lobethal

masterplan
report

JAMES HAYTER + ASSOCIATES
with
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ADELAIDE HILLS COUNCIL

AUGUST 2004

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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
access 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 Lobethal. 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
township of Lobethal has 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 Lobethal.*
- *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 Lobethal. 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 – Traffic Planning

1.5 Brief

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

Historical Development
The township of Lobethal was founded by German emigrants who arrived in South Australia in October 1841 and established a settlement along the Western Branch area of the Onkaparinga River. In 1855, the town of Lobethal was officially drawn up based on a Hufendorf layout, namely the use of long thin allotments which extend the full length of the section. Each allotment stretches between two parallel access roads and incorporates access to Western Branch creek which runs through Lobethal.

The three outstanding features of Lobethal's development were its German heritage, its distinctive religious development, and its diverse industrial history which included the Onkaparinga Woollen Mills. Today, the town attracts many visitors, especially at Christmas time when the Lobethal lights draw sightseers from all over the metropolitan area. The German heritage of the town also attracts many tourists, and there are several shops which are oriented towards capturing the tourist dollar. The motorcycle and clothing museums also provide an important local attraction.

Urban Design Issues within Modern Lobethal
As evident from its history, Lobethal has been, and continue to be, important towns within the Adelaide Hills Council area. They house a significant proportion of the population, contain many of the facilities and services and provide important tourist destinations for the Adelaide Hills.

With this in mind, it is important that the streetscape and public realm within Lobethal reflects the special character and history of the towns 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 towns as attractive places 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 Lobethal:

- *The existing business and community centre to act as a focus for future expansion of business and community facilities.*
- *Location of medium density residential development in residential areas, particularly on some of the existing large allotments.*
- *Conservation and enhancement of historic buildings and areas, particularly the old area abutting Lobethal Creek and environs.*
- *Improved road alignments and traffic safety particularly along the southern township approach from Lenswood.*
- *Expansion of the woollen mills on nearby vacant land.*
- *Location of industrial facilities at the northern extremity of the township.*
- *Protection of the rural landscape which provides an effective backdrop to the township.*
- *Expansion of the recreation reserve south of the township.*

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 Lobethal, affect the following Policy Areas:

Residential
Creek
Business Centre
Woollen Mills
Lobethal North

1.7 Relevant Studies and Reports

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

O'Connell Michael, *Adelaide Hills Business and Tourism Centre – Future Tourism Report*, August 2001.

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.

Paton, Isobel, *Lobethal Valley of Praise, Lobethal Township Landscape Masterplan*,
August 2003.

This report amalgamates two separate projects- the Lobethal Landscape Masterplan and the Lobethal Main Street Landscape Masterplan and endeavours to identify potential landscape design opportunities within the township as well as a holistic design for the township overall. The resulting landscape concepts built upon elements such as town character, cultural identity, and the existing landscape assets of the town.

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.

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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.

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, *Lobethal Primary School, Demographic Study*, October 2002.

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

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

Historic (Conservation) Policy Area

MAIN STREET HISTORIC (CONSERVATION) POLICY AREA

INDUSTRIAL / RESIDENTIAL HISTORIC (CONSERVATION) POLICY AREA

STATE HERITAGE RECOMMENDATION

CONTRIBUTORY PLACE

MILL ROAD HISTORIC (CONSERVATION) POLICY AREA

STATE HERITAGE LISTED

LOCAL HERITAGE RECOMMENDATION

CONTRIBUTORY LANDSCAPE FEATURE

NOTE: PRECINCTS SHOWN HAVE BEEN IDENTIFIED BY ANNA POPE AND MAY NOT EXACTLY REFLECT CURRENT DEVELOPMENT PLAN BOUNDARIES

NTS @ A3

TOWN BOUNDARY

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3.2 Landscape

Lobethal's built form sits comfortably within its rural landscape setting. Typical of other small towns within the Adelaide Hills, the town has grown from settlement utilising the available flat land at the base of the valley adjacent to the Onkaparinga River (Western Branch) and stretching along the main road.

Settlement occurs on both sides of the valley floor, although the town has built up predominately on the east slopes where the majority of the town lies. The density of housing is less on the western slopes where larger lots and vacant land exist. Development to date has resulted in an attractive, compact and sustainable built form that retains its rural character.

Four distinct landscape zones are evident:

1. Valley Floor

The valley floor immediately adjacent to the Onkaparinga River (Western Branch) is open, providing useable flat land for housing. As Lobethal is situated at the upper end of the Onkaparinga River (Western Branch) the river is less likely to flood dwellings in the valley floor, although there has been serious flooding of the Onkaparinga Woollen Mills in the past. Unfortunately, the opportunity for a public footpath adjacent to the river through Lobethal is restricted by private allotments extending to the river, particularly between Post Office Avenue and Bridge Street.

Bridge crossings at Post Office Avenue, Bridge Street and Pioneer Avenue provide access and views to the river. Otherwise the river is not visible from the main street and there is little sense of its presence apart from the fall in topography down to the valley floor.

2. Lobethal Road

The earliest settlements in Lobethal occurred on either side of the main street, with Hufendorf allotments extending perpendicular to the main street. These long, narrow lots extended from the main street to the river, although buildings were usually located on the upper slopes away from the flood zone of the river. Many of the older buildings in Lobethal still remain along the main street, although a number have altered facades, and some have been replaced by more contemporary structures or demolished altogether. Overall, however, there is a concentration of buildings along the main street that provides a relatively continuous and homogeneous streetscape.

The exception is the section of main street adjacent to the Lutheran Church, primary school and bookshop which presents a substantial break to the retail frontage. This central section of the main street is anchored at one end by the Adelaide Hills Business and Tourism Centre (former Onkaparinga Woollen Mills) and at the other by a hill and change in direction of the main street approximately adjacent to Bridge Street.

More recently, business activity has declined in the face of the larger regional service centres such as Mt Barker and Strathalbyn, or from Tea Tree Plaza in metropolitan Adelaide. Lobethal does support, however a relatively large Foodland supermarket and, unusually compared with other small towns in the Adelaide Hills, a clothing Department Store.

For pedestrians, the main street is lacking in basic amenities such as shade and well constructed and attractive footpaths. Street trees add cohesion to a street and tie together disparate architecture and uses. They also tend to slow traffic down, providing greater emphasis to pedestrians.

3. Middle Valley Slopes

Although the majority of Lobethal's housing is located on the east side of the Onkaparinga River (Western Branch), some housing also extends up the valley slopes on the west side accessed from Mill Road. Lobethal's middle valley slopes are characterised by remnant stands of native trees and private gardens. Some of the private established gardens are very attractive, contributing towards the rural character of Lobethal and its appeal as a place to live. These gardens are built around the existing residences and outbuildings, many of which are stone. Particularly when residences are small, terraces and other parts of the gardens become important living spaces. The integration of house and garden in Lobethal is an important contributor towards the town's landscape quality. The older residential areas in Lobethal display a pattern of development and 'grain' that is desirable.

In contrast, the newer forms of housing development in Lobethal tend to discourage integration of house and garden. House footprints are larger and usually located in the centre of allotments set back an even distance from the road and very close to the adjacent house at the sides. Without front fences, half of the potentially usable garden on the allotment becomes a setting for the house rather than a usable private open space. Driveways and open lawns predominate. Rear gardens are private, but their usefulness often depends on orientation.

Recent developments adjacent to Noske Court and Onkaparinga Street lack the grain of previous patterns of development in Lobethal. When viewed from Mill Road and Woodside Road respectively, these developments offer an unfortunate view of roofs with little vegetation or break inform to relieve the homogeneous visual effect.

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Lobethal lacks street trees generally in both new and old areas, although their absence is more noticeable in the new areas where front gardens are not yet established. Street trees not only provide visual relief, but also shade and ecological habitat. Street trees are not desirable in streets which are narrow or where established gardens contain trees which contribute instead to the streetscape.

4. Upper Valley Slopes

Lobethal is visually contained on its eastern side by the ridge along which Ridge Road extends. Part of the eastern town boundary also lies along Ridge Road. Not only does this ridge provide an effective visual boundary to the town, but it also physically and visually separates the Lobethal Abattoir from the town. The abattoir is a major industry and employer in the town yet it has very little adverse environmental impact.

To the west of Mill Road, development extends only a relatively short distance up the valley slopes. The presence of existing vegetation and relatively low density of housing has retained the landscape character of the town.

The existing town boundaries have been very successful in containing Lobethal to a compact town form that fits in well to the topography. The town has spread along the valley floor rather than encroach on the upper slopes resulting in an attractive town form that suits the landscape setting.

Landscape Zones

VALLEY FLOOR / **MIDDLE VALLEY SLOPES**

MAIN ROAD / **UPPER VALLEY SLOPES**

NTS @ A3

– – – TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD

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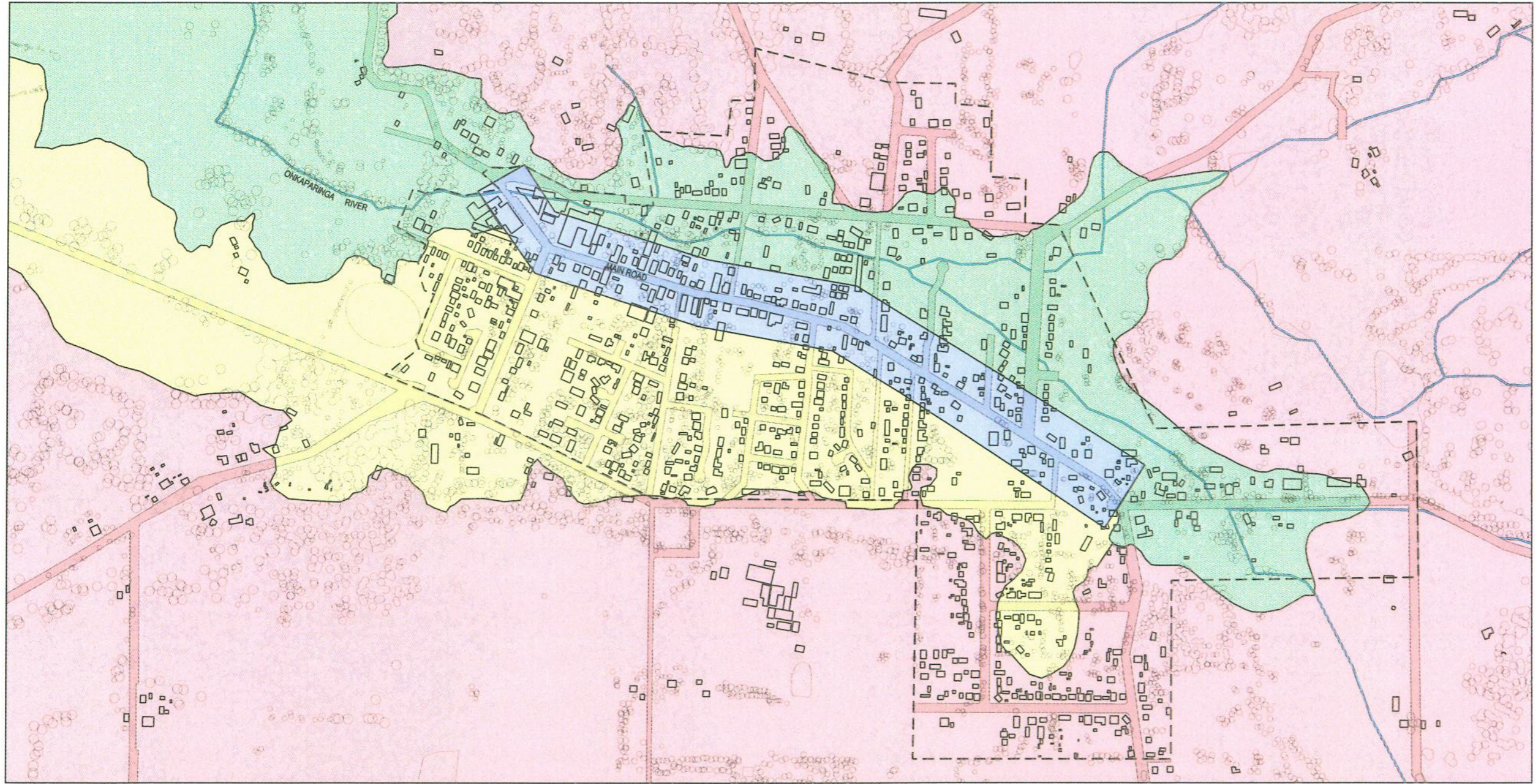
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3.3 Land Use

Commercial and Retail

Commercial and retail uses focus on the main street between the Woodside Road intersection and the Bridge Street / Church Street intersection. The area of retail activity along the main street reflects the concentration of business activity in Lobethal.

The presence of the Lutheran Church in such a prominent location along the main street both contributes and detracts from the function of the street. On the one hand, it provides a public or civic presence to the main street and reference to the town's Lutheran roots. On the other hand, the setback of the Church from the main street interrupts the continuity of retail and commercial uses along the main street providing a 'dead spot' for users.

Light Industry

Light industrial and other commercial uses are restricted to two defined areas of the town – one to the north of the town on either side of the Lobethal-Gumeracha Road, and the other concentrated on the Adelaide Hills Business and Tourism Centre located in the buildings occupied by the former Onkaparinga Woollen Mills. Whilst the former consists of big sheds and open yards, the businesses in the AHBTC are smaller and operate from rooms or smaller specialised facilities.

Recreation

Sport is focused on facilities located just outside of the town's southern boundary. Facilities include an oval, tennis and netball courts and a polocross field currently being established. These formal sports facilities are complimented by a playground, picnic shelter and other amenities.

Lobethal's recreation ground is located in an attractive setting adjacent to the valley floor, with primary access from Woodside Road, Jeffrey Street and Onkaparinga Street. The presence of mature trees and an outlook over the Onkaparinga River (Western Branch) contributes to a high level of amenity, although these facilities may be better used by tourists if access from Woodside Road was clearer.

The Lobethal Oval is one of the most attractive in the Adelaide Hills, although like other ovals it would benefit from greater control over vehicle movement around the oval and restrictions of vehicle movement into areas otherwise used by visitors for picnics and other recreation.

Residential

Residential (single unit and multi-unit housing) occupies the majority of land in Lobethal. The pattern of built form in the town, both old and new, has been strongly influenced by the traditional Hufendorf pattern of subdivision. Whilst the older houses are located close to roads with long narrow gardens behind, the more recent division of these blocks, where consolidation of adjacent titles has not been achieved, has resulted in smaller houses positioned along the length of the lot (eg. Noske Court).

Other recent subdivision for housing - for example, between Woodside Road and Onkaparinga Street - has seen contemporary housing with relatively large building footprints built on standard allotments of approximately 700 square metres in size. Housing in these areas tends to be built closer together than traditional housing resulting in less garden space.

Any future 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.

