.6%	4.5%	7.9%	7.6%
<b>Birthplace</b>				
Australian	85.7%	82.0%	72.2%	75.4%
Overseas	14.3%	18.0%	27.8%	24.6%
Europe	8.9%	10.9%	17.5%	15.2%
Asia	0.5%	0.5%	3.5%	2.8%
Other	2.3%	2.1%	3.2%	2.8%
<b>Motor vehicles/household</b>				
0	5.6%	4.1%	10.9%	10.0%
1	31.9%	29.5%	39.4%	38.5%
2	38.3%	42.3%	33.0%	33.5%
3 or more	21.0%	20.6%	11.8%	13.1%
Journey to work by car	75.0%	76.8%	80.3%	78.3%
<b>Household income quintiles</b>				
1st quintile	0.0%	0.0%	20.0%	20.0%
2nd quintile	32.7%	16.1%	20.0%	20.0%
3rd quintile	15.0%	6.7%	20.0%	20.0%
4th quintile	38.1%	59.4%	20.0%	20.0%
5th quintile	15.9%	20.0%	20.0%	20.0%
<b>Household retail expenditure<sup>2</sup></b>				
Food	\$14,419,000	\$35,325,000	\$2,852,053,000	\$3,865,735,000
Non-food	\$20,903,000	\$52,487,000	\$4,131,412,000	\$5,597,399,000
Total retail expenditure	\$35,322,000	\$87,812,000	\$6,983,465,000	\$9,463,134,000

Table 3 : key socio-demographic characteristics for households within 5 and 10 kilometre radii of Lobethal and Woodside compared to the ASD and SA  
Sources : 2001 Census (ABS, 2002); <sup>1</sup> Population projections by SLA (Planning SA, 2003); <sup>2</sup> 1998-9 Household Expenditure Survey (ABS, 2000)



# woodside

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Source : Population projections by SLA (Planning SA, 2003)  
**Figure 2 : Population projections for Adelaide Hills North and Balance SLA's**

AGE BRACKET	2001			2006			2011			2016		
	MALES	FEMALES	PERSONS	MALES	FEMALES	PERSONS	MALES	FEMALES	PERSONS	MALES	FEMALES	PERSONS
0-4	496	438	934	452	397	849	431	379	810	425	374	799
5-9	601	507	1108	551	452	1003	507	414	921	485	396	881
10-14	629	541	1170	616	505	1121	568	455	1023	523	418	941
15-19	571	497	1068	584	454	1038	574	427	1001	529	382	911
20-24	386	353	739	462	402	864	483	374	857	474	351	825
25-29	398	412	810	339	359	698	417	411	828	438	382	820
30-34	471	500	971	412	454	866	359	402	761	433	452	885
35-39	557	629	1186	481	539	1020	430	500	930	375	444	819
40-44	624	717	1341	553	667	1220	484	581	1065	436	544	980
45-49	592	670	1262	624	719	1343	559	673	1232	492	588	1080
50-54	593	596	1189	607	648	1255	644	699	1343	579	653	1232
55-59	515	442	957	599	607	1206	614	661	1275	650	710	1360
60-64	379	345	724	504	439	943	584	603	1187	598	656	1254
65-69	260	232	492	355	311	666	477	402	879	550	554	1104
70-74	222	174	396	219	206	425	306	282	588	416	368	784
75+	288	410	698	343	422	765	378	462	840	468	556	1024
	<b>7,582</b>	<b>7,463</b>	<b>15,045</b>	<b>7,701</b>	<b>7,581</b>	<b>15,282</b>	<b>7,815</b>	<b>7,725</b>	<b>15,540</b>	<b>7,871</b>	<b>7,828</b>	<b>15,699</b>

Source : Population projections by SLA (Planning SA, 2003)  
**Table 4 : Population projections for Adelaide Hills North and Balance SLA's**



# woodside

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There are surprisingly strong differences, particularly in economic terms between the populations living within 5km and 10 km of Woodside, suggesting a marked difference in spatial distribution of key socio economic characteristics.

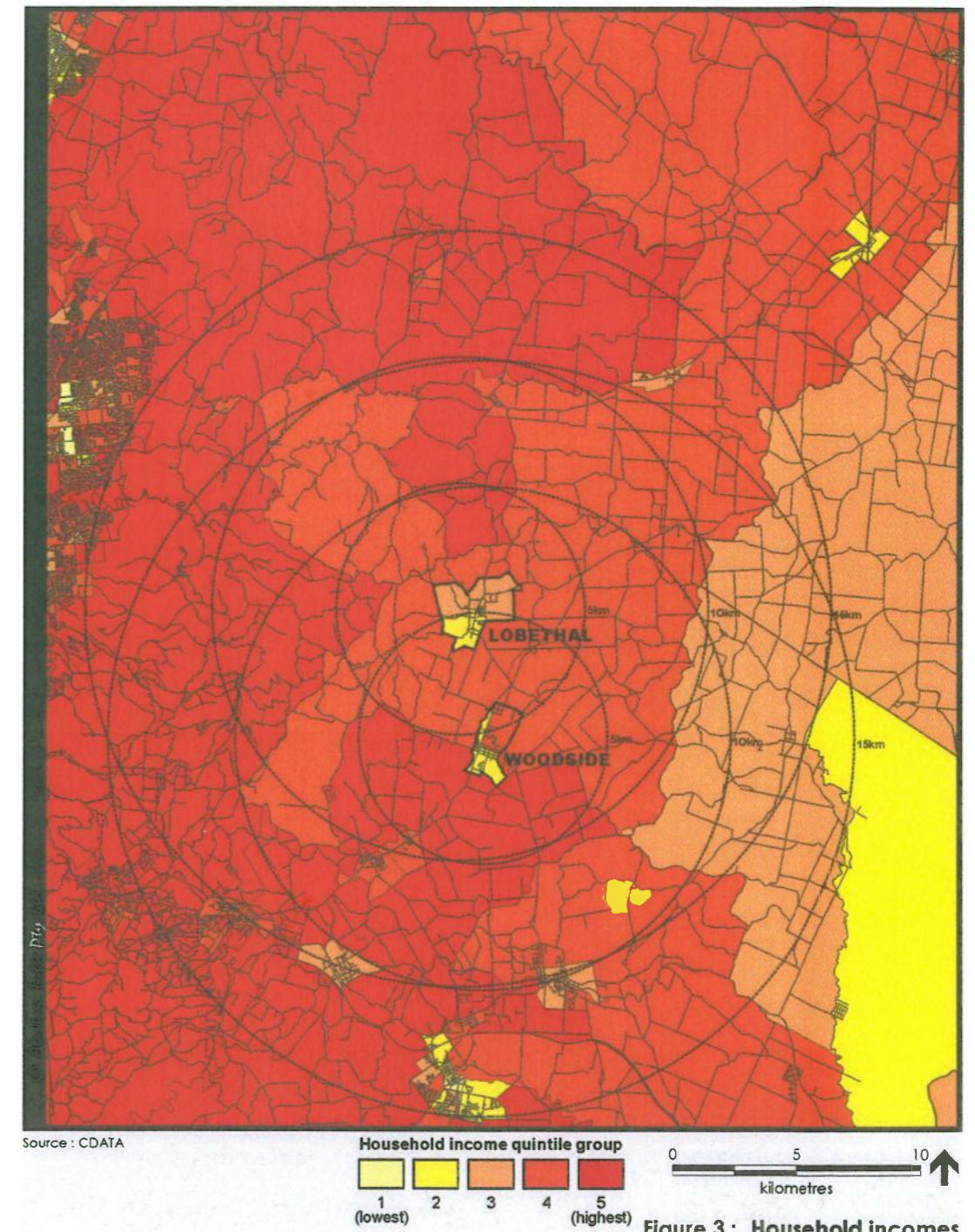
Figure 3 shows the spatial distribution of household income quintiles, and reveals an intriguing pattern of relative household wealth, with household incomes declining from west to east, but also generally lower in rural settlements.

If this were a purely rural/agricultural economy, the distribution of household income levels would probably reflect the declining west-east rainfall gradient across the Hills. However, its proximity, and ease of access via the Freeway and other arterial roads has made it a desirable area for metropolitan commuting and rural living – which reinforces declining west to east household incomes.

These two conjectural influences may go some way to explaining the bi-modal socio-economic characteristics of the catchment – for example the high representation of 2<sup>nd</sup> and 4<sup>th</sup> household income quintiles, and in employment categories, of managers/administrators and labourers/related workers. It thus seems likely that the older rural economy, with its preponderance of agricultural labourers and workers in agriculture-related industries has been overlain with second-order rural-living commuters (the first order affording and living closer to Adelaide in places such as Stirling).

Figure 3 also suggests that high household income groups of commuters/rural livers are executing a classical pincer movement on this older rural economy, up through Verdun and down from Gumeracha.

Whilst all this is conjecture, in reality it probably reflects some quite profound underlying tensions in the community about fundamental land use and planning issues.







# woodside

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### Woodside Retail Centre

RDB Code	Retail Description	Woodside
<b>Food</b>		
102	Butcher	1
117	Take Away Foods	3
101	Bread / Cakes / Baker	1
103	Chocolates / Candy	2
104	Delicatessen	
116	Supermarket (<1,500M <sup>2</sup> )	1
119	Food Nec (Incl. Pet Meat)	1
<b>Clothing</b>		
206	General Clothing	
207	General Shoes	1
216	Womens Wear	1
<b>Household Goods</b>		
301	Antiques	6
310	Chemist	1
323	Furniture (& Upholstery)	1
327	Hardware & Timber	1
337	Newsagent	1
307	Bookshop	
334	Manchester	1
335	Mowers	
336	Musical Instruments	1
344	Pool Sales / Supplies	
352	Sporting Goods / Camping	
359	Video Library	1
363	Bric A Brac	
<b>Personal Services</b>		
416	Unisex Hairdresser	3
414	Hotels (Mainly Drinking)	2
419	Restaurant / Cafe	2
417	Laundrette	1
<b>Vacant Premises</b>		
901	Vacant	2
Total shops		34

Table 5 : Retail uses in Woodside.  
Source : Survey by Alistair Tutte Pty Ltd, December 2003

<b>Finance / Business / Prof. Services</b>		
515	Real Estate	3
501	Banking	1
514	Paramedical /Physio / Naturopath	2
505	Dental	
506	Finance / Accountants	1
510	Medical	1
512	Optometrist	
518	Veterinary	1
520	Travel Agents	1
<b>Motor Vehicle Dealers And The Like</b>		
603	Service Stations	1
604	Smash Repairers / Servicing & Repair	
607	Tyre And Battery Retailers	
<b>Government / Community Services / Public Administration</b>		
707	Post Offices	1
701	Local Government Offices	1

Table 6: Commercial uses in Woodside  
Source: Survey by Alistair Tutte Pty Ltd, December 2003