NTS @ A3
— — — TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD

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— — — TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD

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— — — TOWN BOUNDARY

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Existing Land Use

COMMERCIAL / RETAIL

INDUSTRIAL

RECREATIONAL

RESIDENTIAL
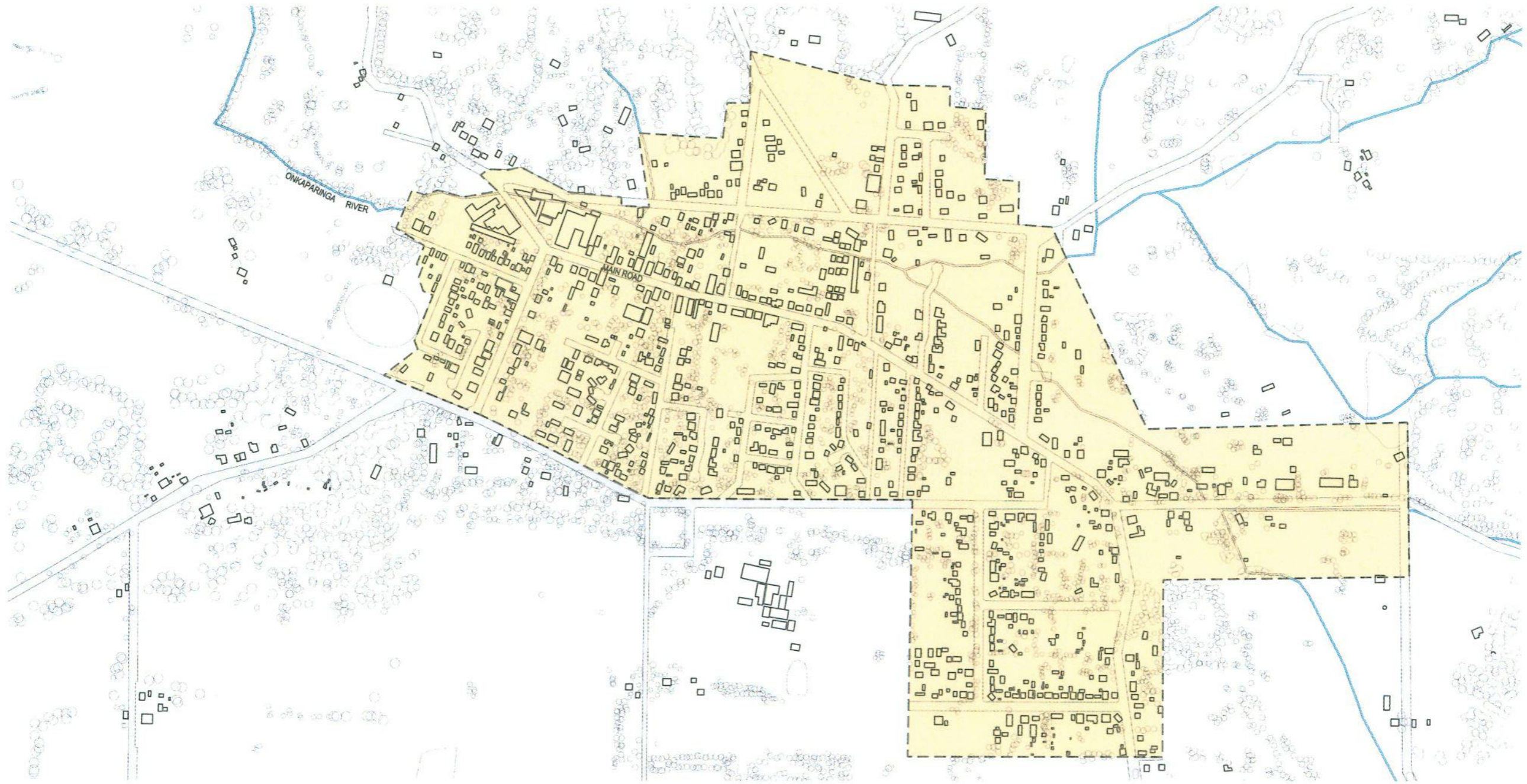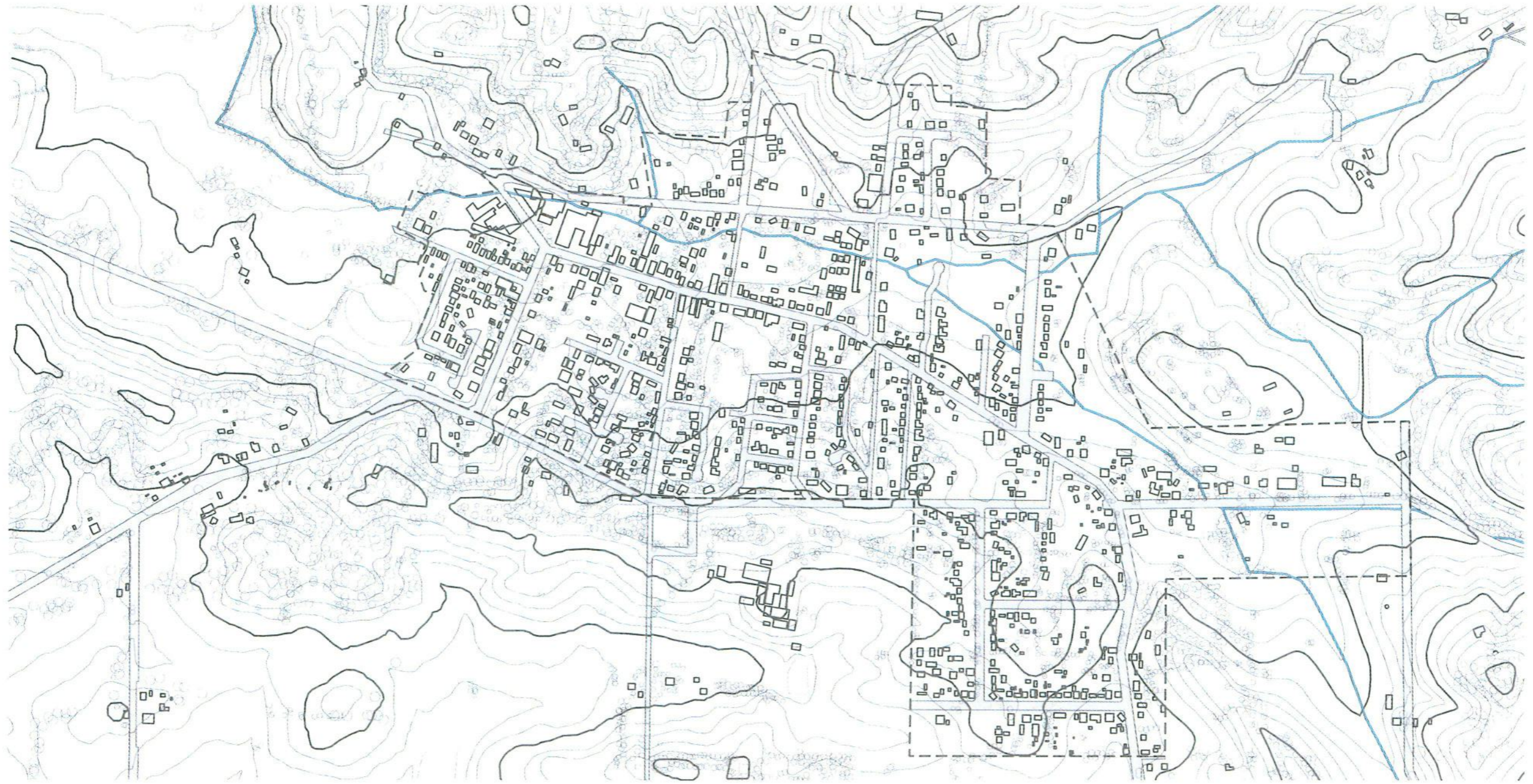
NTS @ A3

– – – TOWN BOUNDARY

RECREATION GROUND
(CURRENTLY OUTSIDE OF TOWN BOUNDARY)

BUSHLAND PARK
(CURRENTLY OUTSIDE OF TOWN BOUNDARY)

ONKAPARINGA RIVER

MAIN ROAD
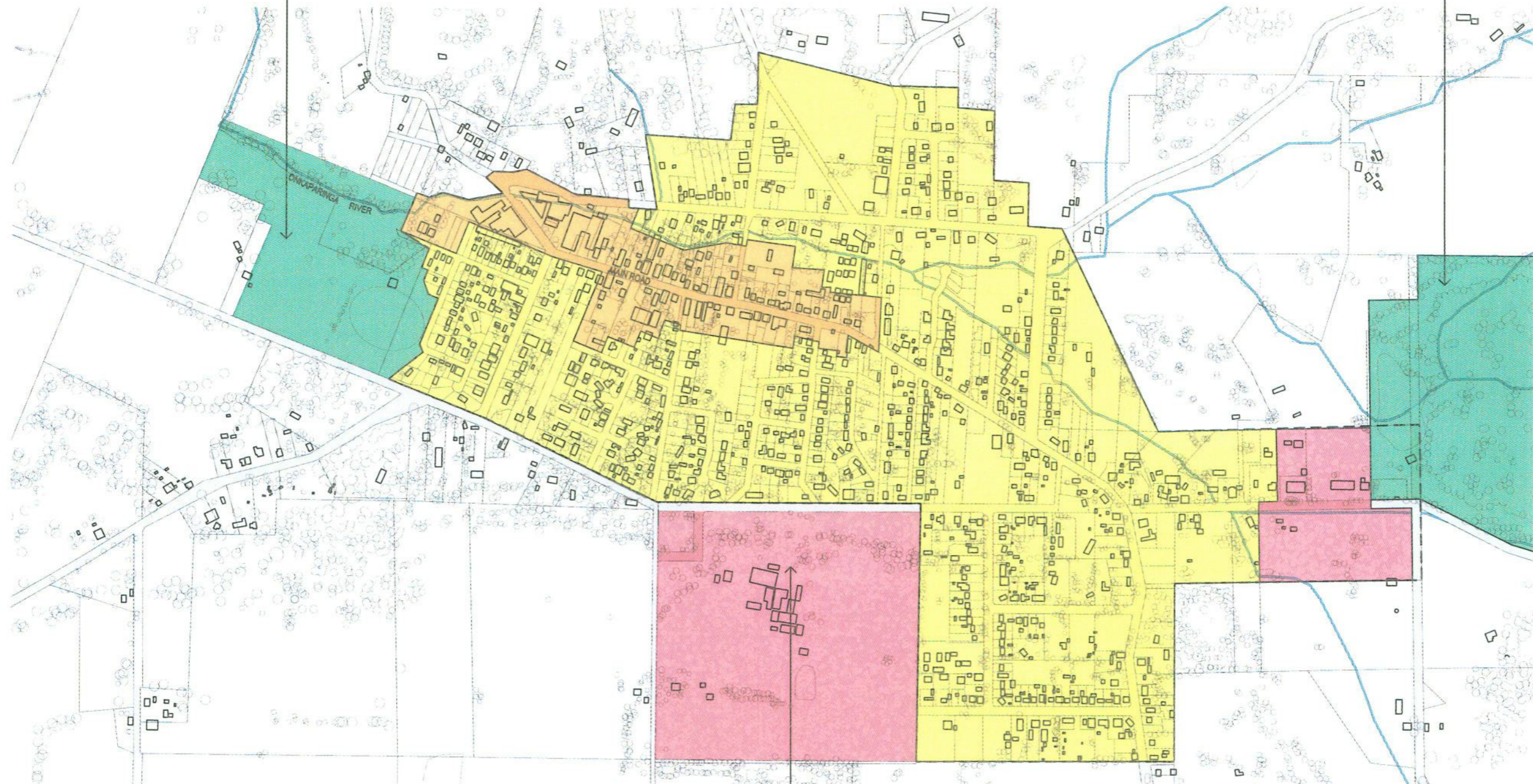
LOBETHAL ABATTOIR
(CURRENTLY OUTSIDE OF TOWN BOUNDARY)

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3.4 Economy

Introduction

Like other towns in the Adelaide Hills, Lobethal 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, Lobethal 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, Lobethal's relative self-sufficiency in the provision of goods and facilities, particularly for the elderly, is a major attraction.

The economic future of Lobethal 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 Schools are in Birdwood and 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

Lobethal 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 Lobethal included in the Database. Mount Barker with 36,664m² 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 11,323m² of floorspace, which functions as a small district centre. The other centres listed function at the neighbourhood or local centre level.
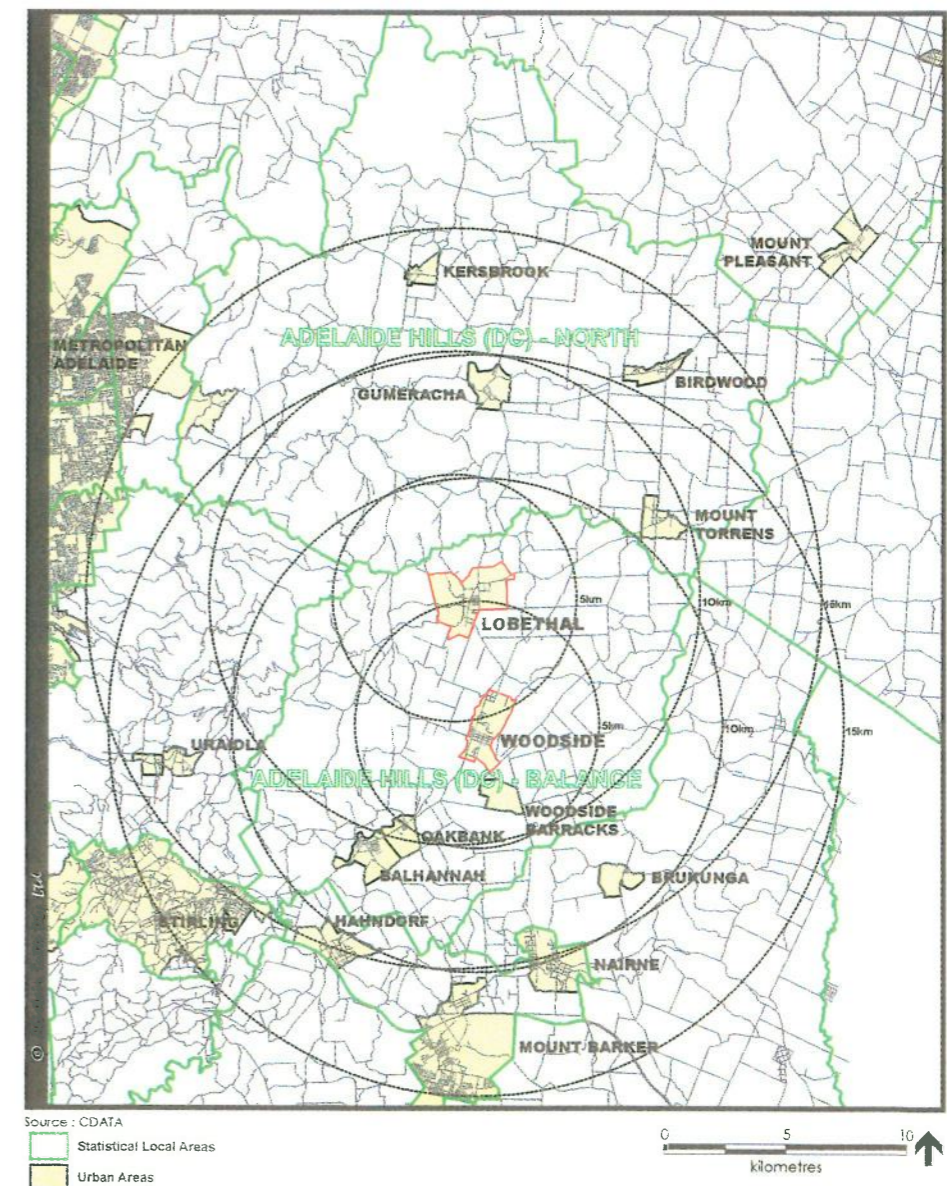

Figure 1 : Regional context

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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 Lobethal:

4,000m² 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 m²	Non Food m²	Total m²
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
			23,811	41,166	64,977

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 m²*	Urban location	Super Markets+	Shops+	Modelled size m³
Onkaparinga	82	14,000	Balhannah	1	13	4,000
			Carey Gully		7	500
			Lenswood		2	-
			Lobethal	2	22	5,000
			Oakbank		7	500
			Lobethal	1	19	4,000
Gumeracha	34	5,000	Birdwood	1	8	2,500
			Charlestown		2	-
			Gumeracha		7	500
			Houghton		2	-
			Inglewood		3	-
			Kersbrook		4	-
			Lower Hermitage		1	-
			Mount Torrens	2	3	-
			Paracombe		2	-
			Upper Hermitage		1	-
Mount Barker	256	38,000	Bugle Ranges		1	-
			Callington		2	-
			Echunga		8	600
			Hahndorf		40	3,057
			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	-
Mount Pleasant	19	2,000	Eden Valley		1	-
			Monarto		1	-
			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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Lobethal Retail Catchment

Table 3 shows key socio-economic characteristics for the population in 5 and 10km radii of Lobethal, with the comparable figures for the Adelaide Statistical Division (ASD) and the State as a whole.

There are significant differences between the catchment around Lobethal 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 Lobethal 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)[1]	5,460	12,727	1,096,222	1,492,383
Projected population (2011)[1]	5,588	13,081	1,124,900	1,522,363
Projected population (2016)[1]	5,668	13,356	1,151,323	1,548,361
Age Distribution				
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%
Housing Status				
Owner/purchaser	80.9%	83.7%	72.9%	73.4%
Renter	19.1%	16.3%	27.1%	26.6%
Labour Force				
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%
Birthplace				
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%
Motor vehicles/household				
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%
Household income quintiles				
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%
Household retail expenditure[2]				
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 Lobethal compared to the ASD and SA
Sources : 2001 Census (ABS, 2002); [1] Population projections by SLA (Planning SA, 2003); [2] 1998-9 Household Expenditure Survey (ABS, 2000)

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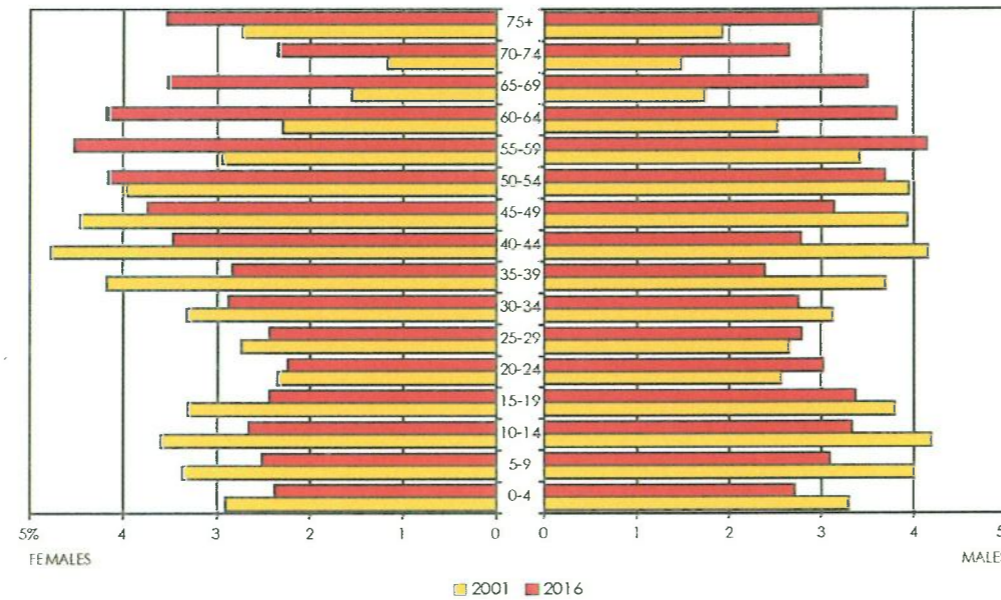
2001   2016

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

AGE BRACKET	2001 MALES	2001 FEMALES	PERSONS	2006 MALES	2006 FEMALES	PERSONS	2011 MALES	2011 FEMALES	PERSONS	2016 MALES	2016 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
	7,582	7,463	15,045	7,701	7,581	15,282	7,815	7,725	15,540	7,871	7,828	15,699

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

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There are surprisingly strong differences, particularly in economic terms between the populations living within 5km and 10 km of Lobethal, suggesting a marked difference in spatial distribution of key socio economic characteristics.
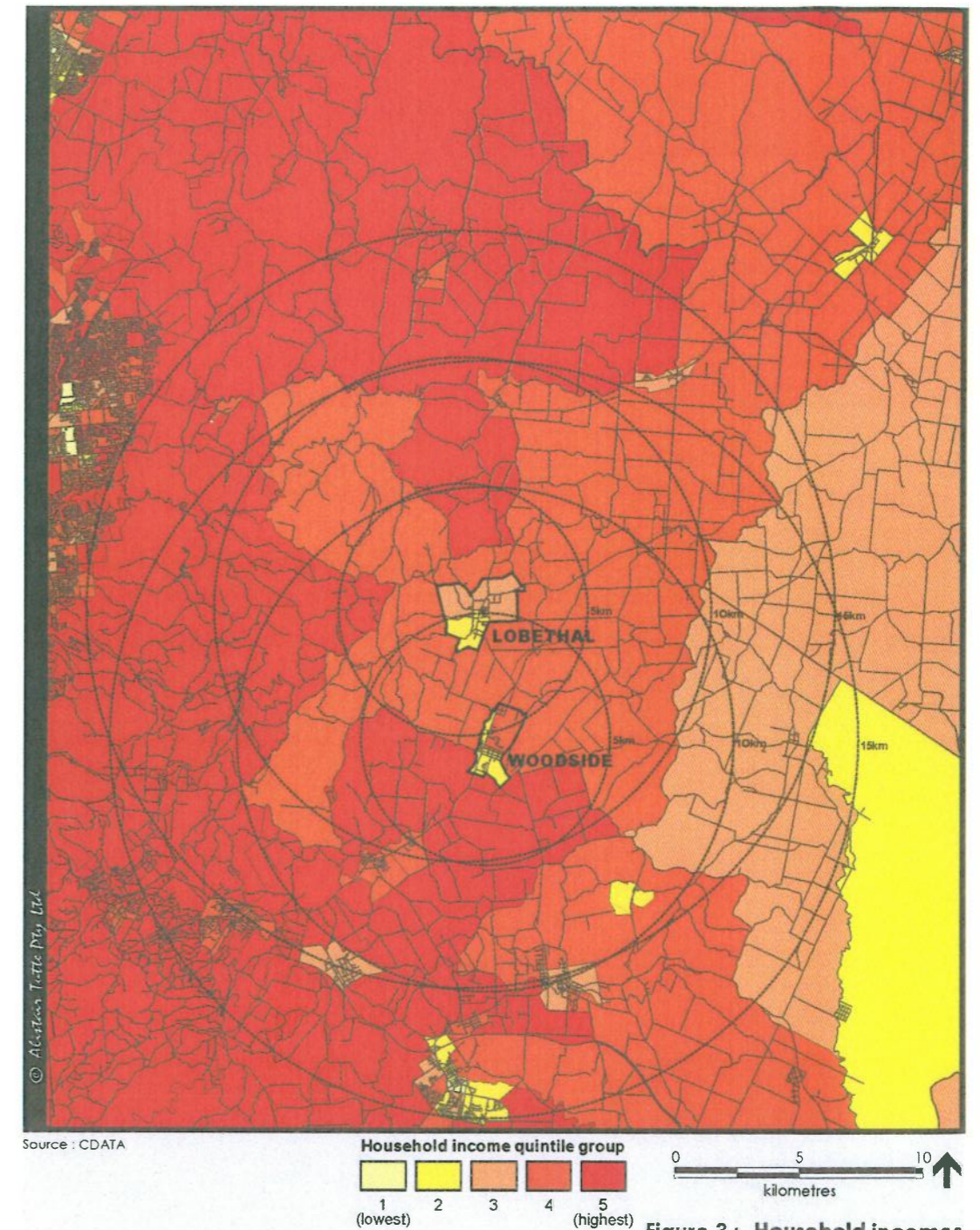
Figure 3 shows the spatial distribution of household income quintiles, and reveals an intriguing pattern of relative household wealth, with household incomes declining from west to east, but also generally lower in rural settlements.

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 2nd and 4th 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 this conjectures, in reality it probably reflects some quite profound underlying tensions in the community about fundamental land use and planning issues.

Source : CDATA

Household income quintile group

1 (lowest)   2   3   4   5 (highest)

0   5   10 kilometres

Figure 3 : Household incomes

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Lobethal Retail Centre

RDB Code	Retail Description	Lobethal
Food		
102	Butcher	2
117	Take Away Foods	
101	Bread / Cakes / Baker	1
103	Chocolates / Candy	
104	Delicatessen	2
116	Supermarket (<1,500M²)	1
119	Food Nec (Incl. Pet Meat)	
Clothing		
206	General Clothing	1
207	General Shoes	
216	Womens Wear	
Household Goods		
301	Antiques	3
310	Chemist	1
323	Furniture (& Upholstery)	1
327	Hardware & Timber	1
337	Newsagent	1
307	Bookshop	1
334	Manchester	
335	Mowers	1
336	Musical Instruments	
344	Pool Sales / Supplies	1
352	Sporting Goods / Camping	1
359	Video Library	
363	Bric A Brac	1
Personal Services		
416	Unisex Hairdresser	2
414	Hotels (Mainly Drinking)	2
419	Restaurant / Cafe	
417	Laundrette	

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

RDB Code	Retail Description	Lobethal
Finance / Business / Prof. Services		
515	Real Estate	1
501	Banking	2
514	Paramedical /Physio / Naturopath	
505	Dental	1
506	Finance / Accountants	
510	Medical	
512	Optometrist	1
518	Veterinary	
520	Travel Agents	
Motor Vehicle Dealers And The Like		
603	Service Stations	1
604	Smash Repairers / Servicing & Repair	2
607	Tyre And Battery Retailers	1
Government / Community Services / Public Administration		
707	Post Offices	1
701	Local Government Offices	
Vacant Premises		
901	Vacant	4
	Total shops	27

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

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The retail core of the Lobethal township stretches over some 600 metres along Main Street from the former Mills to the bakery close to the Church Street intersection. Retail frontages are very fragmented and interspersed with residential, commercial and community uses (see Photograph 1). There are several vacant or apparently under-utilised shop premises.

The patterns of land use in and around the centre are identified in Figure 4, which clearly shows the disparate grouping of shops along Main Street. The Lutheran Church, primary school and bookshop presents a substantial break in retail frontage, and other uses intrude to the extent that the centre lacks cohesion. There is little sense of enclosure, except that provided by the hills enclosing the township (see Photograph 4). With the gaps in retail frontage, lack of enclosure and incline, main street is not particularly pedestrian-friendly, and lacks cohesion. Its strongest retail feature is the Foodland Supermarket, with about 1,500m², which provides a moderately-sized supermarket with adequate on-site parking, with the site axis leading away from main street (see Photograph 3).

Table 5 tabulates the retail uses in Lobethal main street. The range of retailers present in the centre includes those, such as supermarket, newsagent, chemist, delicatessen and butcher, typical of a large local or minor neighbourhood centre. Somewhat surprisingly for a local/neighbourhood centre there are no greengrocers shops in Lobethal.

The Williams "department" store (Photograph 2) on the upper eastern side of Main Street, is something of a gem – there were several such home-grown department stores, such as Demasius, in South Australia, but few survived through to the 21st century.

Source : The Atlas of South Australia, online http://www.atlas.sa.gov.au/ 11/9/2003

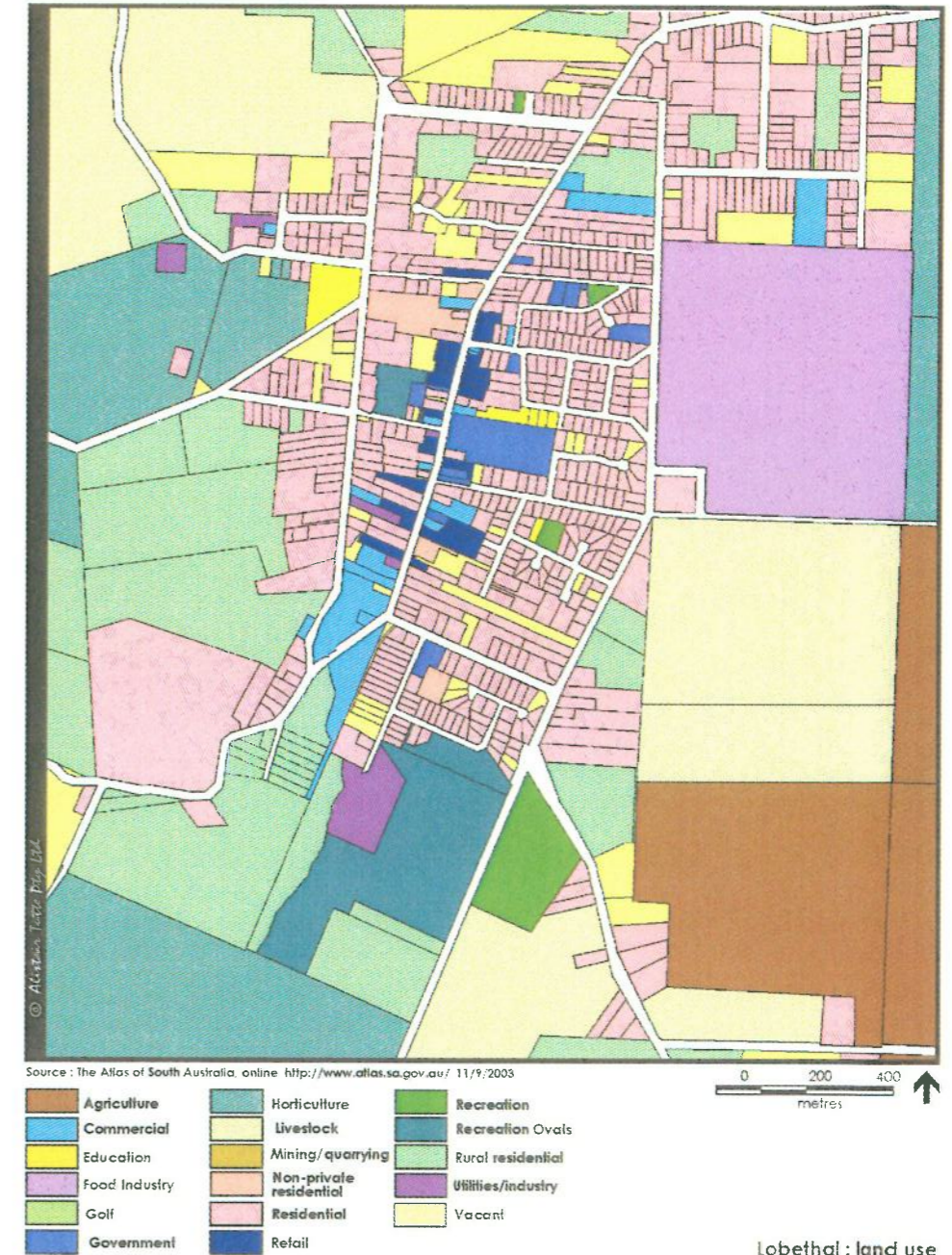|		
Agriculture	Horticulture	Recreation
Commercial	Livestock	Recreation Ovals
Education	Mining/quarrying	Rural residential
Food Industry	Non-private residential	Utilities/industry
Golf	Residential	Vacant
Government	Retail	

Lobethal : land use

Figure 4

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Photograph 1. Interspersed retail, commercial and residential uses on Lobethal Main Street

Photograph 3: Foodland Supermarket

Photograph 2: Williams "Department" Store (since has been upgraded)

Photograph 4: Hills backdrop to Lobethal Main Street, viewed from the Foodland carpark.

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with
ALISTAIR TUTTE
GHD

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Other Uses

ANSZIC category	Categories	Lobethal	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 7: Other commercial uses in Lobethal
Source: Yellow Pages

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

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3.5 Traffic and Pedestrian Movement

Existing

Traffic and car parking were identified as issues affecting residents and visitors. The main street of Lobethal 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 unrestricted traffic flow which includes heavy trucks.