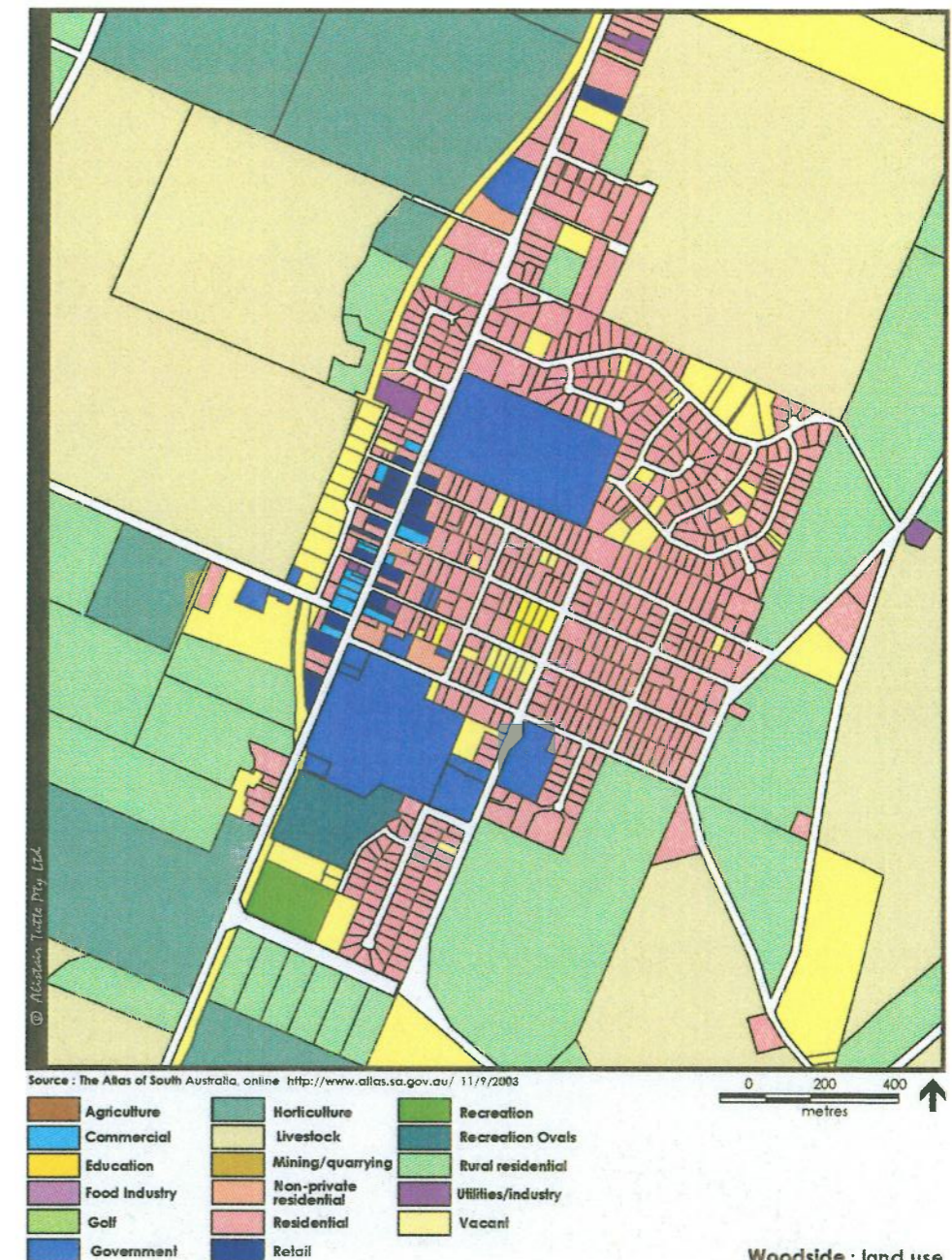
# woodside

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The retail core of the Woodside Township is quite compact, stretching some 400 metres from Nairne Road to Langbein Avenue. As shown in Figure 4, the retail uses are less fragmented than at Lobethal, and this compactness and relatively narrow street provides a reasonable sense of enclosure. The focal point of activity in the centre is the Post Office, which is close to the small supermarket. Although there is little off-street parking, there is potential for parking within reasonable walking distance at the rear of the shops on Station Road.

The range of retailers present in the centre includes those, such as newsagent, chemist, delicatessen and butcher, typical of a moderate local centre - the small floorspace of the supermarket would prevent the centre functioning at a higher level. The number of antique shops and some other retail categories (laundrette, travel agent and alternative health shops) not usually found in local centres, suggests that Woodside has developed a visitor/tourist element in its retail offering. The absence of a greengrocer is puzzling.

Because of its proximity to the Freeway, there is probably greater pressure and demand for neighbourhood level retail facilities such as a larger supermarket. If this is considered desirable, then Post Office Road, and the under-utilised land at its western extremity provides the opportunity to develop a transverse mall (as for example, Coke Street, Norwood), without unduly disrupting the feel of the traditional Woodside retail main street.



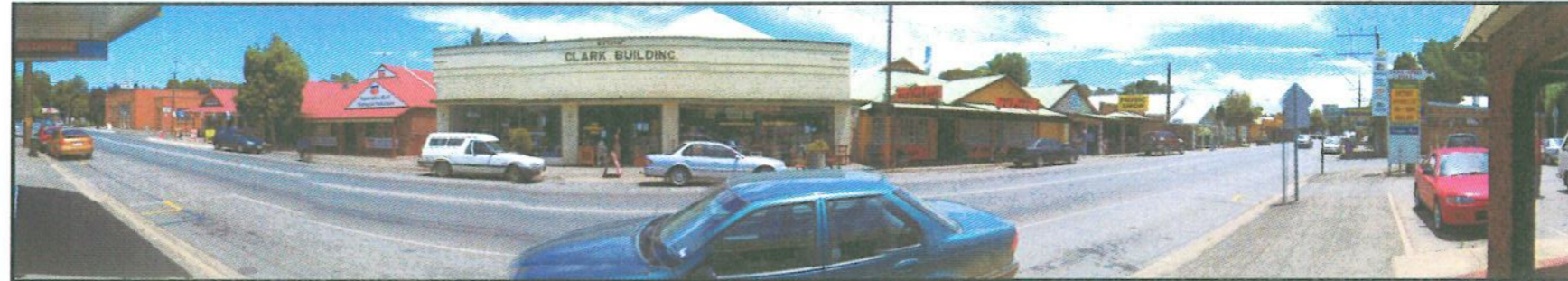
Woodside : land use

Figure 4



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Photograph 1 : there are continuous building frontages along sections of the main street, although not all premises are currently trading for retail



Photograph 2 : the existing street landscaping is low key and disjointed



Photograph 3 : the Post Office/supermarket provides a focal point and concentration of activity during the day



# woodside

## masterplan

### Other Economic Activity

Table 6 : Business listings in Yellow Pages, November, 2001

ANSZIC category	Categories	Woodside	Total
Agriculture, Forestry & Fishing	01-0420	20	31
Mining	11-1520	1	1
Manufacturing	21-2949	27	54
Electricity, Gas & Water Supply	36-3702	0	0
Construction	41-4259	10	31
Wholesale Trade	45-4799	12	15
Retail Trade	51-5329	24	48
Accommodation, Cafes & Restaurants	57-5740	7	12
Transport & Storage	61-6709	4	11
Communication Services	71-7120	1	2
Finance & Insurance	73-7520	2	5
Property & Business Services	77-7869	16	24
Government Administration & Defence	81-8200	1	1
Education	82-8440	5	9
Health & Community Services	86-8729	11	21
Cultural & Recreational Services	91-9330	6	8
Personal & Other Services	95-9700	15	28
		162	301

Table 6 indicates that Woodside is still reliant on primary and secondary industries for the majority of its economic activities, which is typical of most regional centres. It does seem to have a strong retail trade activity which relates back to the township's established population and developing visitor/ tourist element.





# woodside

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### 3.5 Traffic and Pedestrian Movement

#### Existing

Traffic, car parking and pedestrian movement were identified as major issues in Woodside affecting both residents and visitors. The main street of Woodside performs a dual role, accommodating regional traffic movement on the one hand and performing the role of a shopping street on the other. These roles are not usually compatible, with the character and ambience of the main street as a shopping destination compromised by the relatively unrestricted traffic flow which includes heavy trucks. For most people, the main street of Woodside is a place to pass through as quickly and as unencumbered as possible, and not a place to stop.

#### Road and Intersection Configuration

Many Woodside residents are concerned by the quantity and perceived speed of vehicles travelling through the main street. Although a 50 kph zone, the wide expanse of bitumen, absence of street trees and relatively low density of commercial activity does little to reinforce the presence of the built-up area of the town and subsequently slow traffic. Crossing the main street can be hazardous, particularly for the elderly and for children.

Three intersections with Onkaparinga Valley Road pose particular issues:

#### *Nairne and Tiers Road intersection –*

This provides a significant safety issue for turning vehicles, especially heavy vehicle traffic. This intersection also contributes towards vehicle congestion along the main street.

#### *Johns Road –*

This intersection provides poor visibility for traffic turning onto the main street. High speed and heavy vehicle usage is a problem along this street.

#### *Tolmer Road –*

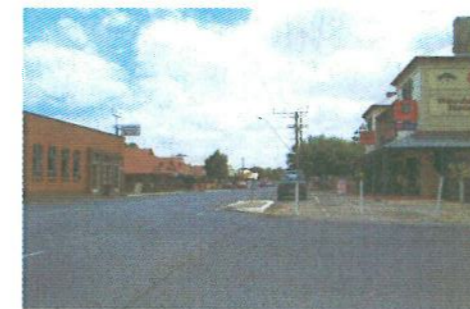
Heavy Vehicle Traffic use this as a secondary route, which causes visibility and access problems for local residents and other traffic.



Nairne Rd / Onkaparinga Valley Rd



Tiers Rd/ Onkaparinga Valley Rd



Nairne Road intersection looking North



Onkaparinga Valley Road



Nairne Road intersection looking South



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### Public Transport and Bus Facilities

The current bus service assists the local community, particularly students, to commute to other nearby towns such as Mount Barker and Strathalbyn. The service is predominantly used by teenage groups and the elderly. The current bus service has limited service times during the week and on weekends. The possibility to extend the service and times would benefit the expanding community.

### Cycle Movement

Dedicated bike lanes are not currently provided for in Woodside along the main street or linking to the Woodside recreation grounds, although there is evidence of significant use from residents, particularly school children and the elderly, and from recreational cyclists travelling through Woodside from the City. The introduction of bicycle lanes within the main street and recreation areas would encourage more people to ride and improve safety for both cyclists and motorists.

### Pedestrian Movement

Although many people walk in Woodside, there are few existing footpaths. The main street is used intensively by both locals and tourists. Pedestrian movement is vital to the functioning of the recreation grounds and the main street. Footpaths that are attractive and comfortable for walking not only encourage use but will assist high usage by locals and the wider community.

### Car Parking

On street parking or loading spaces are provided along the main street for short stay use (eg. shopping) and servicing of premises. These spaces are provided as parallel spaces in areas of high pedestrian activity to maximise road width. Congestion and shortage of car parks exist near Foodland and along Post Office Road during peak shopping periods. Alternative parking locations in vacant lots and clear line-marking of existing parking bays would help address the parking issues.

The majority of car parking occurs on-street along Onkaparinga Valley Road within parallel parking bays along both sides of the main shopping strip, with some employee and customer parking also occurring in Post Office Lane associated with the Foodland Shopping Centre.

South of Nairne Road and north of Station Road parking demand appears lower. Post Office Lane is currently a one-way street and also affords access for the post office, a Telstra depot and two residential premises. Parking is generally unrestricted in the town.

### Onkaparinga Valley Road

The existing road reserve is typically 20.1m comprising the following:

- 2 x 3.05m footpaths with verandahs set back 0.45m both sides south of Station Road, street trees set back 0.6m west side north of Station Road and stobie poles set back 0.3m on the east side;
- 2 x 3.2m wide parking/manoeuvring lanes both sides; and
- 2 x 3.8 m wide traffic lanes.

### Traffic Volumes

The existing traffic volumes in Woodside are:

Table 1 Existing Traffic Volumes

Road	AADT (vpd)	Estimated Two way peak volume (vph)
Onkaparinga Valley Road (Birdwood-Verdun) at Nairne Road	9000	900
Birdwood-Verdun Road at Hutchens Road	6400	700
Tolmer (Nairne) Road at Onkaparinga Valley Road	3500	350
Nairne Road at Hutchens Road	2400	250
Tiers Road at Onkaparinga Valley Road	335	35
Hutchens Road	75-100	10



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### Nairne Road/Tiers Road/ Onkaparinga Valley Road intersection

Heavy vehicle traffic using the Nairne Road, Onkaparinga Valley Road and Tiers Road intersection can compromise safety and cause operational problems.

A total of 33 accidents (4 casualty) have been reported at this staggered T junction since 1994, 3 involving trucks. Seventeen (55%) of all accidents have involved collisions with vehicles turning from Onkaparinga Valley Road (10 right turn into Tiers Road), indicating that sight distance and speeding may be contributing factors. The majority of the remaining accidents are related to parking.

The intersection is not classified as an Accident Black Spot.

Based on site observations and measurements:

- Nairne Road has a carriageway width of 11.5m which is adequate for confining heavy vehicles on the correct side of the road when turning from Onkaparinga Valley Road;
- Tiers Road has a carriageway width of 8.0m which is not adequate for confining heavy vehicles on the correct side of the road when turning from Main Road;
- The existing speed zone is 50 km/hr which has recently been introduced;
- Kerbside parking activities in Onkaparinga Valley Road between Nairne Road and Tiers Road and on the west side north of Tiers Road is impeding sight distance below the required safe intersection sight distance of 80m (refer photos);

Parking occupancy in the spaces on the east side between Tiers Road and Nairne Road is fairly high;

- Onkaparinga Valley Road has a down gradient to the south, which could contribute to existing south bound rear end accidents;
- The existing protuberances in Onkaparinga Valley Road appear to be forcing heavy vehicles onto the wrong side of the road when turning left at both Nairne Road and into Tiers Road;

- A reasonable number of commercial vehicles and semi-trailers appear to use Tiers Road with left turning semi-trailers on Onkaparinga Valley Road travelling on the wrong side of the road to execute their turn, mainly due to the existing traffic protuberance on the south approach and the narrow carriageway width in Tiers Road;
- A reasonable number of commercial vehicles use Nairne Road with most heading north bound;
- There is a crest in Onkaparinga Valley Road approximately 70-80m south of Nairne Road Road, which restricts sight distance to the minimum for the current speed zone;
- There are four vehicle crossings located within the staggered T junction which could potentially compromise the safety.