Lobethal sits centrally within the Adelaide Hills region at the crossing of roads accessing metropolitan Adelaide, Woodside and other towns along the Onkaparinga River Valley, Gumeracha and Birdwood. Vehicles using the main street of Lobethal include tourists and local buses, logging and quarry trucks, trucks transporting local produce, and resident and tourist vehicles. Although a 50 kph zone, the wide expanse of bitumen, absence of street trees and relatively low density of commercial activity does little to slow traffic in the main street. One advantage, from a traffic point of view, Lobethal has over other towns in the region is the curved alignment of the main street and the rise in elevation from south to north. This acts to slow traffic, at least in a south-north direction.

Road and Intersection Configuration

Two intersections along the main street are considered to pose particular issues:

Woodside Road/Lobethal Road intersection –
Although there are few reported traffic incidents at this intersection, there are issues associated with traffic entering from Woodside Road which is required to give way to through traffic on Lobethal Road.

Mt Torrens Road/Gumeracha Road intersection –
This intersection provides poor visibility for traffic entering the Lobethal/Mt Torrens Road from Gumeracha Road.

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 to metropolitan Adelaide. 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 community.

Cycle Movement

Dedicated bike lanes are not currently provided for in Lobethal, specifically along the main street, although there is evidence of significant use from residents, particularly school children, the elderly, and recreational cyclists travelling through Lobethal from the City. Lobethal is a common destination for recreational cyclists from Adelaide travelling up the Gorge Road and returning to Adelaide via Norton Summit. One café along the main street specifically caters for these cyclists but more could be made of their presence and hospitality needs.

Pedestrian Movement

Although many people walk in Lobethal, there are few existing footpaths. The main street is used by locals and tourists for shopping and 'hanging out'. Footpaths that are attractive and comfortable for walking not only encourage use but will assist high usage by locals and visitors.

Car Parking

On street parking or loading spaces are provided along the main street for short stay use (eg. shopping) and servicing of premises. The Foodland Supermarket generates the highest demand for carparking, and the existing sealed surface carpark adequately caters for this at present.

Easy access to carparking itself encourages business activity. If activity increases along the main street, additional off-street parking will be required to cater for the increased demand.

The AHBTC has its own carparking within the complex itself, adjacent to the Lobethal Road and at the rear accessed from Mill Road. The latter is not well sign-posted and appears underutilised.

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Onkaparinga Valley Road

The existing road reserve varies from 17.9m –18.5m although is typically 18.3m comprising the following:

- 1x 2.65-2.75m wide northern footpath;

- 1 x 2.75-3.05m wide southern footpath with verandahs set back 0.15m south side outside the Williams Department Store;

- 1 x 2.1-2.9m wide parking/manouvering lane south side;

- 1 x 3.0m wide parking/manouvering lane north side; and

- 2 x 3.3-3.5 m wide traffic lanes.

Traffic Volumes

The existing traffic volumes in Lobethal are.

Road	AADT (vpd)	Estimated Two way peak volume (vph)
Woodside Road	3400	350
Lobethal Road	1100	100
Lobethal Road between Woodside Road and Gumeracha Road (main street)	4000	400
Gumeracha Road	1400	140
Mt Torrens Road	1600	160

Table 1 Existing Traffic Volumes

Woodside Road/Lobethal Road intersection

The intersection of Woodside Road and the main street is a high use traffic area for vehicular movement into and out of the town. This intersection can cause minor traffic hazards and the speed of traffic travelling south along the main street into Lobethal Road is an issue. Parking occurs informally along Lobethal Road in front of the Old Mill (AHBTC) associated with the weekend markets and can cause confusion at this intersection.

The peak volumes referred to in Table 1 indicate that the Woodside Road/Lobethal Road (main street) traffic flow is the dominant flow but, at present volumes, would not satisfy the warrants for the installation of traffic signals. A total of 4 minor accidents (0 casualty) have been reported at this junction since 1994, one (1) involving a truck. These figures indicate that the intersection is performing reasonably well from a safety perspective.

The following analysis refers to this intersection:

- Woodside Road traffic is required to give way even though it carries the dominant flow. This road has a carriageway width of 12.7m which is adequate for confining heavy vehicles to the correct side of the road when turning from Main Street and Lobethal Road.

- Heavy vehicles appear to speed along main street when approaching the Woodside Road intersection from the north. At this point the main street is heading downhill.

- Sight lines travelling along Woodside Road to the intersection with Lobethal Road from both directions appear adequate for the current speed zone (refer photos).

- Approach Sight Distance from Lobethal Road is impeded by existing buildings and below acceptable levels for the current speed zone (refer photo).

- Lobethal Road has a carriageway width of 13.0m which appears adequate for the existing heavy vehicle access and parking activities occurring along the road.

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- Parking on the north side of Lobethal Road consists of a combination of formalised parallel parking north of the Old Mill in designated bays and informal angle parking abutting the Old Mill. The existing edge line located 2.5 m south of the 2.3 wide marked parallel bays is confusing as it encourages motorists to angle park in the parallel spaces. A reorganisation of this parking and linemarking to provide a consistent means of parking is recommended.

- Main Street has a carriageway width of 12.4m adjacent to the Woodside Road/Lobethal Road intersection, but appears adequate for current traffic volumes and turning movements.

- A vehicle crossing for the AHBTC staff carpark is located in the middle of the junction opposite Woodside Road creating an additional uncontrolled point of conflict. It is recommended that this carpark be eliminated and carparking relocated.

Lobethal Road/Mt Torrens Road/Gumeracha Road intersection

Speeding and sight distances along this intersection are a problem for vehicles, particularly heavy vehicle traffic. The peak volumes referred to in Table 1 indicate that the Mt Torrens Road carries marginally more traffic than the Gumeracha Road, but the volumes would not satisfy the warrants for the installation of traffic signals.
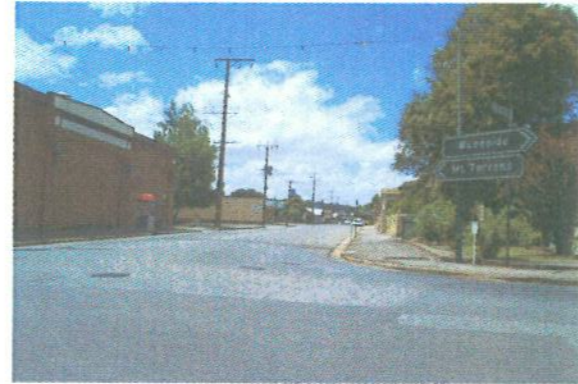
A total of 7 accidents (3 casualty) have been reported at this junction since 1994. Two of these have involved collisions between turning vehicles and vehicles travelling from Mt Torrens. Another two involved collisions between turning vehicles and vehicles travelling towards Mt Torrens. The intersection is not deemed an accident blackspot.

The following analysis refers to this intersection:

- The junction is located on a tight horizontal bend with an estimated radius of 100m, equating to a design speed of 70km/hr. The existing speed zone is 60km/h.

- Available site distance along the head of the T in each direction from Gumeracha Road exceeds the required 105m safe intersection sight distance (230 m on the north east direction)

- Heavy vehicles turning right from the Mt Torrens Road into Gumeracha Road cut into the path of vehicles queued on Gumeracha Road.

- There are three driveways located in close proximity to the intersection which increases the accident potential for vehicles travelling along Lobethal Road and the Mt Torrens Road.

- Stopping sight distance for vehicles travelling north east along Mt Torrens Road is partly obscured by a high embankment located on the inside of the bend which contains two large native trees.

- The existing seal width along the Mt Torrens Road and Lobethal Road ranges from 6.5-6.7m. The existing seal width on Gumeracha Road is 7.4m.

- There is evidence of vehicles passing to the left of right turning vehicles and/or cutting the corner on the inside of the bend.

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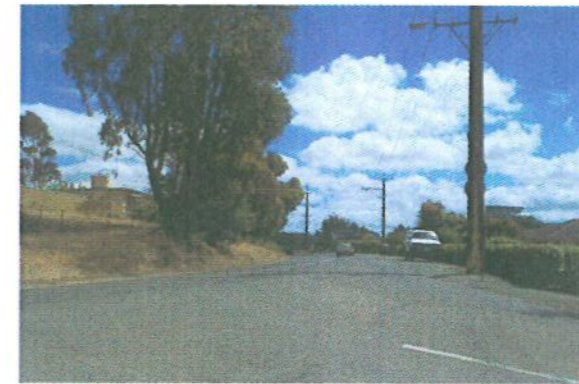Looking north from Woodside Road

Looking west along Mt Torrens Road showing semi-trailer turning into Gumeracha Road

Looking north from Woodside Road along Lobethal Road

Gumeracha Road leading into Lobethal Road

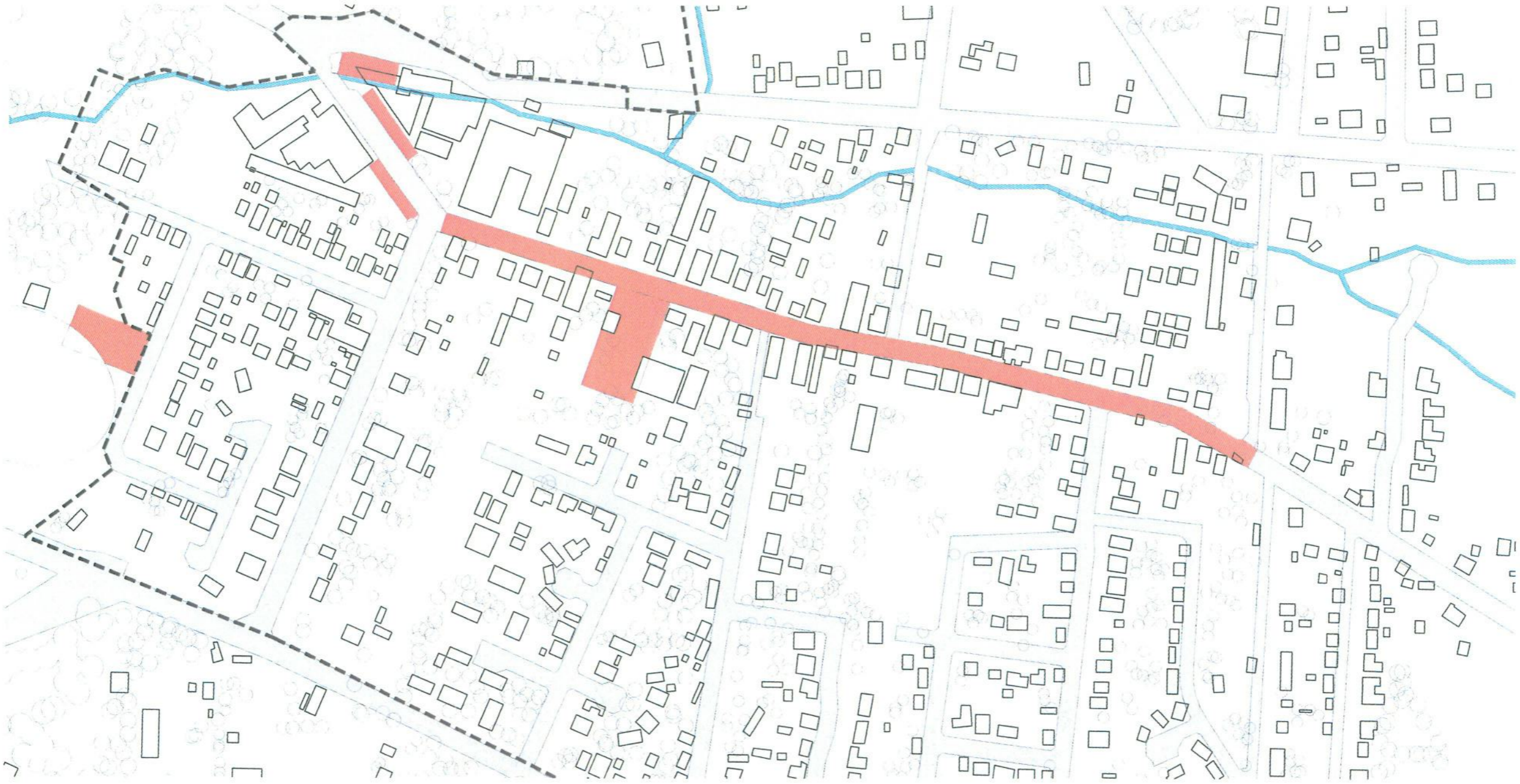Looking east from Adelaide Road to Woodside Road

Gumeracha Road leading into Mt Torrens Road

NTS @ A3
– – – TOWN BOUNDARY

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m a s t e r p l a n

james hayter + associates

NTS @ A3
— — — TOWN BOUNDARY

WOODSIDE ROAD REQUIRES TRAFFIC MANAGEMENT
TO IMPROVE **FUNCTION** AND SAFETY AND **CONTROL**
OF HEAVY VEHICLE TRAFFIC

INCREASED SIGNAGE AND CLEAR **LINEMARKING**
REQUIRED TO IMPROVE LEDGIBILITY OF THE MAIN
STREET. RATIONALISE KERB WIDTHS AND
HEIGHTS TO PROVIDE A SINGLE STANDARD

TRAFFIC **MANAGMENT** REQUIRED TO IMPROVE
FUNCTION AND SAFETY OF VEHICLES TURNING
INTO PIONEER AVENUE
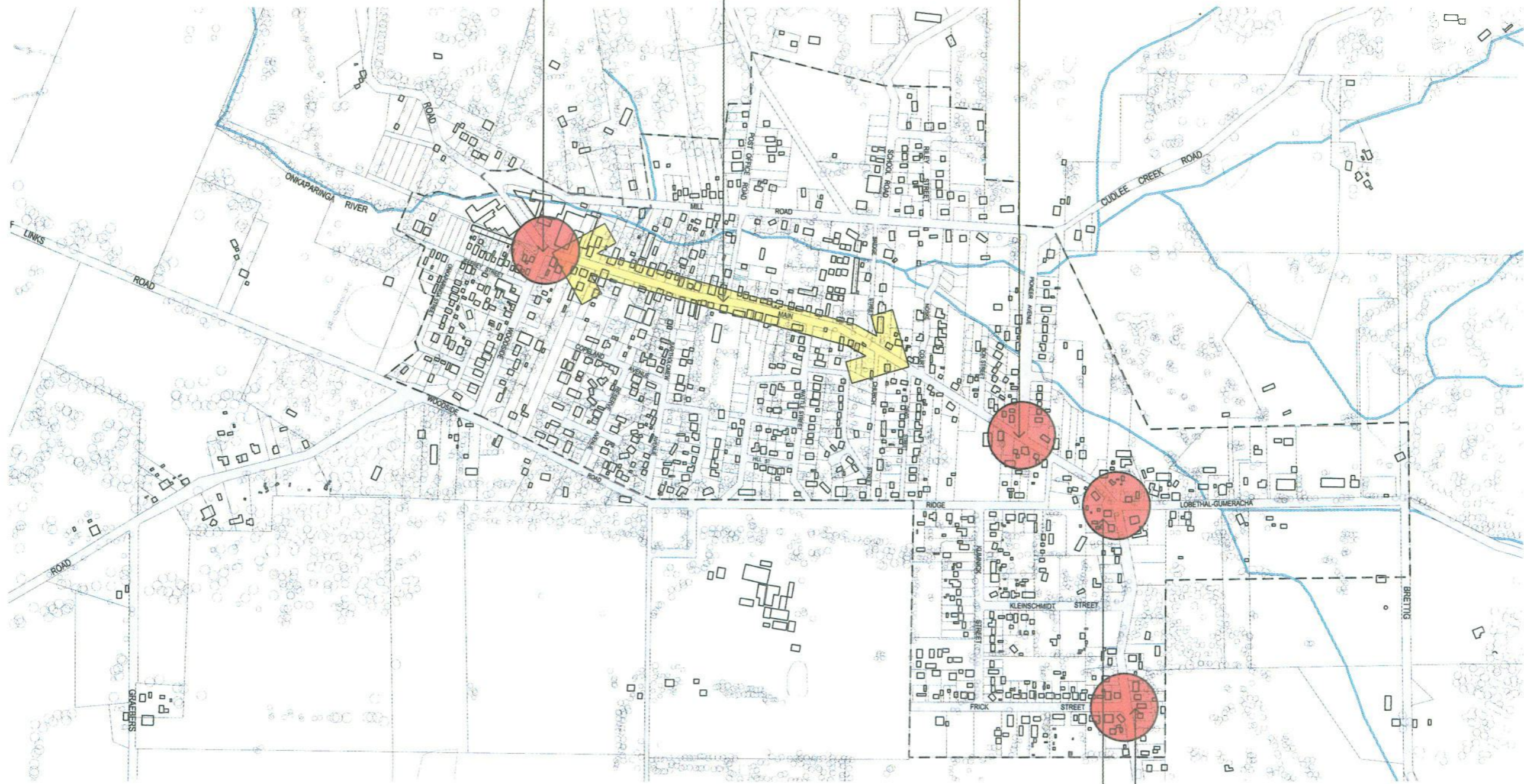
HEAVY TRAFFIC USEAGE ALONG **GUMERACHA** ROAD IS OF **CONCERN** TO
PEDESTRIANS AND **RESIDENTS**. AMENITY IS REDUCED BY BOTH THE **SPEED** OF
TRAFFIC, AND TYPE OF **TRAFFIC**- ESPECIALLY HEAVY TRUCKS. TRAFFIC
MANAGEMENT IS **REQUIRED** TO CONTROL VEHICLE ACCESS TO MAIN STREET

TRUCKS TURNING INTO AND OUT OF FRICK STREET TO ACCESS
ABATTOIR IS A **CONCERN** TO PEDESTRIANS AND **RESIDENTS**. TRAFFIC
MANAGMENT REQUIRED TO **CONTROL** VEHICLE ACCESS.