The peak volumes would potentially satisfy the warrants for the installation of traffic signals at the junction of Onkaparinga Valley Road and Nairne Road. Signalisation at the intersection of Tiers Road is not currently justifiable however.

A preferred option at this intersection is the extension of Tiers Road through the existing tractor dealership. This arrangement eliminates the different turning movements currently experienced by trucks and will result in a straight forward and safer intersection. Initially the intersection can be controlled by "Give Way" signs on the two approach roads (Tiers Road and Nairne Road) although traffic lights will be required in the future if traffic volumes increase. The extension of Tiers Road as described will require the purchase of private land or a land swap over the existing Nairne Road.

This report is in favour of extending Tiers Road through the existing tractor dealership and creating a future signalled cross road intersection.



# woodside

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### Hutchens Road

Heavy vehicle traffic is a problem throughout the town of Woodside, particularly in the main street. An alternative route at Hutchens Road has been suggested which could potentially offer an alternate route for heavy vehicles. A review was done along Hutchens Road and the evaluations are outlined below.

There has been one reported accident at the junction of Hutchens Road/Woodside-Verdun Road since 1994.

Based on site observations and measurements:

- The existing western junction at the Woodside-Verdun Road and potential eastern junction at the Nairne Road are both located in 80km/hr speed zones;
- The seal width of Hutchens Road is 6.1m and would need to be widened at the western junction to accommodate heavy vehicles;
- There are currently 12 residential premises abutting the length Hutchens Road. The Hutchens Road pavement may require upgrading to support heavy vehicles;
- Residents along this route are likely to suffer an adverse increase in traffic noise and traffic volumes;
- The available site distance at the Woodside-Verdun Road junction on the northern approach is below the required safe intersection sight distance of 165m due to vegetation and on the southern approach due to a crest;
- The potential eastern junction location is constrained by extensive and dense vegetation, a tight substandard horizontal bend with steep crossfall and poor sight distance, with sight distance on the southern approach less than 50 m and on the northern approach less than 100m, compared to the required 165m. This location is considered unsuitable for a junction particularly for use by heavy vehicles because of safety concerns with poor sight distance and roll-over potential.

This option is not favoured primarily because of the difficulty in constructing a safe intersection to Nairne Road and the effect on existing residents along Hutchens Road.



Nairne Road at Hutchens Road extension

### Jacaranda Drive

Some difficulties are experienced at the Jacaranda Road and Onkaparinga Valley intersection during morning and afternoon peak periods, although no accidents have been reported. At this stage no improvements are considered necessary to the intersection; although a dedicated right hand turn lane may need to be introduced in the future to accommodate north bound traffic in the afternoon peak. It is acknowledged that right hand turns from Jacaranda Drive into Onkaparinga Valley Road in the morning peaks are difficult, but reconfiguration of the intersection or installation of traffic lights is not considered viable at current traffic volumes and the limited time in the mornings when this movement is a problem.



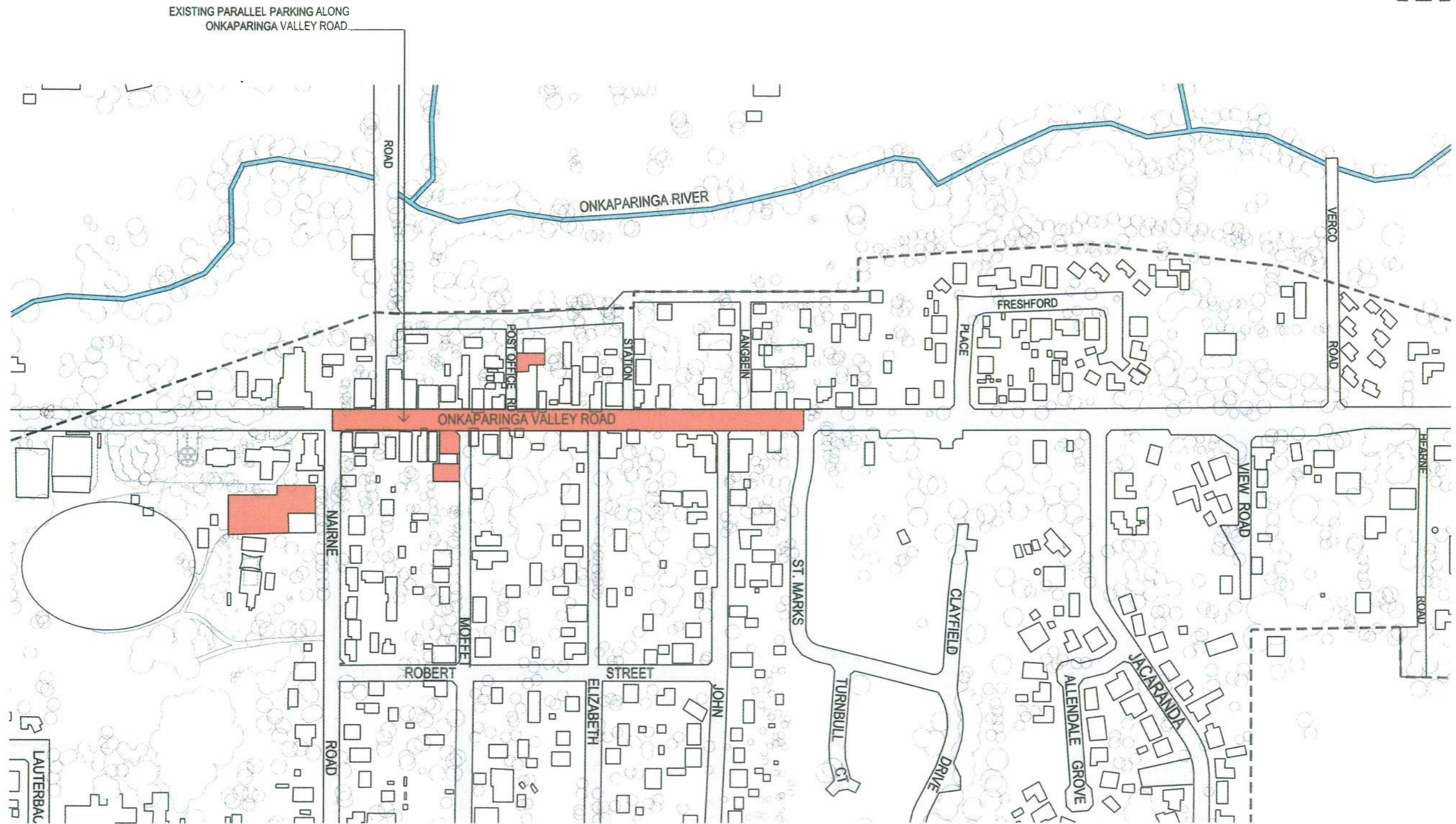


# Existing Parking



NTS @ A3

--- TOWN BOUNDARY



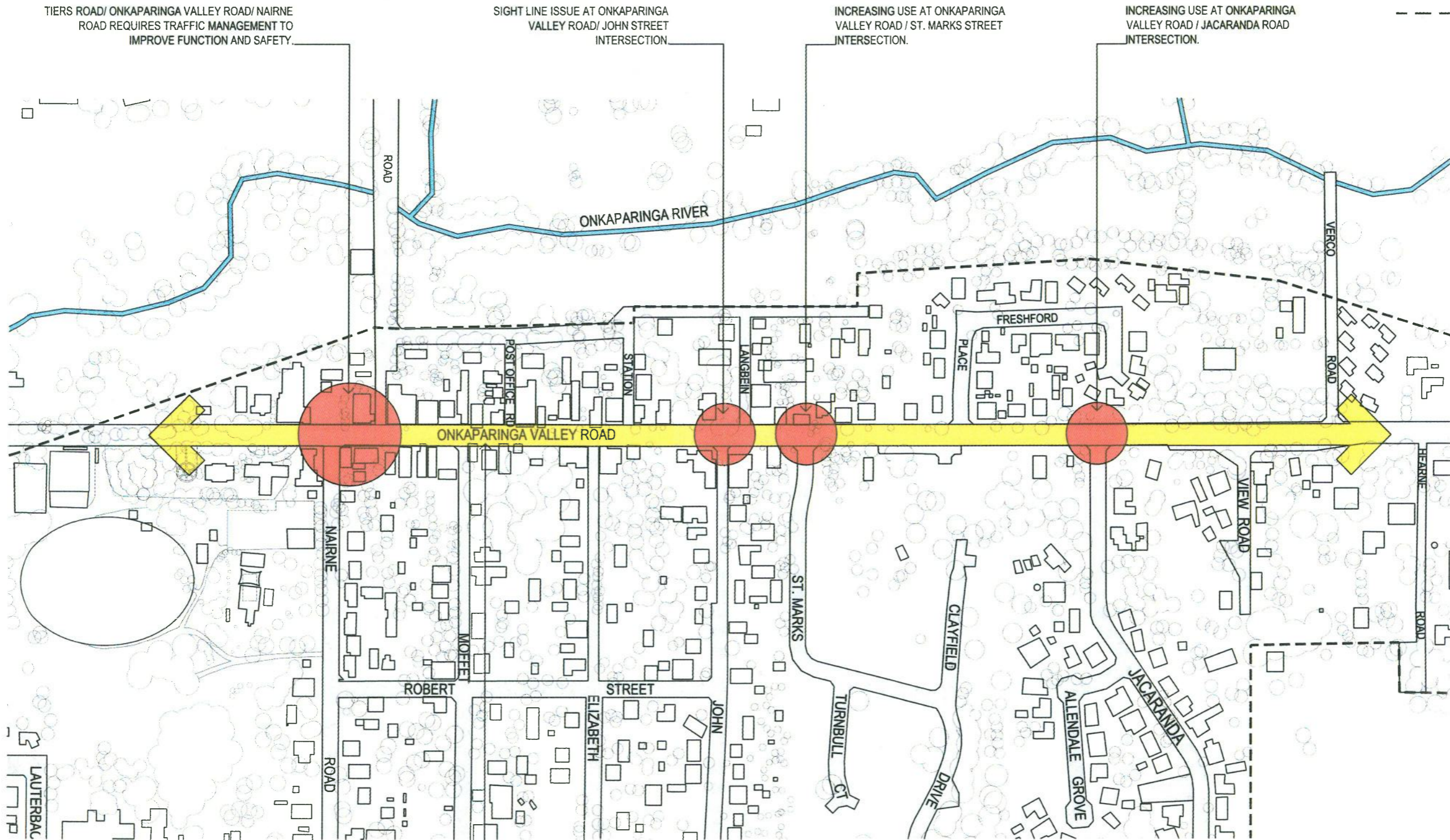


# Existing Traffic Congestion



NTS @ A3

--- TOWN BOUNDARY



TIERS ROAD/ ONKAPARINGA VALLEY ROAD/ NAIRNE ROAD REQUIRES TRAFFIC MANAGEMENT TO IMPROVE FUNCTION AND SAFETY.

SIGHT LINE ISSUE AT ONKAPARINGA VALLEY ROAD/ JOHN STREET INTERSECTION.

INCREASING USE AT ONKAPARINGA VALLEY ROAD / ST. MARKS STREET INTERSECTION.

INCREASING USE AT ONKAPARINGA VALLEY ROAD / JACARANDA ROAD INTERSECTION.

SPEED OF THROUGH TRAFFIC ALONG ONKAPARINGA VALLEY ROAD IS OF CONCERN TO PEDESTRIANS AND BUSINESSES. AMENITY IS REDUCED BY BOTH THE SPEED OF TRAFFIC, AND TYPE OF TRAFFIC- ESPECIALLY HEAVY TRUCKS.