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4   DESCRIPTION OF FUTURE CHARACTER

4.1 Introduction

Lobethal shares the dilemma facing other small towns in the Adelaide Hills: what is a desirable future character for the town, and how can new development be accommodated in a manner that retains the existing character and lifestyle qualities that attracts residents and visitors in the first place? It is not sustainable to control new development to such an extent that it is affected physically, economically and socially. Small towns like Lobethal should encourage growth and change where it builds on to the positive attributes that are existing in the town and contributes towards a dynamic and forward-looking vision for sustainability. A positive outcome in Lobethal can be achieved by:

- Agreeing a preferred future character for Lobethal. This vision should be shared by residents, elected members of Council representing the district and the Council Administration who have primary carriage in implementing the vision.

- Agreeing a strategy for achieving this future character. A strategy is one way to provide certainty to existing residents, business owners and developers.

- Determining budgets that are achievable. Funding may be obtained from a variety of sources including one-off grants and on-going programs. Private sector involvement, including private-public partnerships, should be considered. Applications for external project funding are often successful if supported by a strong, well-reasoned strategy.

- Proposing staging of projects - this involves agreeing priorities and should be flexible to accommodate new opportunities as they arise.

- Monitoring implementation. It is important that projects are implemented and not just talked about. A Steering Committee with responsibility for overseeing the implementation of this Master Plan should be formed ideally with membership from Councillors, Council officers and representative community groups.

4.2 Preferred Character

Lobethal's future character should be built on to the retention of the town's rural landscape character, strategically working with other towns in the region to provide for the housing, shopping, employment, recreation and social service needs of the population. New development, including sub-division, is encouraged where it contributes towards this overall character, particularly commercial (retail) growth focused on the main street. In particular, the following contribute towards a desirable future character for Lobethal:

Heritage

Lobethal's heritage arises from the town's older stone buildings relatively compact built form, mature trees and clear edge between built form and rural landscape. The town's heritage is also contained within the community's memory, and the association of places and activities with the town's past. Lobethal is one of the most attractive rural towns in the Adelaide Hills and is well known by many visitors particularly in December when the town's Christmas lights attract large crowds.

New development must acknowledge Lobethal's heritage, and build on to the physical and social patterns which exist. The town's Lutheran heritage is still evident in the town's architecture and sub-division pattern and is one reason why the town is an attraction for tourists.

Landscape

Lobethal's rural landscape setting is an essential part of the character of the town. Other towns in the Adelaide Hills such as Mt Barker and Stirling have less defined edges that result in a more 'suburban' character. Lobethal is 'enclosed' by the rural landscape – it sits in the Onkaparinga River (Western Branch) valley floor enclosed by vegetated and unbuilt on slopes.

In addition, mature remnant native trees and planted exotic trees throughout the town contribute towards the landscape character. The exception is the town's main street which lacks street tree planting and overall has a poor landscape character.

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Lobethal's future character should reinforce the rural landscape character of the town by:

- Maintaining the defined edges to the town, preserving the integrity of the valley floor and slopes.

- Encouraging retention of existing trees within private gardens, whether significant or not, and planting new trees in public reserves and streets.

- Upgrading the main street by planting street trees and reconstructing footpaths. The planting of new street trees in the main street can be staged with the undergrounding of overhead cables.

- Screening certain uses, including views from Woodside Road and Mill Road over the recent sub-divisions within the town, and sheds adjacent to the Gumeracha Road.

Movement

Achieving a better balance between the needs of pedestrians, cyclists and vehicles is important in making Lobethal a safe and attractive place to live. Pedestrians require footpaths to safely move through the town, street trees for shade and street furniture for amenity.

Cyclists are not currently catered for in Lobethal, although children in the town often use cycles, including cycling to school. Recreational cyclists cycle from Adelaide as part of a circuit through the Adelaide Hills, but are not specifically catered for in the town. A designated recreational cycle route through Lobethal and indeed through the Adelaide Hills in general would be greatly appreciated and well used.

Although there is a perception that there is inadequate carparking for businesses in Lobethal, a shortage of carparking only occurs during a very limited period in the late afternoon. Reorganisation of carparking by line marking in the main street and consolidation of off-street carparking in existing carparks and the provision of new carparks will assist in the presentation and function of Lobethal.

Economy

Increased trading may be achieved by establishing a point of difference, specialising and expanding the retail catchment. The latter will occur through an increase in the number of households resulting from additional residential development within Lobethal's existing geographic reach, or by attracting additional expenditure from customers beyond that area.

The population growth predicted for a 5-kilometre radius around Lobethal is moderate, and amounts to an increase of around 6% over the 15 years from 2001 to 2016. This modest increase could well be offset by the general ageing, and consequent lower retail expenditure, of the catchment's residents. It seems unlikely that Lobethal's retail businesses will gain much from growth in the resident population.

Attracting additional customers from beyond their catchment provides an opportunity to bolster the local retail economy. This will not be easy to achieve as there has been a general trend for at least the last decade of the larger retail centres drawing customers away from smaller centres, simply because they can provide a more contemporary retail mix and environment.

Attracting additional customers will depend on the town developing a point of difference in its retail offering as a way of competing with the larger centres. An obvious starting point would be in developing a niche market for fresh and processed local produce – selling products from the many local stone fruit and other orchards, dairy farms and such. Already the AHTBC has been successful in fostering small businesses, such as cheese making, in the district. The AHTBC provides an ideal focus for promotion and distribution of the region's produce. With improvements to the presentation and marketing of the AHTBC, this facility could become the focus for a thriving and expanding economy in the Adelaide Hills based on local fresh food produce.

The production and marketing of local fresh food products, including 'clean' food, is a rapidly growing movement worldwide, particularly in Europe, where these products have gained a significant percentage of consumer support. The Adelaide Hills region, and particularly Lobethal as a centrally located and attractive outlet, is ideally placed to take advantage of changing trends in consumer needs and an emphasis towards clean local produce for local and export markets. Products include fruit and vegetables, wine, olives and olive oil, dairy products and local meat products. The growing of these products mirrors a natural shift from growing potatoes and other raw consumer products in the region to higher cost, value added and specialised food products.

lobethal
masterplan

Lobethal's preferred economic future is therefore focused on:

- Expansion of the town's retail catchment by promoting a "point of difference". Primarily, retailing should be focused on servicing residents and tourists with an emphasis on fresh 'clean' local produce.

- Tourism. The success of the weekend markets held this year in the AHBTC reinforces the appeal of Lobethal as a tourist destination. Not only is the town an attractive place to visit, but greater number of tourists will be attracted to the sale of fresh local products if these are promoted well. With increased retailing of these products, improvements to the presentation of the AHBTC as a destination for visitors with support facilities focused on their needs, and streetscape improvements to the main street of the town directed at increasing the town's appeal as a place to visit and shop, Lobethal may build a successful future economy on retailing, service support and tourism. Specifically, tourism can be focused on:

  - Retailing of fresh produce (the local food industry).

  - Regional sports, promoting the existing facilities at the Lobethal Recreation Ground including oval, tennis courts and polocross ground currently being developed, and providing new and upgraded facilities where consolidation at a regional level is warranted.

  - Recreation, focused on:

    - the Bushland Park and pedestrian connection from the main street of the town to the park;
    - a walking circuit around Lobethal on minor roads leading from the AHBTC carpark – the circuit can interpret heritage items on the route; and
    - recreational cyclists through designation of a marked cycle route which is part of a longer Adelaide Hills circuit.

Town Structure

The preferred future character of Lobethal should be determined by the history of its development and the rural landscape qualities which provide its 'sense of place' and hence an attractive setting for living. The newer residential sub-divisions in the town have not built on to this rural character, repeating instead typical suburban patterns of development which are 'placeless'. New development should build on to the existing rural character of Lobethal and reinforce the positive qualities of the town.

The future character should be built on to existing land uses, intensifying residential, commercial, light industrial and recreational uses and zoning. Minor adjustments to the town's existing boundaries are proposed

Intensification of existing uses is preferable because it results in preservation of Lobethal's landscape character and results in a compact town form that differentiates sharply between buildings and rural landscape. Opportunities for intensification of land uses include:

- The area between the main street and the Onkaparinga River (Western Branch) for retail and residential uses. Existing and new uses currently concentrated in the main street may intensify in this area, thereby achieving better linkages between the main street and the river and utilizing better the outlook on to the river. Mixed use is proposed in this area to take advantage of attractive building sites.
- Existing residential areas in the Hufendorf sections of Lobethal, where division of long, narrow allotments into smaller lots may permit increased housing density and opportunity. Consolidation of adjacent allotments is preferred to development of individual lots where access for new buildings may be difficult and the effect on adjacent land uses greater.
- Light industrial uses adjacent to Gumeracha Road, where the exiting larger allotments may be divided into smaller allotments for more intensive uses.
- Recreational and sports uses focused on the existing recreation grounds.

Minor adjustments are recommended to the town's existing boundaries to include existing non-rural uses.

POTENTIAL INFILL (REQUIRING THE
CONSOLIDATION OF SOME ALLOTMENTS)

Development Opportunities

NTS @ A3
PROPOSED TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD

lobethal
m a s t e r p l a n

james hayter + associates

lobethal
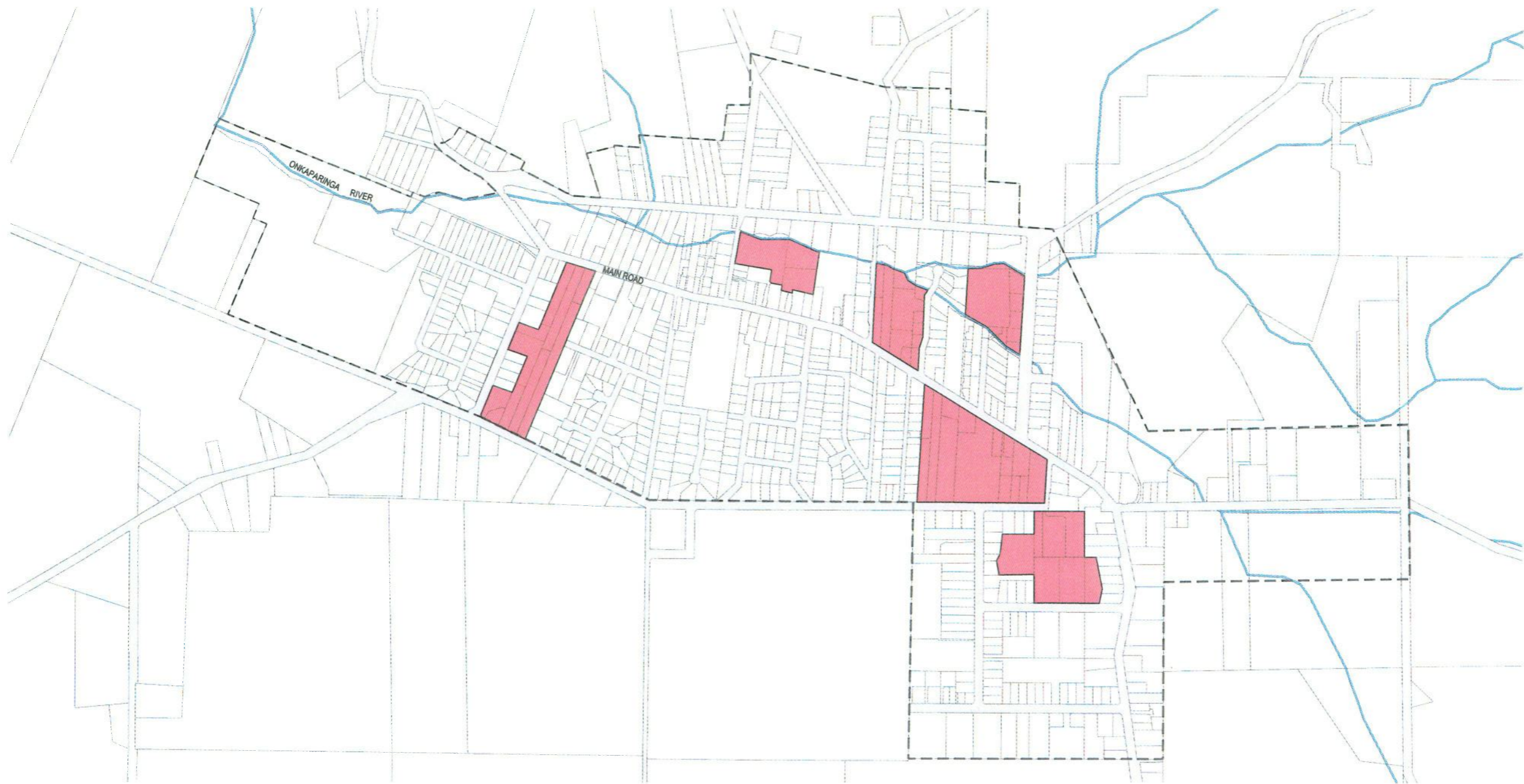
masterplan

Subdivision

Existing

The diagram indicates a pattern of houses on Hufendorf allotments. This pattern is typical in the old established part of the township.

Building footprints sited towards the road

Existing tree planting

Vacant Lot

Semi-agricultural uses behind
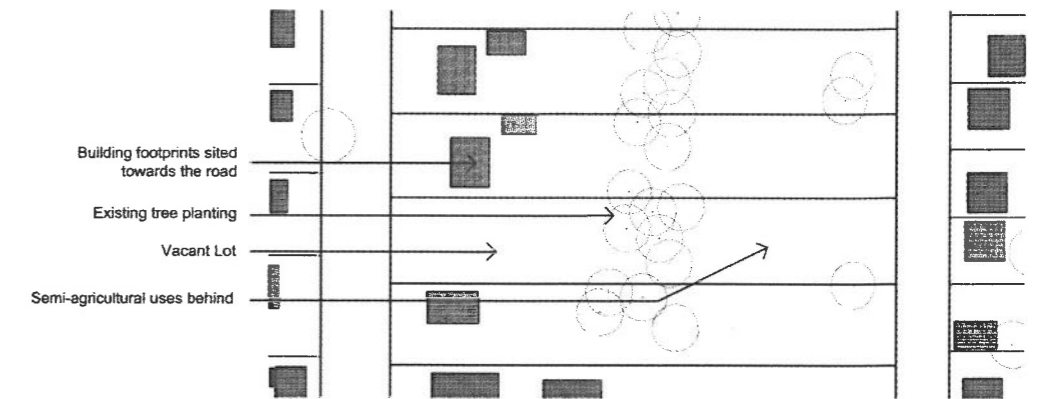
Preferred

The preferred option indicates the potential for sub division. Communal driveways have been illustrated resulting in an efficient sub division pattern.