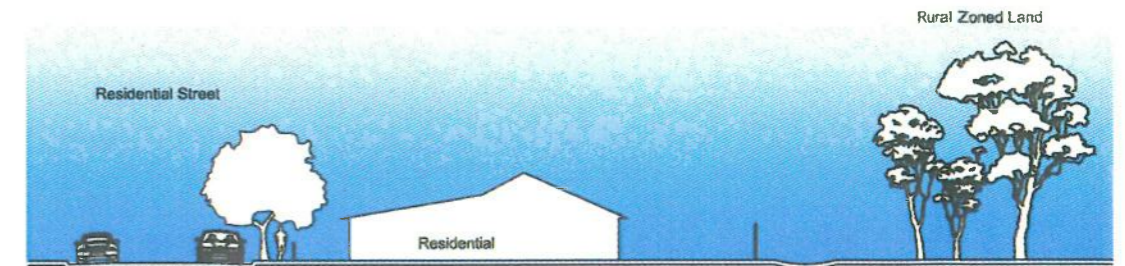
# woodside

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### Residential Edge

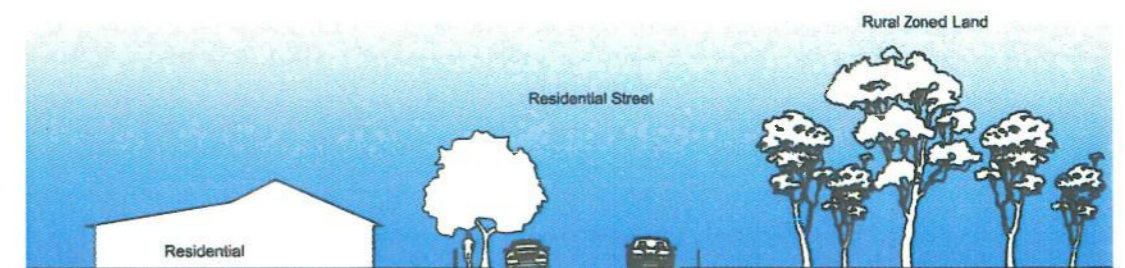
#### Existing

The current pattern for sub division does not address the rural edge in an active manner. The residential allotments back onto rural land and the boundary is fenced off as shown.



#### Preferred

The preferred option illustrates how the rural edge can be addressed in an active way. Allotments could face outwards into the rural land providing a more permeable edge visually and providing the opportunity for recreational pursuits along the edge or within the rural land.





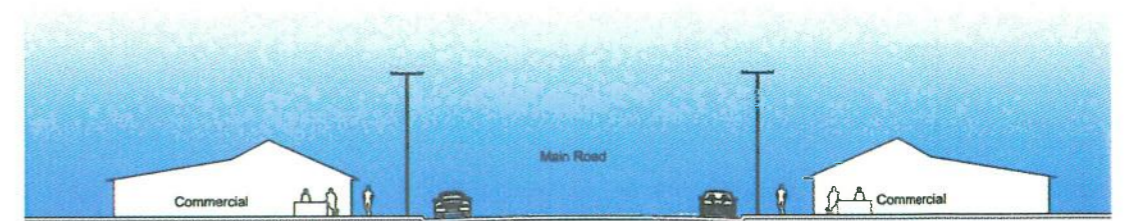
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### Main Street

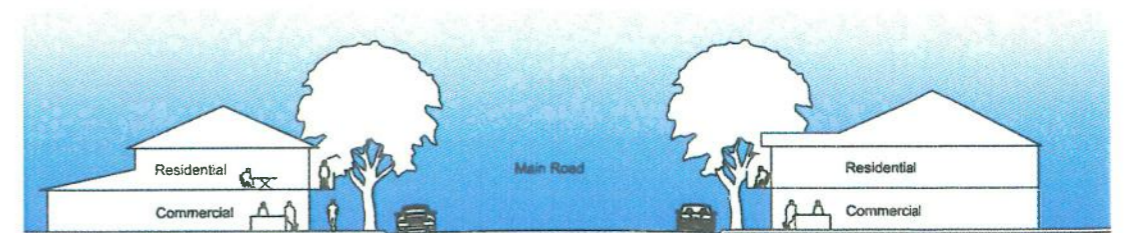
#### Existing

The current situation as illustrated, shows low density one storey commercial development with large unattractive stobie poles cluttering the footpath and very little shade for pedestrians.



#### Preferred

The preferred option indicates how the main street can be intensified with 'shop top development' (residential dwellings above commercial properties), and street tree planting to increase the amenity of the street and to provide shade for pedestrians.







# woodside

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### 5 RECOMMENDATIONS

#### 5.1 Introduction

The following recommendations support the preferred future character for Woodside. They represent a series of strategies, actions and specific proposals that can be carried out concurrently and will result in opportunities for growth and renewed vigour and interest in the town. A number of the recommendations should be implemented in conjunction with other public bodies and agencies such as the SA Government's Department of Recreation and Sport and the Onkaparinga Water Catchment Board, and others in association with private businesses in the town.

#### 5.2 Landscape

The following recommendations support the strengthening of Woodside's landscape character, which in turn affects the attractiveness of the town as a place to live in and visit.

##### Onkaparinga Valley Road

Plant street trees in the main street:

- *Celtis laevigata* (Sugarberry) between Nairne Road and St Marks Street. These trees should be planted in the existing bitumen between parking bays.
- *Sophora japonica* (Pagoda tree) between the Onkaparinga Valley Road entry to the recreation ground and Nairne Road, and St Marks Street and Verco Road. These trees should be planted in the footpaths adjacent to the road kerbs.
- *Eucalyptus leucoxylon leucoxylon* (SA Blue Gum) at the edges to the town and between Woodside and North Woodside.

Where street trees are planted in the road carriageway, they should be protected by bollards.

##### Other Streets

Generally, the road verge widths in other streets in Woodside are narrow leaving no room for street trees or footpaths. The only way to relieve the extent of bitumen is to plant trees in the roadway but this would require reconstruction of kerbs for safety and is not recommended. Opportunities for tree planting in streets arise where open space is located adjacent to

the verge or there are no front fences. A list of suitable street trees for use in Woodside is included as Attachment A.

##### Recreation Ground

As well as working with sporting clubs to improve the sports facilities at the recreation ground and to examine opportunities for joint use of facilities such as club rooms, develop further the existing picnic and play facilities at the northern end of the grounds. The existing planting at the grounds can be supplemented by additional native and exotic trees to define spaces and further reinforced the landscape character of the grounds. A list of recommended trees is provided in Attachment A.

The following improvements to the recreation ground are recommended:

- Control over vehicle circulation through the recreation grounds and consolidation of carparking into designated areas.
- An upgrade of the existing picnic and [playground facilities at the northern end, including construction of a new footpath approximately following the line of the existing creek. This will link the main street and picnic facilities to the carpark at the rear of the council offices and the elderly group housing.
- An upgrade to the swimming pool precinct, including extending use of the pool through the year.
- Construction of a new entry and signage of the Onkaparinga Valley Road.

##### Other Planting

Provide additional screen planting in the following locations:

- Onkaparinga Valley Road and Perrin Street, adjacent to the recreation grounds.
- Naughtons Road to screen the industrial area of North Woodside when viewed from the Onkaparinga Valley Road traveling south.



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### Street Furniture

Provide a consistent theme of street furniture items to assist in badging Woodside.

Seats:	bench seats in main street, recreation ground
Bins:	main street, recreation ground, river park
Pedestrian Lights:	recreation ground, river park
Uplights:	trees adjacent to Council offices
Cycle stands:	recreation ground, river park, main street
Drinking fountain:	recreation ground, main street
Picnic tables:	recreation ground, river park

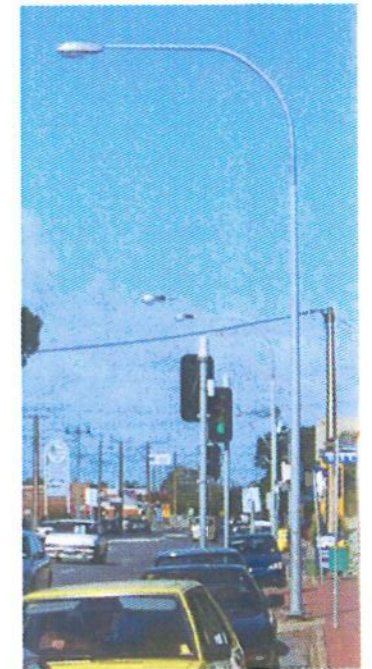
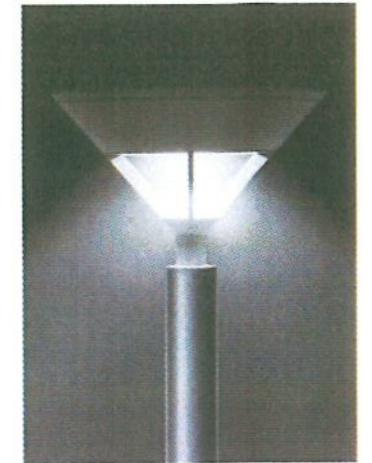
This report is in favor of commissioning local artists / manufacturers to help design elements of street furniture to effectively re badge the township. This is a proven way of building identity for a township and it is important that the community is involved in this aspect to foster enthusiasm and ownership.

### Signs

Provide a consistent theme of signage to further assist in badging the town.

Entry signs:	north and south of Woodside along Onkaparinga Valley Road, Tiers Road, Nairne Road
Secondary signs:	recreation grounds, river park, Melba's Chocolate Factory
Interpretive signs:	river park
Community information sign:	electronic sign adjacent to Council offices
Street signs:	Adelaide Hills Council motif

This report is in favor of a signage audit being conducted as part of larger signage strategy for the whole township. Again local artists/ manufacturers should be sourced to help design these elements.





# woodside

## masterplan

### 5.3 Town Structure

#### Town Boundaries

Retain the town's existing boundaries apart from rezoning of the existing rural land between the Jacaranda Drive development and Ridge Road for residential use.

#### Density of Land Use

Encourage intensification of the existing land uses in Woodside as the first option for new development in the town, including:

- subdivision of larger lots for housing in the 'older' sections of Woodside;
- 'shop top' housing over retail and commercial uses in the main street; and
- expansion of commercial uses on the west side of Onkaparinga Valley Road to River Terrace.

It is important to maintain the current density of retailing along the main street of Woodside and discourage the spread of this use further along the street in either direction. Retailing in Woodside will be stronger with a concentrated retail core with individual businesses feeding off trade from each other.

#### Built Form

The character of Woodside is very much determined by the history of the town's development and the rural landscape qualities which provide its 'sense of place' and, hence, an attractive setting for living. New residential development in the town has not built on to this rural town character, repeating instead typical suburban patterns of development which are 'placeless'. New development should build on to the existing rural town character of Woodside and reinforce the positive landscape qualities of the town.

New housing development in Woodside should learn from 'traditional' housing patterns, including:

- reduced front setbacks to housing;
- front fences;
- articulated building forms;
- steep roof pitches;
- use of local stone and light weight building materials;
- arrangements which maximize use of usable open space on the allotment; and
- building and site design which supports ESD principles, such as orientation, rainwater tanks, solar energy collectors, etc.

Require new housing sub-division to achieve best practice outcomes suited to Woodside that achieve the above minimum qualitative standards.

#### Main street

Redevelopment of the main street of Woodside will improve the public face of the town with economic and social benefit to the town. Concentrate redevelopment initially on the core retail/commercial section between Nairne Road and St Marks Street.

Prepare detailed designs for the main street that include:

- repaving of the footpaths;
- retention of kerbs in their current location;
- linemarking parallel parking bays;
- planting of street trees within the parking bay zone, including bollard protection;
- linemarking on on-street cycle lane; and
- designation of running lanes (1 in each direction) with painted 'no passing' median.

Apply for PLEC funding for undergrounding of overhead cables on both sides of the road, initially between Nairne Road and St Marks Street, and then in sections between the Council offices and Nairne Road, and St Marks Street and Discombe Road.



# woodside

## masterplan

### 5.4 Traffic

#### Carparking

Organization of carparking bays along the main street of Woodside will assist in the efficiency of carparking for visitors to the town. The following actions are recommended:

- Designate by line-marking parallel carparking bays along the main street, dividing the bays by street tree planting between groups of carparks.
- Construct a new car park on the west (river) side of River Terrace to jointly serve the proposed river park and main street businesses. Employees should be encouraged to park in this park rather than utilize carparks along the main street.
- Reorganize and signpost carparking at the rear of the Council offices to encourage greater use by tourists and other visitors to the town.
- Reorganize the carparking at the recreation ground to provide greater efficiency of use for sporting events, and for occasional overflow carparking to the Institute building, Council offices and main street.
- In conjunction with owners, investigate new carparks at the rear of existing businesses along the main street, particularly on the east side of the street.

#### Intersections

Installation of traffic lights at the Tiers Road/Onkaparinga Valley Road/Nairne Road intersection will assist in slowing through traffic along Onkaparinga Valley Road and increasing safety for vehicles using the Tiers Road/Nairne Road route. Signalization at this intersection will also increase safety for pedestrians crossing Onkaparinga Valley Road, and increase safety for cars entering Onkaparinga Valley Road from John Street.