Common driveway to rear houses

Retention of existing tree planting

Consolidation of adjoining lots may lead to greater density of housing and increased amenity

lobethal
masterplan

page 31
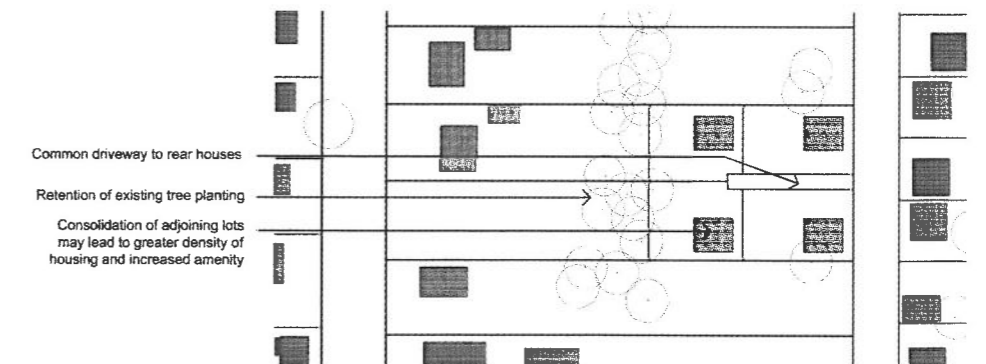
Allotment Layout

Existing

The current pattern for new sub division consists of large setbacks with large house footprints and relatively small backyards. No front fences result in front yards that are less private and not well used for living.

No front fences discouraging private use of front gardens

Driveways take up a substantial amount of garden space.

Building setbacks are often unnecessarily large, reducing usable private garden space.

Building footprints are often close to side boundaries and consequently to adjacent dwellings.

Usefulness of rear gardens depends on orientation and access.

Preferred

A preferred pattern encourages smaller setbacks and front fences to designate public space from private space. Smaller setbacks also mean larger, more useable backyard spaces that also allow the opportunity of building addition at a later stage if required

Front fences provide separation from the street & privacy.

Buildings are often located close to the footpath.

Carparking is often at the front and does not intrude upon open space

Building footprints are extended over time.

Terraces and patios extend the outdoor living areas.

Private gardens contribute towards the overall landscape amenity of Woodside.

Outbuildings are often converted to extend the living area.

lobethal

masterplan

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.
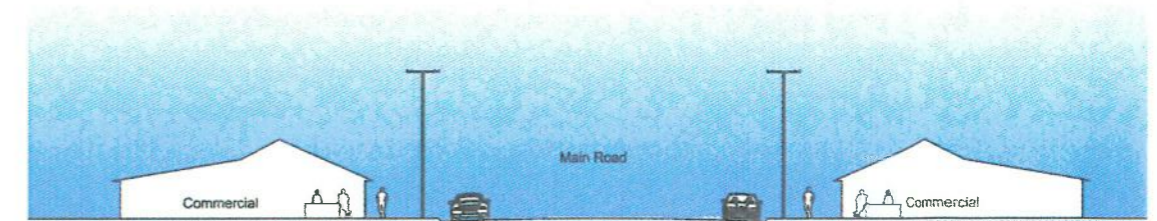
Preferred

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.
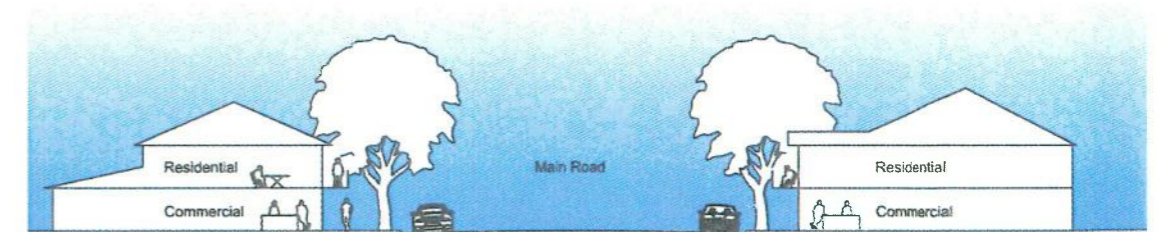
5 RECOMMENDATIONS

5.1 Introduction

The following recommendations support the preferred future character for Lobethal. 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 Lobethal's landscape character, which in turn affects the attractiveness of the town as a place to live in and visit. An attractive public realm that functions well will attract tourists and support the town's local businesses.

Main Street

Plant street trees in the main street:

- *Ulmus angustifolia* Cornubiensis (Cornish Elm) between the Lobethal Road/Woodside Road intersection and Bridge Street. These trees should be planted within the existing footpath zone.
- *Gleditsia tricanthos* Shademaster (Honey Locust) between Bridge Street and the Gumeracha Road intersection.
- *Eucalyptus leucoxylon leucoxylon* (SA Blue Gum) from the above intersection to the town boundary and along Gumeracha Road.

The existing Claret Ash (*Fraxinus oxycarpa* Raywoodii) in Woodside Road east of the Lobethal Road intersection should be retained and new trees planted where gaps occur

Other Streets

Generally, the road verge widths in other streets in Lobethal are narrow leaving no room for street trees - exceptions are Mill Road and Pioneer Avenue. Whilst Pioneer Avenue has been planted with street trees, it is recommended that Jacaranda (*Jacaranda mimosifolia*) be planted as a street tree along Mill Road. A list of suitable street trees for use in Lobethal is included as Attachment A.

Recreation

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 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:

- Construction of a new vehicle entry to the ground from Golf Links Road, including signage from Woodside Road.
- Restriction of vehicles to an area immediately adjacent to the oval and access to the clubrooms and picnic facilities.
- An upgrade of the existing picnic facilities by provision of new barbeques, picnic shelter and picnic furniture.
- An upgrade to the playground by refreshing the surface materials, extending the softfall area and providing new equipment to supplement the existing.
- Development of walking trails through the 'natural bush' areas of the grounds, including signage interpreting the native flora and fauna.

Bushland Park to the north of the town could potentially be upgraded as a recreation park and tourist facility. Some existing infrastructure exists which can be redeveloped to cater for the tourist influx in the summer months. The existing planting and walking trails can be upgraded and reinforced to highlight the scenic beauty of the park.

Other Planting

Provide additional screen planting in the following locations:

- Woodside Road (in the vicinity of the intersection with Ridge Road) to screen the view of housing developed around Onkaparinga Street. A list of recommended species is provided in Attachment A.
- Gumeracha Road to screen large sheds and open yards visible from the road. A list of recommended species is provided in Attachment A.

Adelaide Hills Business and Tourism Centre (AHBTC)

Improve the presentation of the AHBTC as the primary tourist focal point in Lobethal by:

- Further developing the plaza adjacent to the Woodside Road intersection.
- Constructing a new off-street carpark for joint use by visitors to the AHBTC and main street.
- Developing the area adjacent to the main street in front of the existing building as a location for outdoor markets to compliment the existing indoor markets.
- Further promoting the AHBTC as a retail outlet for local products, particularly food.

Signs

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

Entry signs:	north and south of Lobethal along Woodside Road, Gumeracha and Mt Torrens Roads
Secondary signs:	recreation ground, AHBTC, riverside path, district heritage walks
Interpretive signs:	recreation ground
Community information sign:	AHBTC
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. Also local artists/ manufacturers should be sourced to help design these elements.

5.3 Town Structure

Town Boundaries

It is recommended that the following adjustments are made to Lobethal's town boundary:

Adjustments to the town's existing boundaries include:

- Inclusion of the recreation ground within the town.
- Inclusion of existing residential and commercial uses (including the Fairy Land Village) adjacent to Lobethal Road within the town.

Inclusion of these parcels of land within the town will allow for better management of the spaces which their current zoning measures under the Adelaide Hills Development Plan do not cater for adequately.

Density of Land Use

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

- subdivision of Hufendorf lots for housing and, where possible, consolidation of adjacent allotments;
- 'shop top' housing over retail and commercial uses in the main street; and
- expansion of commercial and residential uses on the west side of the main street towards the river.

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

Built Form

The character of Lobethal 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 Lobethal and reinforce the positive landscape qualities of the town.

New housing development in Lobethal 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.

New housing sub-division in Lobethal should achieve best practice outcomes suited to the town that achieve the above minimum qualitative standards.

lobethal

masterplan

Main street

Redevelopment of the main street of Lobethal 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 the Woodside Road intersection and Bridge 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 footpath zone; 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 Woodside Road and Bridge Street, and then in sections between Bridge Street and the Gumeracha Road intersection.

Street Furniture

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

Seats: bench seats in main street, recreation ground
Bins: main street, 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 living in the Adelaide Hills 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.
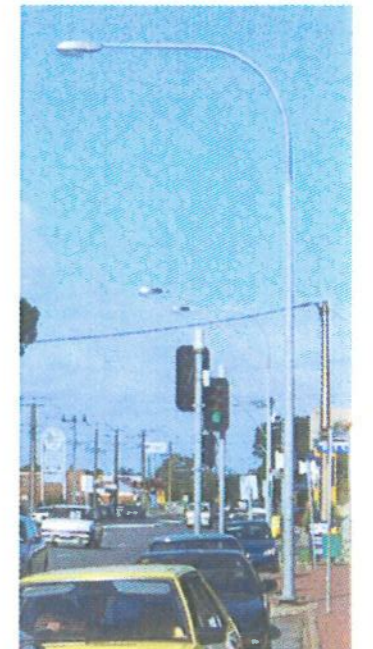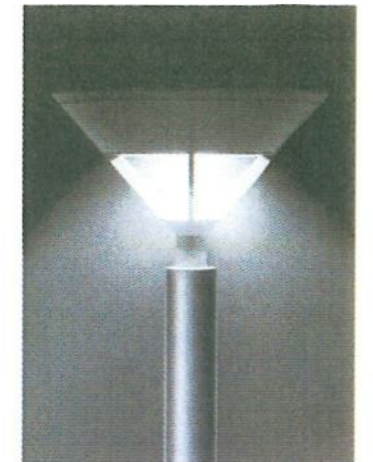
5.4 Traffic

Carparking

Organization of carparking bays along the main street of Lobethal will assist in improving 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.
- Construct a new carpark on the west (river) side of the main street to jointly serve the AHBTC and main street businesses. Employees should be encouraged to park in this carpark rather than utilize carparks along the 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.

Movement

The designation of a marked recreation cycle route through the Adelaide Hills and passing through Lobethal is an initiative for the State Government through Planning SA in conjunction with the Adelaide Hills Council, and has the potential to formalise and attract further uses to an activity that is already popular and brings tourists to the region. A designated cycle route may extend from Adelaide along the Gorge Road to Cudlee Creek, Lobethal, Lenswood, Basket Range, Ashton and Norton Summit returning to the City. Other secondary routes accommodating cyclists of different abilities can be included on sections such as Swamp Road leading from Lenswood to Balhannah, and from Ashton to Crafers via Mount Lofty. Further links can be made to the proposed cycle/pedestrian footpath running along the Onkaparinga Valley through Woodside if this is constructed.

Woodside Road/Lobethal Road intersection

The following improvements to this intersection are recommended:

- Removal of the Give Way sign in Woodside Road, modifications and signage to the Lobethal Road approach so that it forms a T junction with Woodside Road.
- The provision of a 8.0m diameter mini roundabout suitable for mounting by heavy vehicles.
- Relocation of the existing AHBTC staff carpark entrance to Mill Road.

Lobethal Road/Mt Torrens Road/Gumeracha Road intersection

The following improvements to this intersection are recommended:

- Cutting back the embankment on the inside of the bend to improve stopping sight distance along the Mt Torrens-Lobethal Road.
- Local seal widening on the Mt Torrens-Lobethal Road to allow passing of right turning vehicles and reduce the incidence of right turning heavy vehicles cutting the corner (including rumble strips) in Gumeracha Road.
- Relocation of driveways away from the junction where possible.

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masterplan

5.5 Economy

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

- Redevelopment of the main street of Lobethal to support additional retail and commercial uses and as an attraction to tourists.
- Improvements to the presentation and promotion of the AHBTC as a primary outlet for local produce and industry. The AHBTC will continue its role housing small local industries and enterprise, but will further encourage value-added goods and retailing.
- Upgrading the existing recreation ground as a venue for sports and informal recreation, including construction of walking trails and picnic facilities. These trails will include a footpath adjacent to the river through the town, a link to Bushland Park and heritage trails on minor roads circling the town.
- Investigating the potential of establishing a tourist accommodation facility in the Bushland Park by utilizing already existing infrastructure (buildings and carparks), and capitalizing on the scenic attractions.
- Promoting the above as major tourist attractions in Lobethal. It is important to actively promote Lobethal's attractions through Tourism SA and with tourist operators. Although promotion of Lobethal can focus on the town itself and its exiting and potential attractions (for example, Lobethal's Christmas lights are well known), it is also important to promote the town as a part of a region which has many other attractions.

lobethal
masterplan

6   LOBETHAL MASTER PLAN

JAMES HAYTER + ASSOCIATES
with
ALISTAIR TUTTE
GHD

NTS @ A3

— — PROPOSED TOWN BOUNDARY

FURTHER DEVELOPMENT OF ADELAIDE HILLS
BUSINESS AND TOURISM CENTRE AS A FOCUS
FOR TOURISTS INCLUDING UPGRADE OF PUBLIC
REALM. IMPROVEMENTS TO WOODSIDE ROAD /
LOBETHAL ROAD INTERSECTION