Whilst it is noted that traffic lights generally cause motorists to deliberately avoid the signalized intersection and use back streets, the problem vehicles identified (i.e. heavy trucks and speeding visitors) won't be able to or will not know of alternative routes to take hence forcing them to use the intersection and therefore justifying the use of traffic signals.

This report is in favour of extending Tiers Road through the existing tractor dealership as detailed in *3.5 Traffic and Pedestrian Movement* and creating a proper signaled cross road.

#### Cycle Lane

Inclusion of an on-road cycle lane on both sides of Onkaparinga Valley Road will increase safety for cyclists. The cycle lane should extend from the recreation grounds to North Woodside along the existing widened section of bitumen roadway.





# woodside

## masterplan

### 5.5 Economy

Many of the recommendations above support a healthy and developing economy in Woodside. In summary, the primary recommendations are:

- Redevelopment of the main street of Woodside to support additional retail and commercial uses and as an attraction to tourists.
- Consolidating regional sports in Woodside by designating the town's existing recreation grounds as a regional recreation hub. It is recommended that detailed plans for redevelopment be prepared in association with the SA Government's Department of Recreation and Sport and the various sporting clubs currently and potentially using the grounds.
- Developing a river park adjacent to River Terrace as a major recreational drawcard to Woodside and as a staging point along the proposed joint cycle/walking footpath following the former rail corridor. Development of the footpath and park will require relocation of the existing Council storage depot. It is recommended that detailed plans for the park be developed with the Onkaparinga Water Catchment Board.
- Promoting the above as major tourist attractions in Woodside. It is important to actively promote Woodside's attractions through Tourism SA and with tourist operators. Although promotion of Woodside can focus on the town itself and its existing and potential attractions (for example, Melba's Chocolate Factory is well known to tourist operators), it is also important to promote the town as part of a region which has many other attractions. Woodside lies strategically along the Onkaparinga Valley and the town's recreation and sporting grounds and access to the Onkaparinga River at the proposed river park compliments well other attractions and facilities along the valley. Of particular importance is the promotion of the district's regional produce as a major drawcard, and retailing of fresh regional produce in the town should be encouraged.



# woodside

## masterplan

6 WOODSIDE MASTER PLAN





--- PROPOSED TOWN BOUNDARY

RIVER PARK- RECREATIONAL FACILITIES INCLUDING  
JOINT CYCLE / PEDESTRIAN PATH ADJACENT TO RIVER

RE ALIGN TIERS ROAD TO FORM CROSS ROAD INTERSECTION  
WITH ONKAPARINGA VALLEY ROAD AND NAIRNE ROAD. INSTALL  
TRAFFIC LIGHTS AT NEW CROSS ROAD INTERSECTION

MAIN STREET- RECONSTRUCT FOOTPATHS,  
PLANT NEW STREET TREES, UNDERGROUND  
POWERLINES, AND DESIGNATE CARPARKING

PLANT BANKS AT  
ROAD CUTTING

REDUCTION OF BITUMEN  
AND NEW PLANTING AT  
VEHICLE TURN OFF

ADDITIONAL TREE  
PLANTING IN Paddock

RECREATION GROUNDS- ORGANISE VEHICLE  
CIRCULATION AND CARPARKING. PLANT NEW  
TREES, MINOR UPGRADE TO SWIMMING POOL  
PRECINCT AND PICNIC AND PLAY FACILITIES

RECOMMENDED EXTENSION TO  
TOWN BOUNDARY



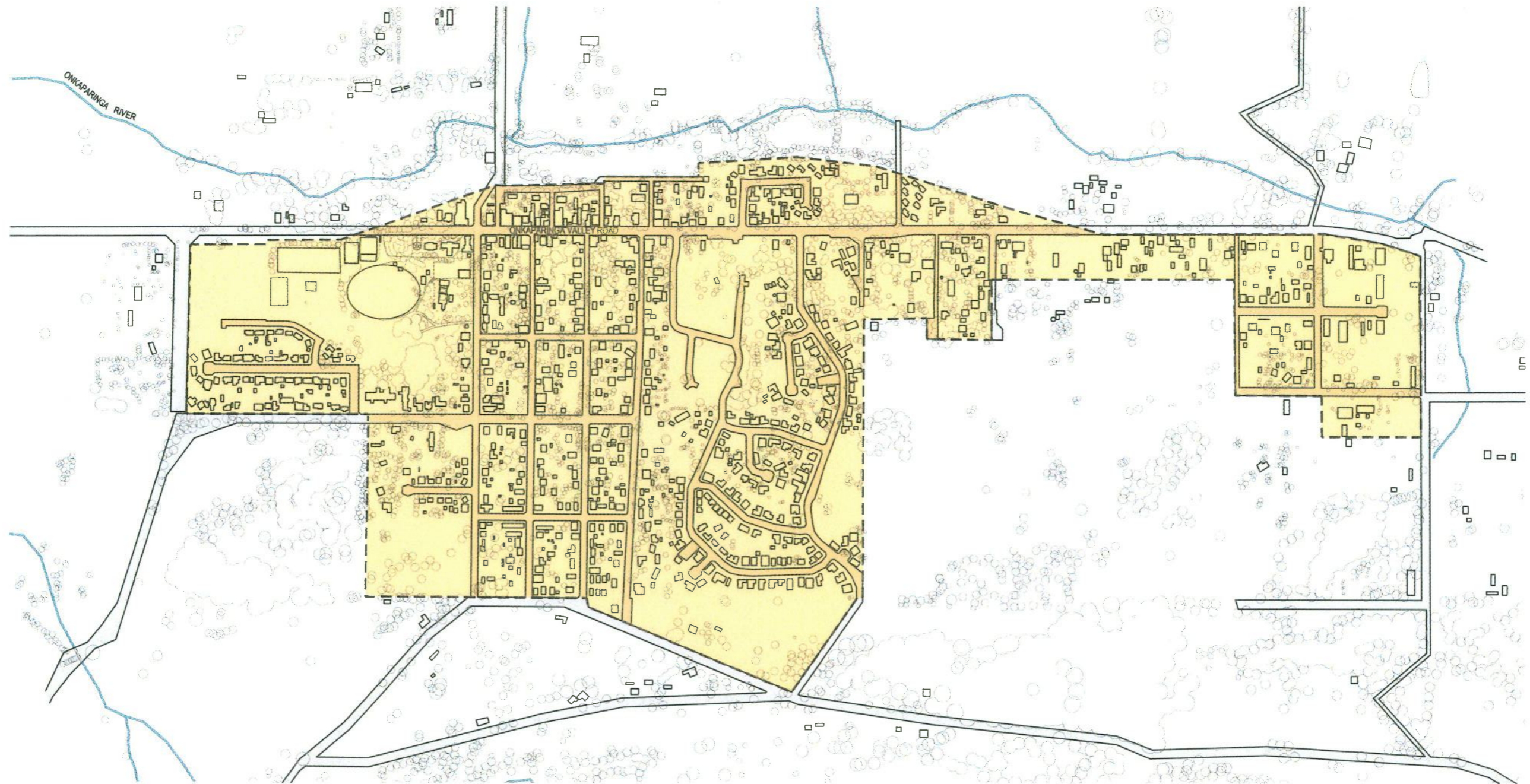


# Proposed Town Boundary



NTS @ A3

--- PROPOSED TOWN BOUNDARY







# Proposed Parking

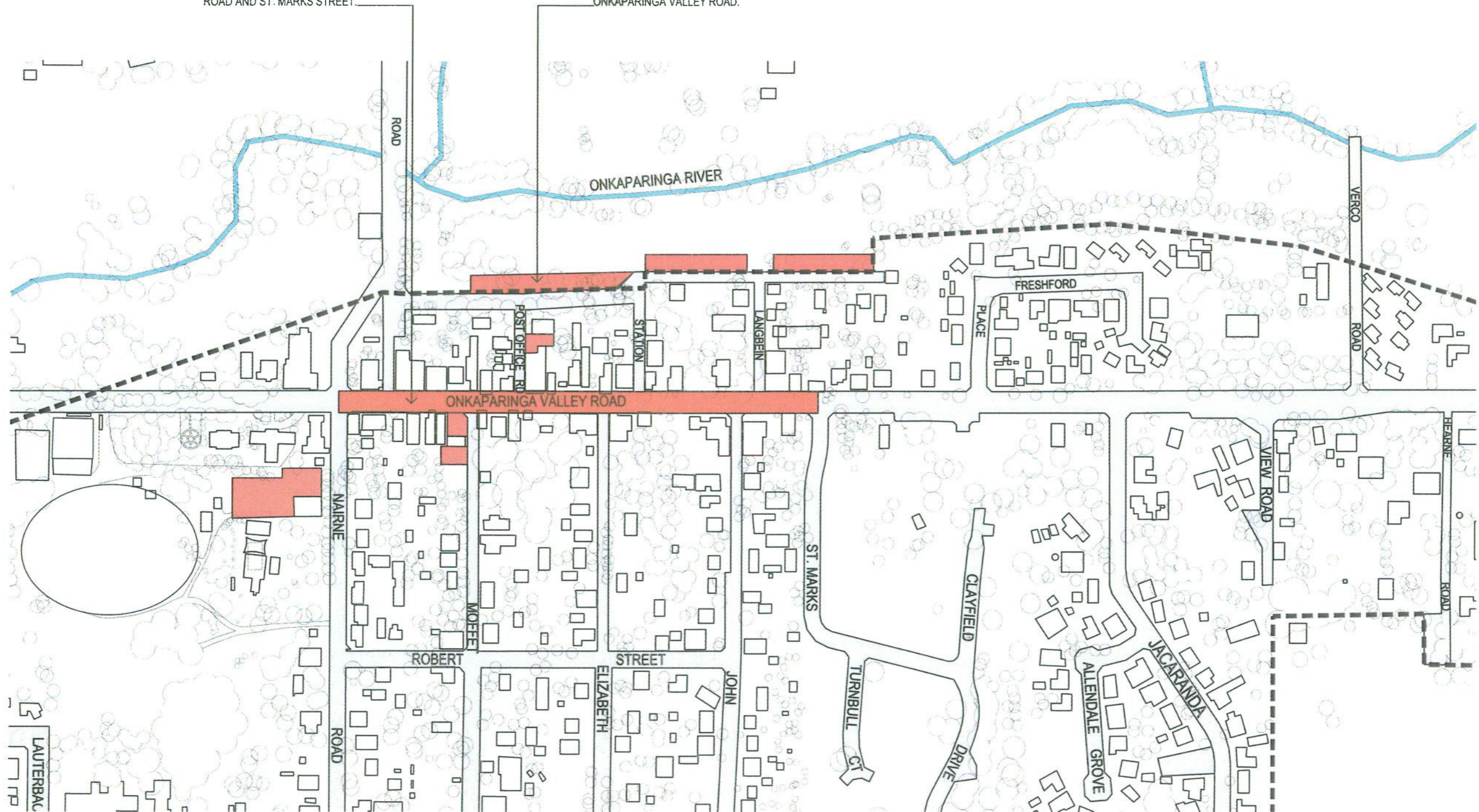


NTS @ A3

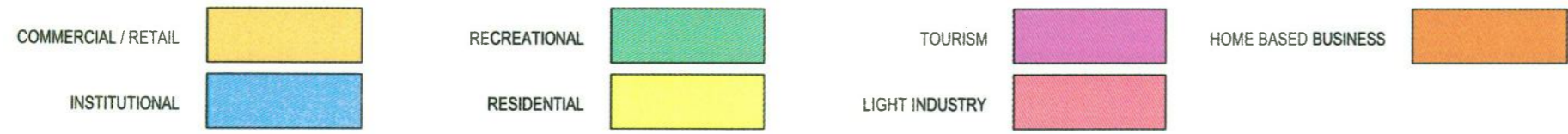
--- PROPOSED TOWN BOUNDARY

REVISED & FORMALISED PARALLEL PARKING ALONG ONKAPARINGA VALLEY ROAD BETWEEN NAIRNE ROAD AND ST. MARKS STREET.

PROPOSED CAR PARKING CENTRALLY LOCATED BETWEEN RIVER AND ONKAPARINGA VALLEY ROAD.





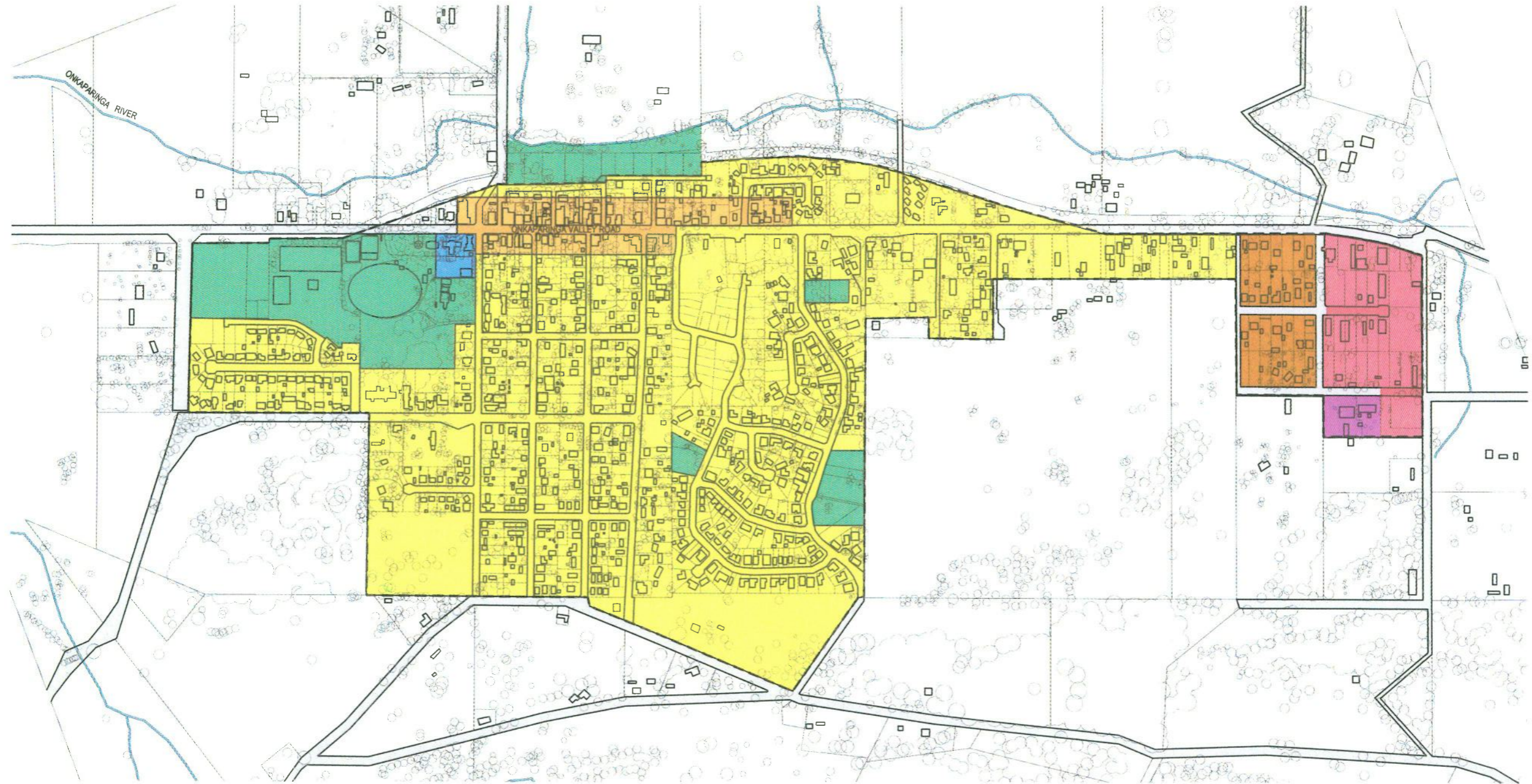


# Proposed Land Use



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--- PROPOSED TOWN BOUNDARY





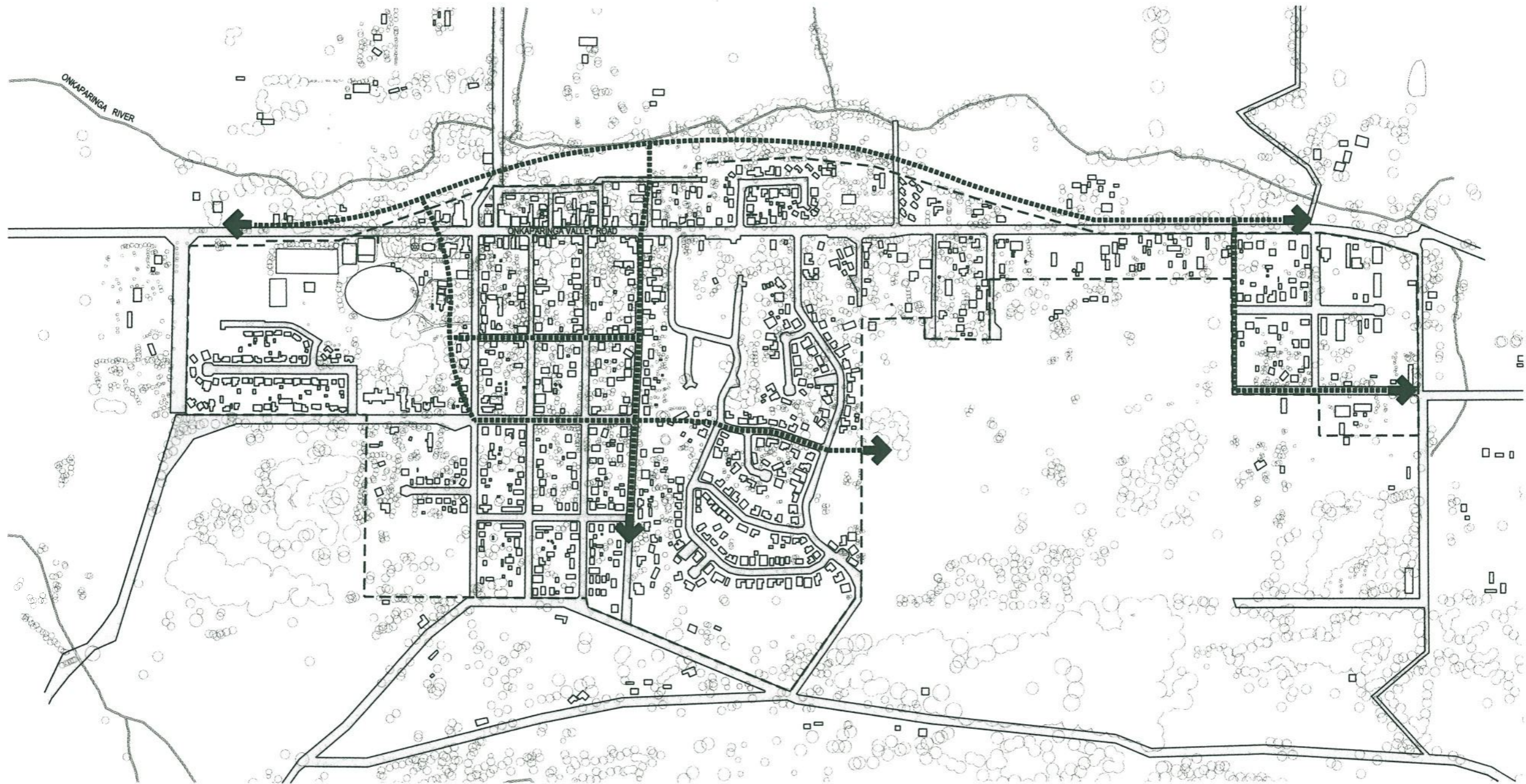
# Proposed Pedestrian / Bicycle Movement



NTS @ A3

--- PROPOSED TOWN BOUNDARY

..... PROPOSED MOVEMENT





# Proposed Traffic Improvements



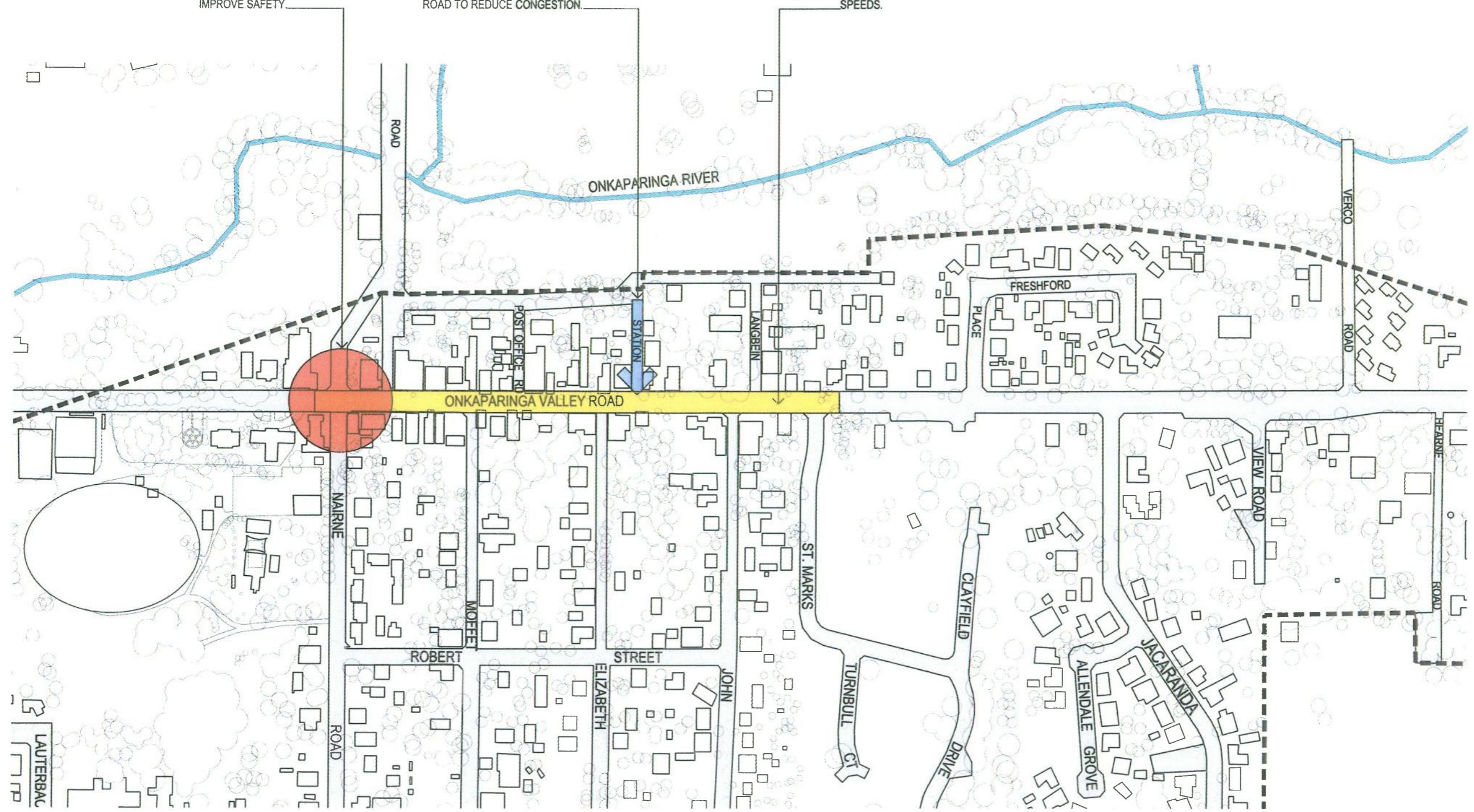
NTS @ A3

--- PROPOSED TOWN BOUNDARY

PROPOSED RE ALIGNMENT OF TIERS ROAD TO FORM CROSS ROAD INTERSECTION. PROPOSED TRAFFIC LIGHTS TO NEW CROSS ROAD INTERSECTION TO IMPROVE SAFETY.

PROPOSED 1 WAY TRAFFIC TO STATION ROAD TO REDUCE CONGESTION.

REDEVELOPMENT OF WOODSIDE'S MAIN STREET WILL RESULT IN SLOWER VEHICLE SPEEDS.