ADJUSTMENT TO TOWN BOUNDARY

ADJUSTMENT TO
TOWN BOUNDARY

NEW PEDESTRIAN FOOTPATH
FOLLOWING LINE OF RIVER

CONTINUE STORMWATER MANAGEMENT
WORKS AND CONSTRUCTION OF
DETENTION BASINS
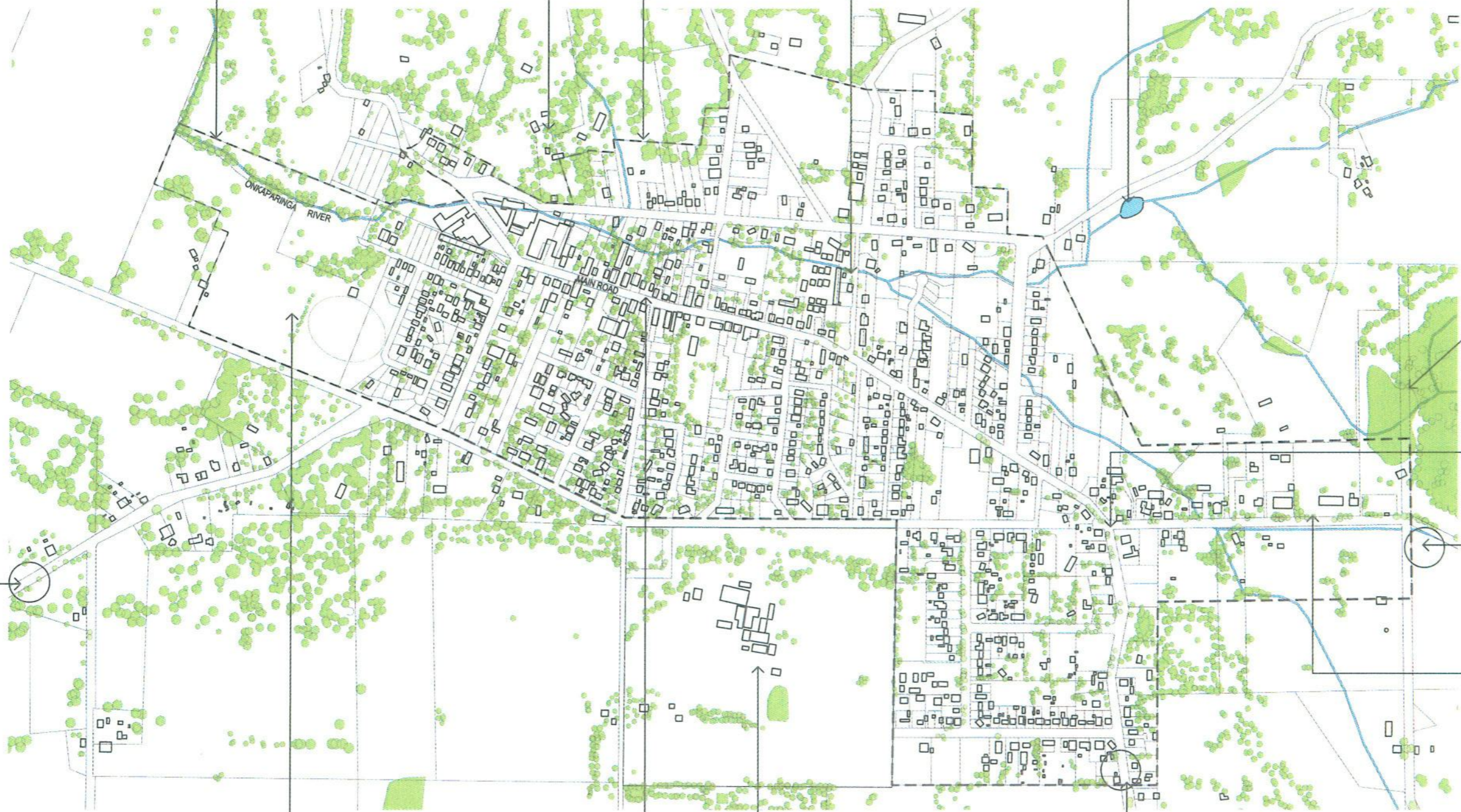
IMPROVE TRAILS. ESTABLISH
TOURIST ACCOMODATION

IMPROVEMENTS TO LOBETHAL
ROAD / MOUNT TORRENS ROAD
/ GUMERACHA ROAD
INTERSECTION

NEW SIGNAGE AT ENTRY
TO TOWN

NEW SIGNAGE AT
ENTRY TO TOWN

NEW FOOTPATH ALONG
GUMERACHA ROAD TO LINK
TO BUSHLAND PARK

ONKAPARINGA RIVER

MAIN ROAD

UPGRADE OF FACILITIES AND CONSTRUCTION OF
WALKING TRAILS IN RECREATION GROUND. NEW
VEHICLE ENTRY FROM GOLF LINKS ROAD

UPGRADE TO MAIN STREET INCLUDING
UNDERGROUNDING OVERHEAD POWERLINES,
STREET TREE PLANTING, REPAVED FOOTPATHS
AND NEW STREET FURNITURE

POLICY AREA FOR ABATTOIR

NEW SIGNAGE AT ENTRY TO TOWN

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masterplan

james hayter + associates

Proposed Town Boundary

NTS @ A3
— — — PROPOSED TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD

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m a s t e r p l a n

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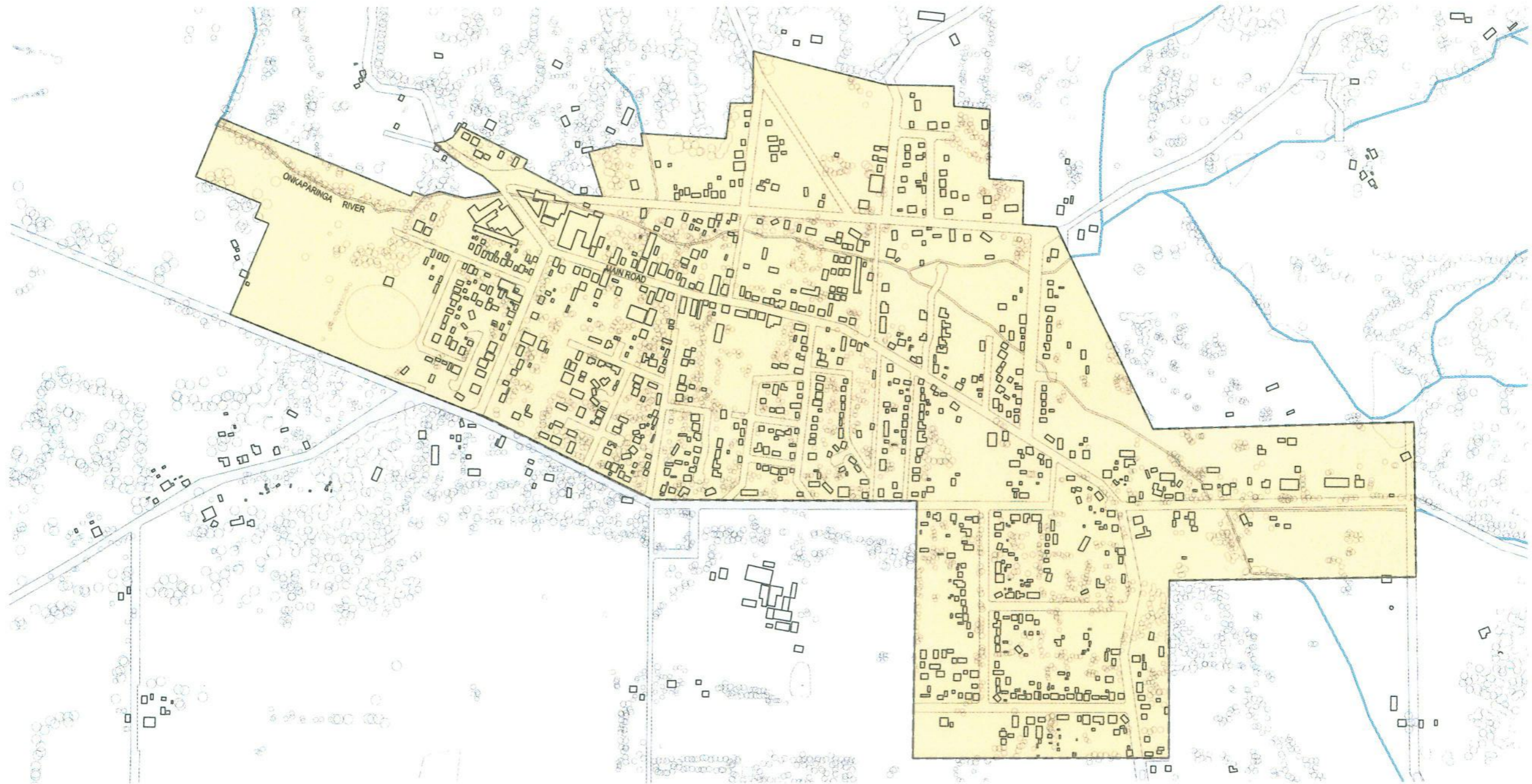
Proposed Land Use

COMMERCIAL / RETAIL

LIGHT INDUSTRY

RECREATIONAL

RESIDENTIAL

NTS @ A3

– – – PROPOSED TOWN BOUNDARY

EXTENSION OF TOWN BOUNDARY TO
INCLUDE RECREATION GROUND

EXTENSION OF TOWN BOUNDARY TO
DESIGNATE AREA AS RESIDENTIAL

BUSHLAND PARK TO REMAIN OUTSIDE
TOWN BOUNDARY

ONKAPARINGA RIVER

MAIN ROAD
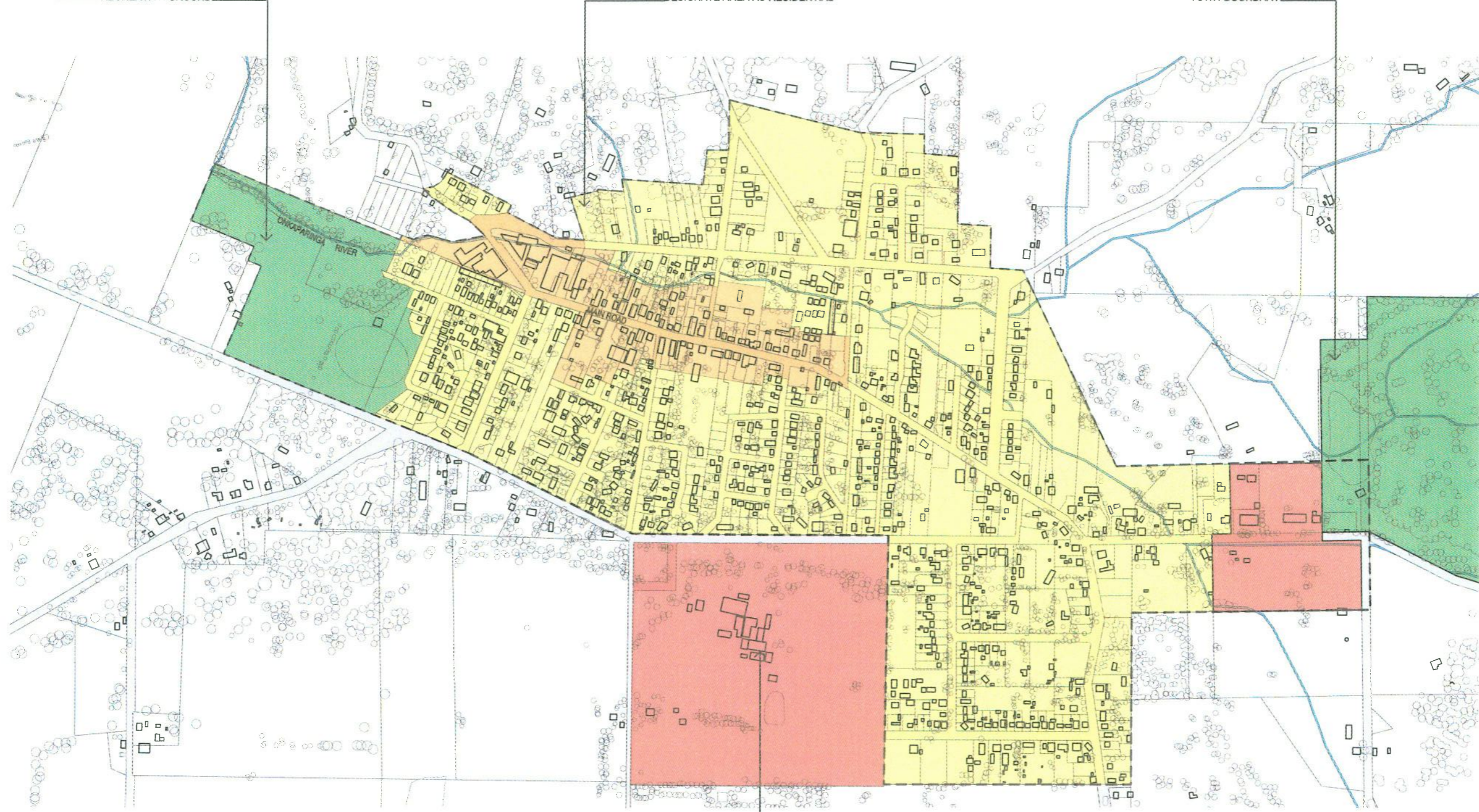
LOBETHAL ABATTOIR
(CURRENT USE TO CONTINUE
OUTSIDE OF TOWN BOUNDARY)

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NTS @ A3
– – – TOWN BOUNDARY

lobethal
m a s t e r p l a n

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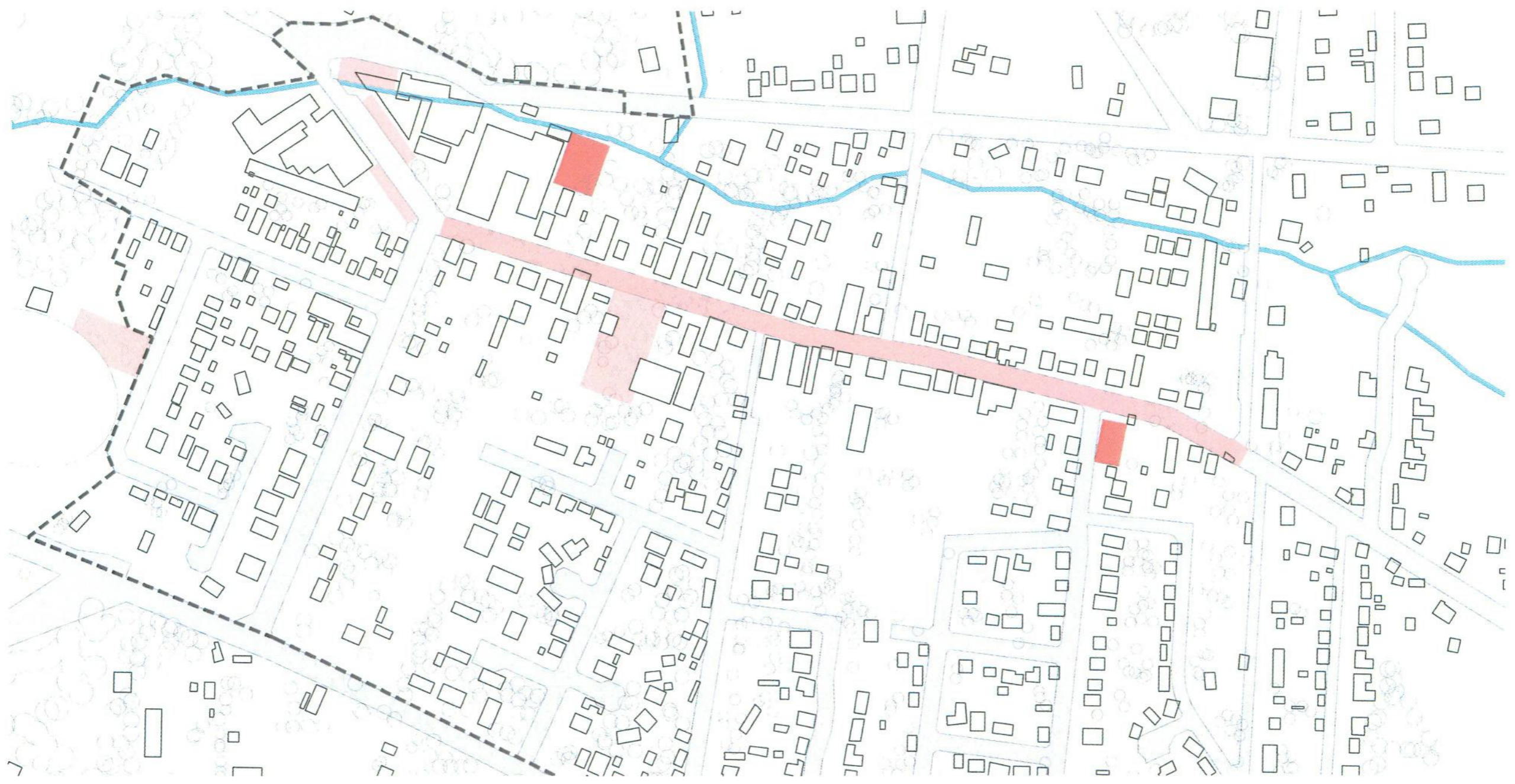
Proposed Traffic Improvements