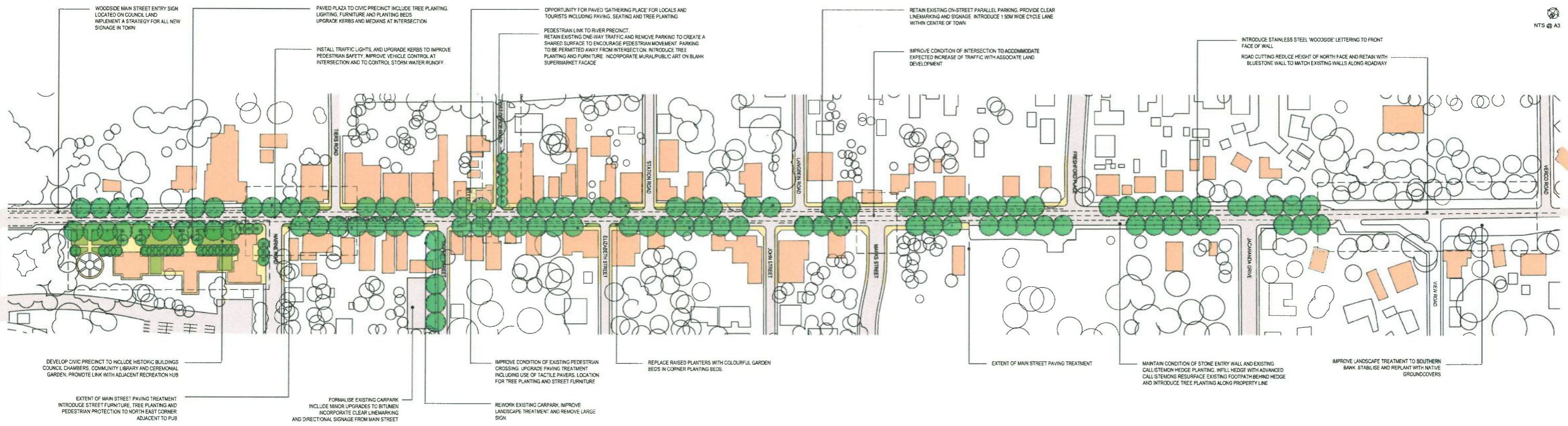




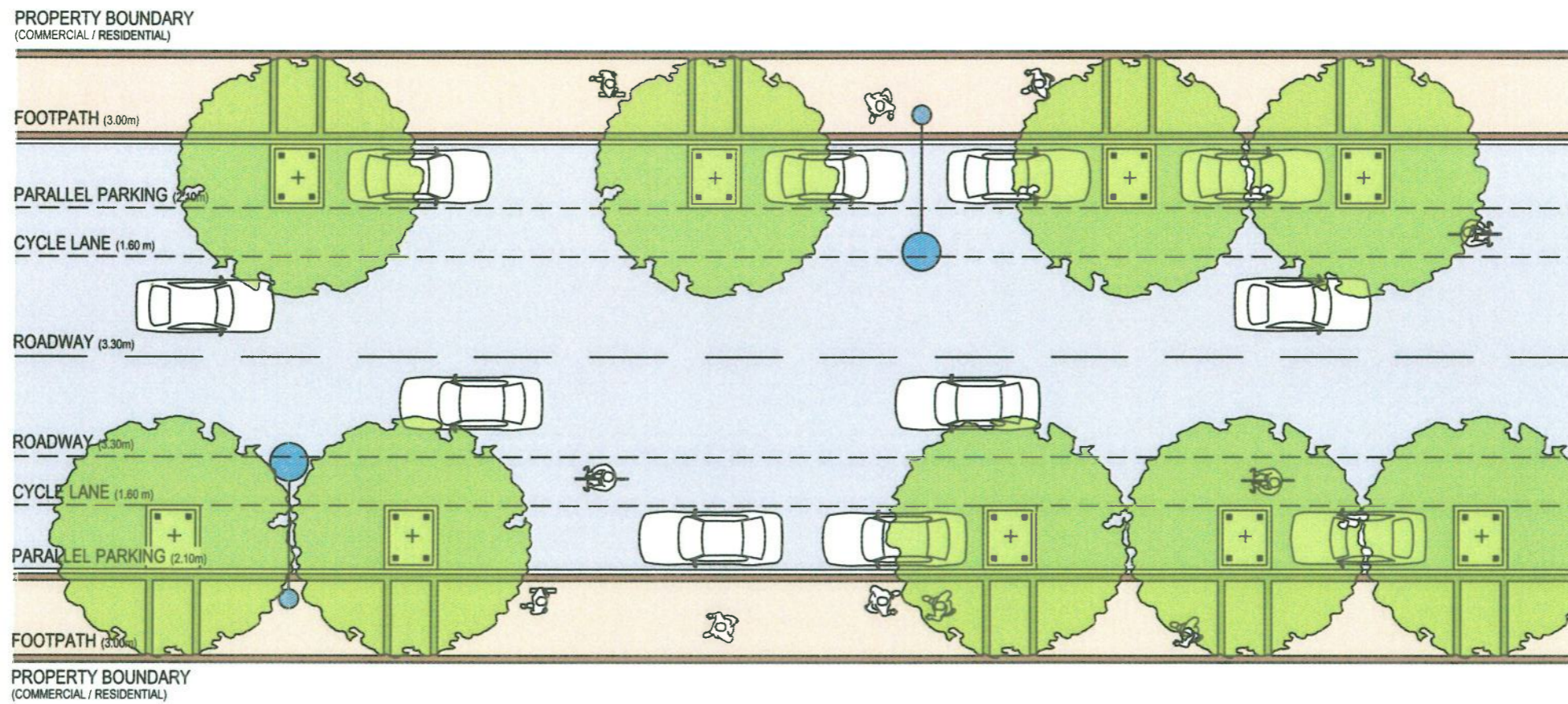


Main Street- Detail Design

NTS @ A3





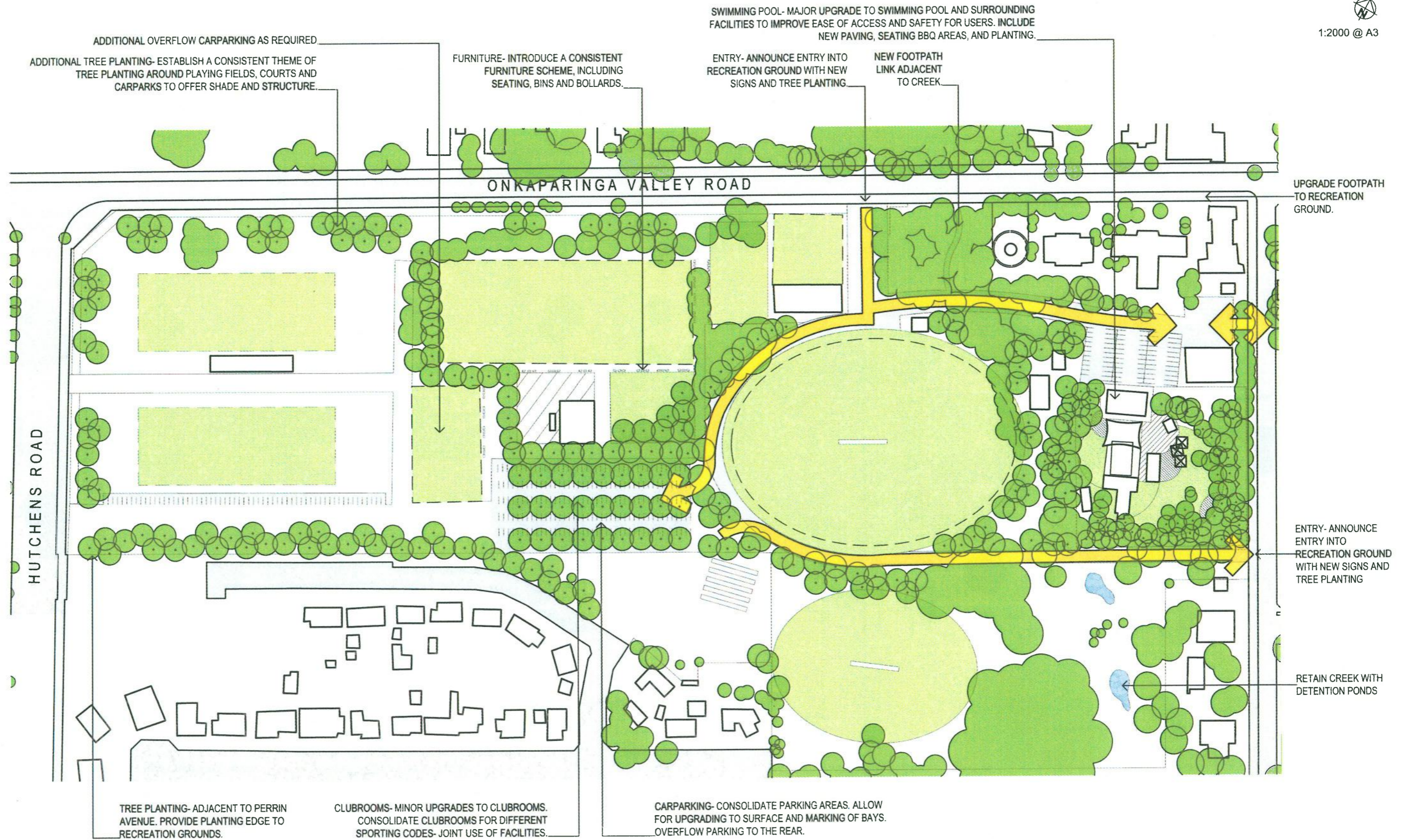




# Recreation Ground- Detail Design



1:2000 @ A3



woodside  
masterplan



# woodside

## masterplan

### Recommended Planting Lists

#### Onkaparinga River Corridor

In association with the Onkaparinga Water Catchment Board, carry out extensive new planting of local indigenous native trees in the corridor adjacent to the Onkaparinga River. This planting provides the structure for a new river park. Also provide an understorey of low native shrubs and groundcovers. Typical species to include:

#### Trees

*Acacia pycnantha*  
*Allocasuarina verticillata*  
*Callitris preisii*  
*Eucalyptus camaldulensis*  
*Eucalyptus cosmophylla*  
*Eucalyptus erythrocorys*  
*Eucalyptus leucoxylon leucoxylon*  
*Eucalyptus leucoxylon rosea*  
*Eucalyptus microcarpa*  
*Eucalyptus odorata*  
*Jacaranda mimosifolia*  
*Santalum acuminatum*  
*Pittosporum phillyraoides*

#### Shrubs

*Acacia acinacea*  
*Acacia paradoxa*  
*Acacia myrtifolia*  
*Allocasuarina muelleriana ssp. muelleriana*  
*Anigozanthus flavidus*  
*Astroloma humifusum*  
*Calytrix tetragona*  
*Callistemon rugulosus*  
*Correa alba*  
*Dianella longifolia var. grandis*  
*Dianella revoluta var. revoluta*  
*Dodonea viscosa ssp. spatulata*  
*Eremophila glabra*  
*Eutaxia microphylla var. microphylla*  
*Goodenia blackiana*  
*Goodenia varia*  
*Grevillea lavandulacea var. lavandulacea*  
*Hakea rugosa*  
*Hardenbergia violacea*  
*Hibbertia microphylla*  
*Hibbertia sericea*  
*Hibbertia riparia*  
*Isopogon ceratophyllus*  
*Kennedia prostrata*

*Lomandra densiflora*  
*Myoporum parvifolium*  
*Olearia ramulosa*  
*Pimelea glauca*  
*Pultenaea largiflorens*  
*Scaevola albida var. albida*  
*Xanthorrhoea semiplana*

#### Grasses + Groundcovers

*Danthonia caespitosa*  
*Einadia nutans ssp. nutans*  
*Isolepis nodosa*  
*Juncus bufonis*  
*Juncus subsecundus*  
*Poa crassicaudex*  
*Poa labillardieri*  
*Stipa curticoma*  
*Stipa scabra*  
*Stipa flavescens*  
*Themeda triandra*

#### Recreation Ground

Plant mixed native and deciduous trees in the recreation ground to provide additional shade and amenity. Species to include:

*Eucalyptus leucoxylon leucoxylon*  
*Eucalyptus microcarpa*  
*Fraxinus oxycarpa Raywoodii*  
*Liriodendron tulipifera*  
*Platanus orientalis*  
*Quercus ilex*  
*Quercus robur*

As well as working with sporting clubs to improve the sports facilities at the recreation ground and to examine opportunities for joint use of facilities such as club rooms, develop further the existing picnic and play facilities at the northern end of the grounds. A key component to the upgrade is the construction of a new footpath along the alignment of the existing minor creek from the car park at the rear of the Council offices to the picnic facilities.





# woodside

## masterplan

### Other Planting

Provide additional screen planting in the following locations:

Northern edge of North Woodside adjacent to Naughtons Road. Species to include:

*Eucalyptus leucoxylon leucoxylon*  
*Eucalyptus microcarpa*  
*Acacia pycnantha*  
*Callistris preissii*

Western edge of the recreation ground adjacent to Onkaparinga Valley Road. Species to include:

*Eucalyptus leucoxylon leucoxylon*  
*Eucalyptus microcarpa*  
*Acacia pycnantha*

### Onkaparinga Valley Road cutting

Stabilize the earth banks on either side of the Onkaparinga Valley Road adjacent to View Road with geotextile fabric and the planting of low flowering native shrubs and groundcovers. Typical species to include:

*Isolepis nodosa*  
*Danthonia sp*  
*Scaevola sp*  
*Themeda triandra*  
*Myoporum parvifolium*

### Council Offices

Plant trees in front of the Council offices facing Onkaparinga Valley Road. Species to include:

*Pistacia chinensis*  
*Ginkgo biloba*  
*Lagerstroemia indica*



# woodside

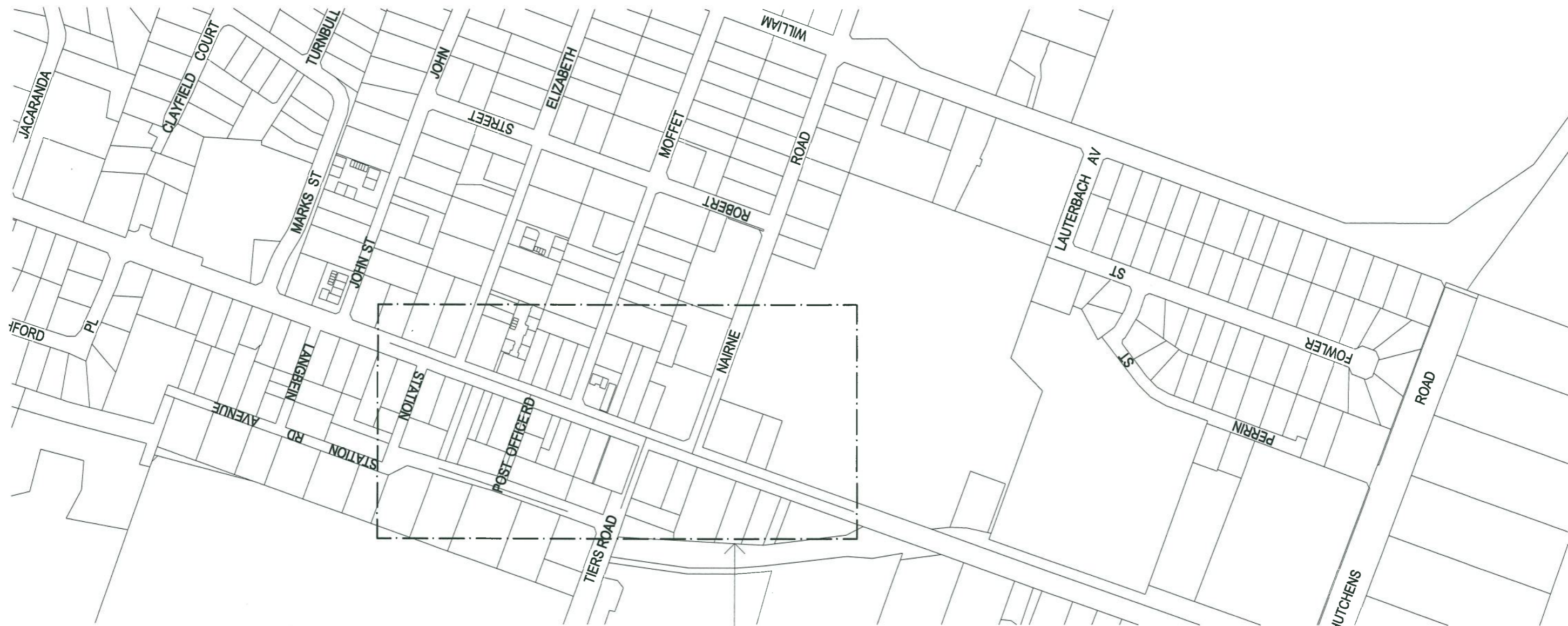
## masterplan

### **APPENDIX B**

Engineering Drawings

Detailed traffic studies.





DETAIL AREA  
 NAIRNE ROAD/ TIERS ROAD INTERSECTION  
 STATION ROAD  
 ONKAPARINGA VALLEY ROAD

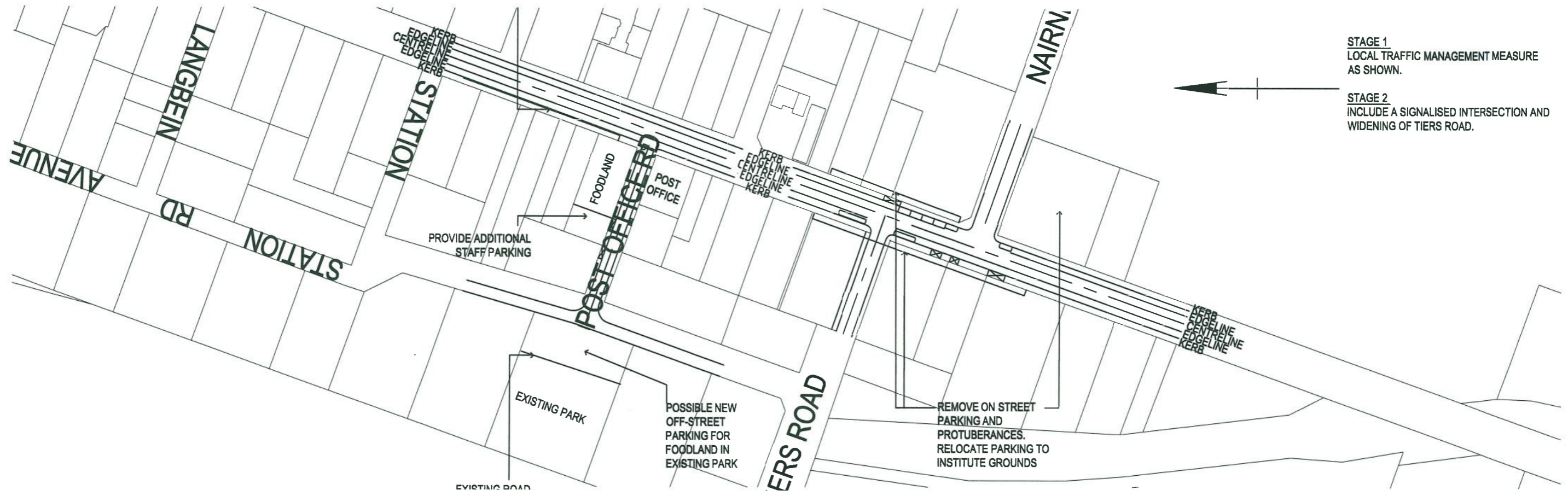










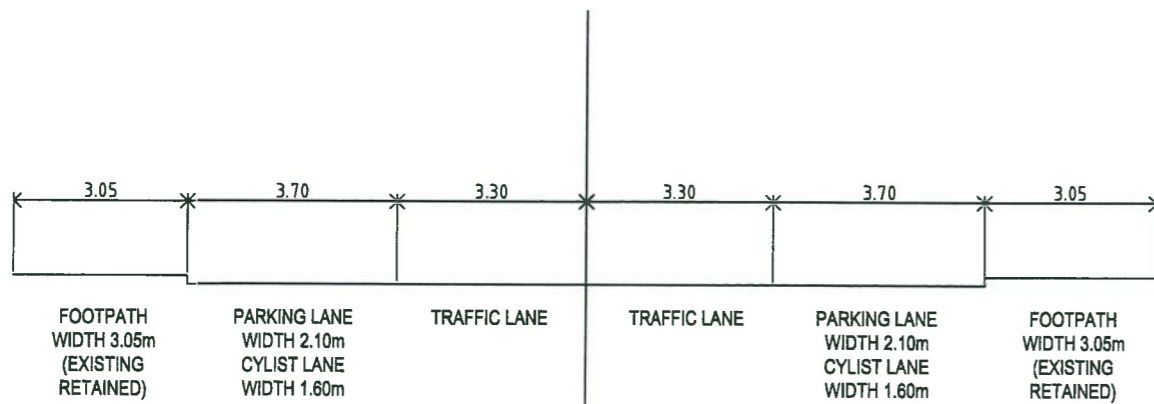


**STAGE 1**  
LOCAL TRAFFIC MANAGEMENT MEASURE  
AS SHOWN.

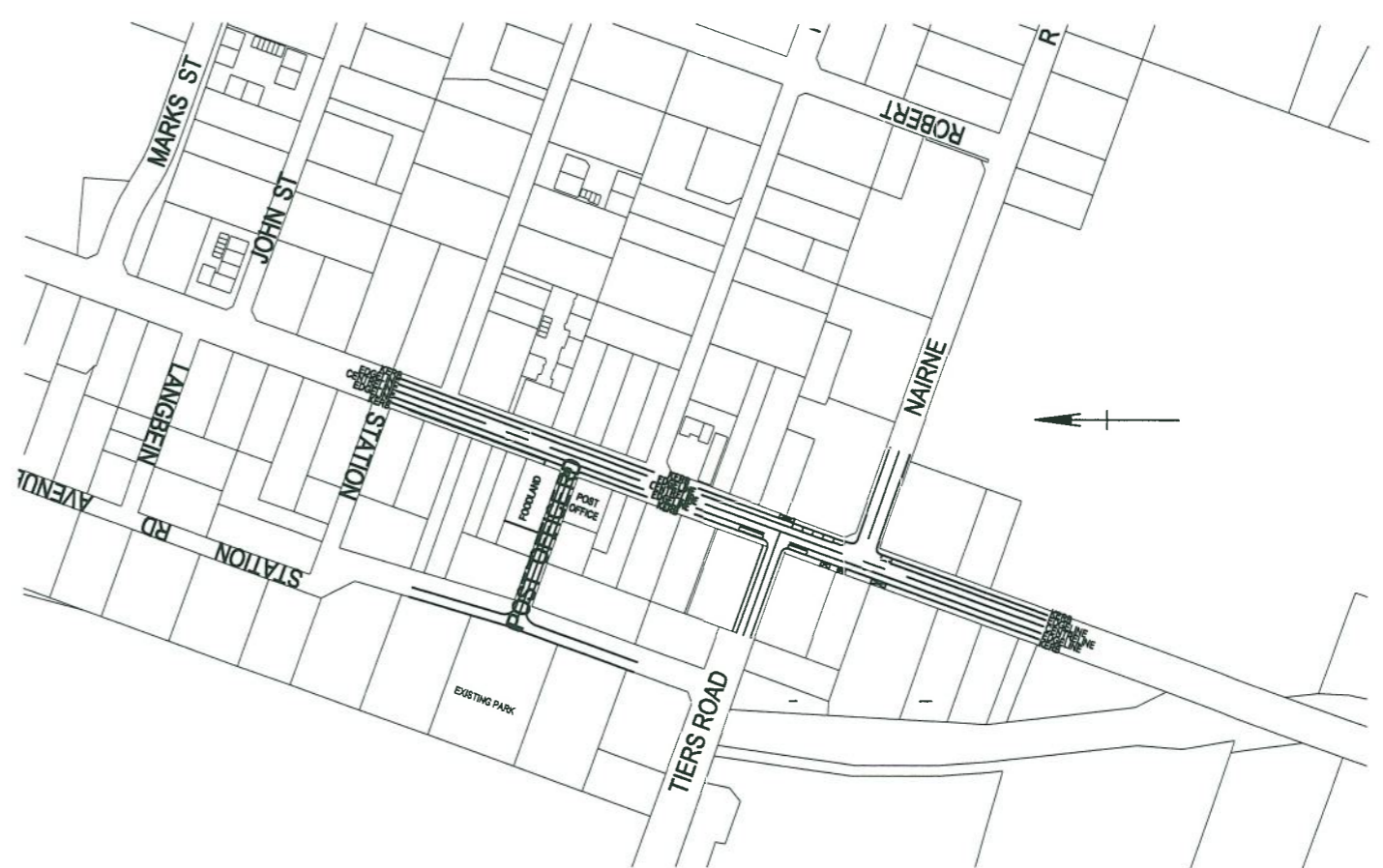
**STAGE 2**  
INCLUDE A SIGNALISED INTERSECTION AND  
WIDENING OF TIERS ROAD.



ONKAPARINGA VALLEY ROAD  
STATION ROAD - NAIRNE ROAD  
SCALE 1:1000



TYPICAL CROSS SECTION  
NTS

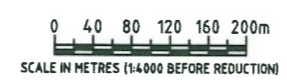


LOCATION PLAN - WOODSIDE  
SCALE 1:2000



**PRELIMINARY**

No.	Revision	Note: * Indicates signatures on original issue of drawing or last revision of drawing	Drawn	Checked	Approved	Date



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Scale	AS SHOWN	<b>DO NOT SCALE</b>	Client
Drawn	Designed	Project	<b>WOODSIDE - LOBETHAL TRAFFIC REVIEW</b>
Drafting Check	Design Check	Title	<b>CONCEPT DESIGNS - WOODSIDE</b>
Approved		Original Size	A1
Date		Drawing No:	33-11986-C09

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