NTS @ A3
— — — TOWN BOUNDARY

IMPROVEMENTS TO THE WOODSIDE ROAD /
LOBETHAL ROAD INTERSECTION. INCLUDE
PROVISION OF ROUND-A-BOUT
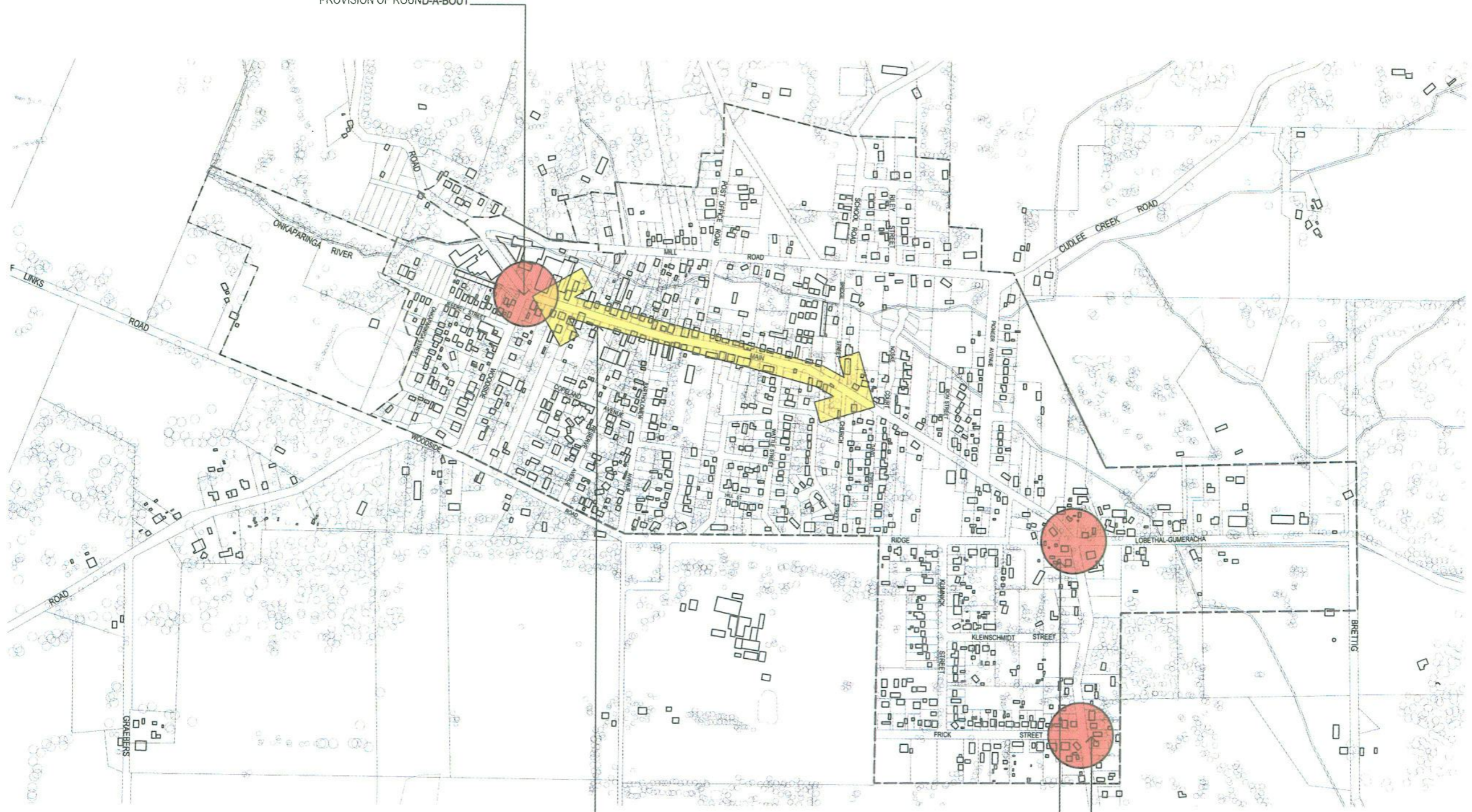
IMPROVEMENTS TO THE MAIN STREET INCLUDING
ORGANISATION OF ON STREET PARKING

IMPROVEMENTS TO THE LOBETHAL ROAD / MOUNT
TORRENS ROAD / GUMERACHA ROAD INTERSECTION.
INCLUDING IMPROVEMENTS TO SIGHT LINES AND MINOR
WIDENING OF BITUMEN SURFACES

IMPROVEMENTS TO THE TURNING LANES ON FRICK STREET
AND MT TORRENS ROAD.

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NTS @ A3

– – – PROPOSED TOWN BOUNDARY
▪▪▪▪▪▪▪ PROPOSED MOVEMENT
▬ ▬ ▬ LOBETHAL LIGHTS TRAIL

ONKAPARINGA RIVER

lobethal
m a s t e r p l a n

1:2000 @ A3

PROVIDE NEW LANDSCAPED WALKWAY TO
CONNECT THE RIVER TO THE MAIN STREET

DEVELOP EXISTING PLAZA AND OTHER OPEN
SPACES WITHIN THE OLD MILL AS A FOCAL
POINT FOR TOURISTS

DEVELOP NEW OFF STREET CARPARK TO
SERVE VISITORS TO THE OLD MILL AND
OTHER BUSINESS IN THE MAIN STREET

CONSTRUCT NEW PEDESTRIAN
FOOTPATH ADJACENT TO THE RIVER

INVESTIGATE FURTHER INTERSECTION IMPROVEMENTS
WITH THE PRIORITY GIVEN TO WOODSIDE ROAD AND
POSSIBLE CONSTRUCTION OF A ROUND ABOUT

UPGRADE STREETSCAPE IN CENTRAL RETAIL/ COMMERCIAL
SECTION OF THE MAIN STREET. UNDERGROUND OVERHEAD
POWERLINES, PLANT NEW STREET TREES, PROVIDE NEW
STREET LIGHTING AND FURNITURE

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m a s t e r p l a n

james hayter + associates

PROPERTY BOUNDARY
(COMMERCIAL / RESIDENTIAL)

FOOTPATH (4.20m)

PARALLEL PARKING (2.50m)

ROADWAY (3.50m)

ROADWAY (3.50m)

PARALLEL PARKING (2.50m)

FOOTPATH (4.20m)

PROPERTY BOUNDARY
(COMMERCIAL / RESIDENTIAL)

lobethal
masterplan

CREATE NEW 4 METRE WIDE SHARED PEDESTRIAN
& VEHICULAR PATHWAY WITH **PERGOLA** COVERING

CONSTRUCT A NEW PEDESTRIAN FOOTPATH
ADJACENT TO THE RIVER

FUTURE DEVELOPMENT **AREA**

CONSTRUCT NEW
DRIVEWAYS

CONSTRUCT A NEW CARPARK

▪▪▪▪▪▪▪ PEDESTRIAN HERITAGE TRAIL

MILL ROAD

LOBETHAL ROAD

MAIN STREET

OPEN GRASS PLAZA PROVIDING A **CENTRAL** FOCAL
POINT AND POINT OF ORIENTATION FOR **TOURISTS.**
UPGRADE AND **FORMALISE EXISTING** SPACE. RETAIN
EXISTING PUBLIC **TOILETS**

REMOVE **BITUMEN** TO CREATE LAWN
AREAS FOR USE AS TEMPORARY
OUTDOOR **MARKETS**

CREATE NEW PEDESTRIAN
FOOTPATH LINKING THE MAIN
STREET TO THE **RIVER**

lobethal
m a s t e r p l a n

james hayter + associates

1:2000 @ A3
— PROPOSED TOWN BOUNDARY

CARPARKING- **CONSOLIDATE PARKING** AREAS
AND **UPGRADE** EXISTING RUBBLE SURFACE

CURRENT SA WATER
OWNERSHIP

MINOR **UPGRADE** TO
EXISTING **CLUBROOMS**

POLO CROSS FIELD

PLAY GROUND- UPGRADE EXISTING
EQUIPMENT AND **SOFTFALL**. INTRODUCE
NEW EQUIPMENT. IMPLEMENT
CONSISTENT FURNITURE AND ALLOW
FOR **UPGRADE** TO **SHELTER** AND BBQ

NEW PEDESTRIAN ENTRY. PLACE NEW
TREE PLANTING TO SUPPLEMENT
EXISTING TREES

ONKAPARINGA STREET

GOLF LINKS ROAD

RESTRICT VEHICLE CIRCULATION BY USE
OF **BOLLARDS**

NEW VEHICULAR ENTRY FROM GOLF LINKS
ROAD. PLACE NEW SIGNS AND TREE **PLANTING**
TO **SUPPLEMENT** EXISTING TREES

lobethal
m a s t e r p l a n

james hayter + associates

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PART C : IMPLEMENTATION

7   IMPLEMENTATION

7.1 Implementation Priorities

STAGE ONE Year 1

Main Street
>   Street Tree planting in footpaths.

Design
>   Detailed design of Main Street, OHBTC, recreation ground and trail system.

Township
>   Screen planting to fences adjacent Woodside Road.

STAGE TWO Years 2 + 3

Main Street
>   Underground overhead wires in section 1.
>   Repave footpaths
>   Street and Pedestrian lighting
>   Street Furniture
>   Round-a-bout at Woodside Road intersection

OHBTC
>   Plaza adjacent Lobethal Road / Woodside Road intersection
>   Outdoor markets area
>   New carpark and footpath to river
>   Upgrade to Mill Road carpark and rear entry
>   Signage and lighting

Recreation Ground
>   Organisation of vehicle circulation and carparking
>   Upgrade playground and picnic facilities
>   New entry from Golf Link Road
>   Trails, signage and planting

Township
>   Town signage
>   Screen planting to industrial sheds and yards adjacent to Gumeracha Road.

Trails
>   Footpath through town adjacent to river; link to Bushland Park
>   Marked heritage trails through town and surrounding minor roads
>   Regional cycle route designated

STAGE THREE Years 4 + 5

Main Street
>   Underground overhead wires in section 2
>   Completion of main street paving and lighting

Township
>   Street trees and footpaths

7.2 Cost Estimates

STAGE ONE (Initial)			
ITEM	QTY	UNIT COST	TOTAL COST
Street Tree Planting along footpaths where appropriate.			$80,000
Construct footpath network throughout Central Business District.			$80,000
Other Tree Planting.			$25,000
Woodside Road/Main Street intersection			$250,000
Gumeracha/Main street intersection			$150,000
Entry and indentification signage			$30,000
Minor structure planting in reserves and along Main street			$45,000
Detailed design of street			$40,000
TOTAL			**$700,000**

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STAGE TWO (3 yrs)			
ITEM	**QTY**	**UNIT COST**	**TOTAL COST**
Underground powerlines			$1,000,000
Re-construct kerbs			$250,000
Extend and repave footpath			$180,000
New lighting in Main Street			$120,000
Minor planting .			$30,000
Street furniture.			$30,000
Construction of parks and 'resting places', including paving, art and planting			$250,000
Upgrade to recreation facilities, and Bushland Park, including trails and signage.			$50,000
TOTAL			**$1,910,000**

STAGE THREE (5 yrs)			
ITEM	**QTY**	**UNIT COST**	**TOTAL COST**
Maintenance			$50,000
Tree planting and planters			$25,000
Additional furniture and shelters			$40,000
Additional play equipment at recreation ground and in Bushland Park			$35,000
Upgrade building facades along Main Street			$20,000
TOTAL			**$170,000**

STAGE ONE	$700,000
STAGE TWO	$1,910,000
STAGE THREE	$170,000
TOTAL COST	**$2,780,000**

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APPENDIX A

Recommended Species for Use in Lobethal

Main Street

Ulmus angustifolia Cornubiensis
Gleditsia tricanthos ShadeMaster
Eucalyptus leucoxylon leucoxylon

Other Streets

Liquidamber styracifolia
Quercus robur
Ulmus parvifolia
Malus ioensis Plena
Fraxinus giffithii
Gleditsia tricanthos
Lagerstroemia indica
Robinia pseudoacacia Frisia
Jacaranda mimosifolia

Recreation Ground

Acacia pycnantha
Callitris preisii
Eucalyptus camaldulensis
Eucalyptus leucoxylon leucoxylon
Eucalyptus leucoxylon rosea
Eucalyptus microcarpa
Santalum acuminatum
Pittosporum phillyraoides

Screening to Woodside Road fences

Acacia pycnantha
Acacia acinacea
Allocasuarina verticillata
Callistemon rugulosus
Correa alba
Dianella revoluta var. revoluta
Dodonea viscosa ssp. spatulata
Eucalyptus cosmophylla
Eucalyptus leucoxylon rosea
Myoporum parvifolium

Screening to Gumeracha Road industrial area

Eucalyptus leucoxylon leucoxylon
Eucalyptus microcarpa
Acacia pycnantha
Callitris preissii

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APPENDIX B

Engineering Drawings

Detailed traffic studies

LOCALISED ROAD
WIDENING AND
EMBANKMENT
MODIFICATION TO
PROVIDE FOR
PASSING OF RIGHT
TURN VEHICLES

RELOCATE
DRIVEWAY
ENTRANCE

KUMNICK

RIDGE   ROAD

MAIN

STREET

ONKAPARINGA

JEFFREY

BUS ROUTE

CONSTRUCT NEW
ROUNDABOUT 8.5M Ø

CLOSE ACCESS LANE
AND RELOCATE
ACCESS ONTO MILL
ROAD

ACCESS LANE

CONVERT
PARALLEL
PARKING TO 60°
ANGLE PARKING

MILL

LOBETHAL RD / MT TORRENS / GUMERACHA RD I/S
SCALE 1:2000

LOBETHAL - GUMERACHA ROAD / MAIN RD / ADELAIDE RD I/S
SCALE 1:2000

VERANDAHS
REQUIRE
MODIFICATION

DESIRABLE CAUSEWAY WIDTH = 13.40m WHERE ROAD RESERVE IS GREATER THAN 18.20m
CAUSEWAY REDUCES TO AN ABSOLUTE MIN. OF 13.0M AS ROAD RESERVE WIDTH REDUCES

| 2.4 | 3.7 | 3.0 | 3.0 | 3.7 | 2.4 |

FOOTPATH
MINIMUM WIDTH
2.40m

PARKING/CYLING
LANE
DESIRABLE WIDTH
3.70m
MINIMUM WIDTH
3.50m

TRAFFIC LANE
MINIMUM WIDTH
3.00m

TRAFFIC LANE
MINIMUM WIDTH
3.00m

PARKING/CYLING
LANE
DESIRABLE
WIDTH
3.70m
MINIMUM WIDTH

FOOTPATH
MINIMUM WIDTH
2.40m

TYPICAL CROSS SECTION
NTS

LOCATION PLAN - LOBETHAL
SCALE 1:4000

ROAD

JUNGFER

KUMNICK

RIDGE   ROAD

RIDGE

ST

ST

ROSE

VINE ST

WATTLE

DEARMAN

UNION

ST

CT

MERINO

AVENUE

WOOD ST

COOM

AVENUE

BARTHOLOMEW

RESERVE

COOPER

AVENUE

WOODSIDE

BAY DR

STREET

CHKAPARINGA

MAIN

MILL

CHURCH

STREET

BRIDGE

NOBLE CT

MILL
ROAD

ROAD

STREET

RD

MAIN ST

AVENUE

BON ST

PIONEER

ROAD

0 40 80 120 160 200m

SCALE IN METRES (1:4000 BEFORE REDUCTION)

Scale AS SHOWN	DO NOT SCALE	Client
Drawn	Designed	Project **WOODSIDE - LOBETHAL TRAFFIC REVIEW**
Drafting Check	Design Check	Title **CONCEPT DESIGNS - LOBETHAL**
Approved		
Original Size A1	Drawing No: 33-11986-C08	Rev: A

Date