

# CRAFERS VILLAGE

## Design Guidelines



# Acknowledgement

We would like to acknowledge that Crafers is on the traditional lands of the Peramangk and Kurna peoples and we respect their spiritual relationship with their Country. We also acknowledge the Peramangk and Kurna peoples as the traditional custodians of the Adelaide Hills and that their cultural and heritage beliefs are still as important to those living today.

The development of the Crafers Village Design Guidelines has been led by James Szabo, Sarah Hill, Jenifer Blake and Marc Salver with the input and expertise of Adelaide Hills Council staff members.

Acknowledgment goes to the Crafers community who have guided this project and provided significant input to the design guidelines.

The Crafers Village Design Guidelines were developed by WAX Design, InfraPlan and Ian Robertson Design.

Note: The implementation of the desired outcomes presented in this document will be dependent on funding and collaboration between Council, private landowners and the Department of Infrastructure and Transport. Redevelopment ideas proposed for private land are concepts for consideration only.

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infraPlan



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# 0\_Executive Summary

Crafers is uniquely placed within the Adelaide Hills as the first village visitors pass through when travelling up from Adelaide to the Hills and beyond. The village is located within close proximity to many tourist destinations, popular trails, Mount Lofty Summit and the Adelaide Hills wine region. The village is well connected to the wider Adelaide Hills through the freeway and established public transport routes.

Crafers Village is a compact local centre which services a broad area of the surrounding Adelaide Hills communities. The local centre character of the village is supported with a mix of commercial and retail properties, restaurants, cafes and community services, set within a tree-lined main street.

The Crafers Village Design Guidelines aim to create a best practice approach to planning and development in Crafers over the next few decades. The objective of the guidelines is to build upon existing planning strategies, reports and implementation plans to deliver an integrated approach to the maintenance of existing development as well as encouraging new development opportunities.

The design guidelines are intended to support and reinforce the development controls contained in Council's Development Plan (shortly to be superseded by the new Planning and Design Code). These guidelines are not prescriptive but are intended to provide ideas and opportunities that maintain and enhance the village character.

This document combines detailed site analysis, community feedback as well as initiatives from key stakeholders and the Council.

The intention of the guidelines is to create a visionary 'big picture' framework that demonstrates the potential of the Crafers Village. The aim is that regeneration and future development is aligned, consistent and meets the community's vision for Crafers.

The guidelines enable:

- Council and property owners to identify potential opportunities and new partnerships which will enable a coordinated approach when considering future redevelopment within the village.
- Guidance of Council's public infrastructure investment decisions.
- An opportunity to influence State and Council planning policy in relation to development in the village.
- Encouragement for further economic development opportunities and investment in the area.
- Identify the requirement for feasibility studies, guidance of future investigations and recommendations for detailed concept plans.
- Facilitation of discussions with State Government regarding the provision of additional infrastructure such as parking and park and ride facilities and other identified matters to support the vision for the Crafers village.

The guidelines take into consideration the notable physical, cultural and environmental factors of Crafers. The document explores the capacity of the village and considers how existing and proposed development can combine with open spaces, the public realm and vehicular access to enhance and revitalise the Crafers Village.



1905

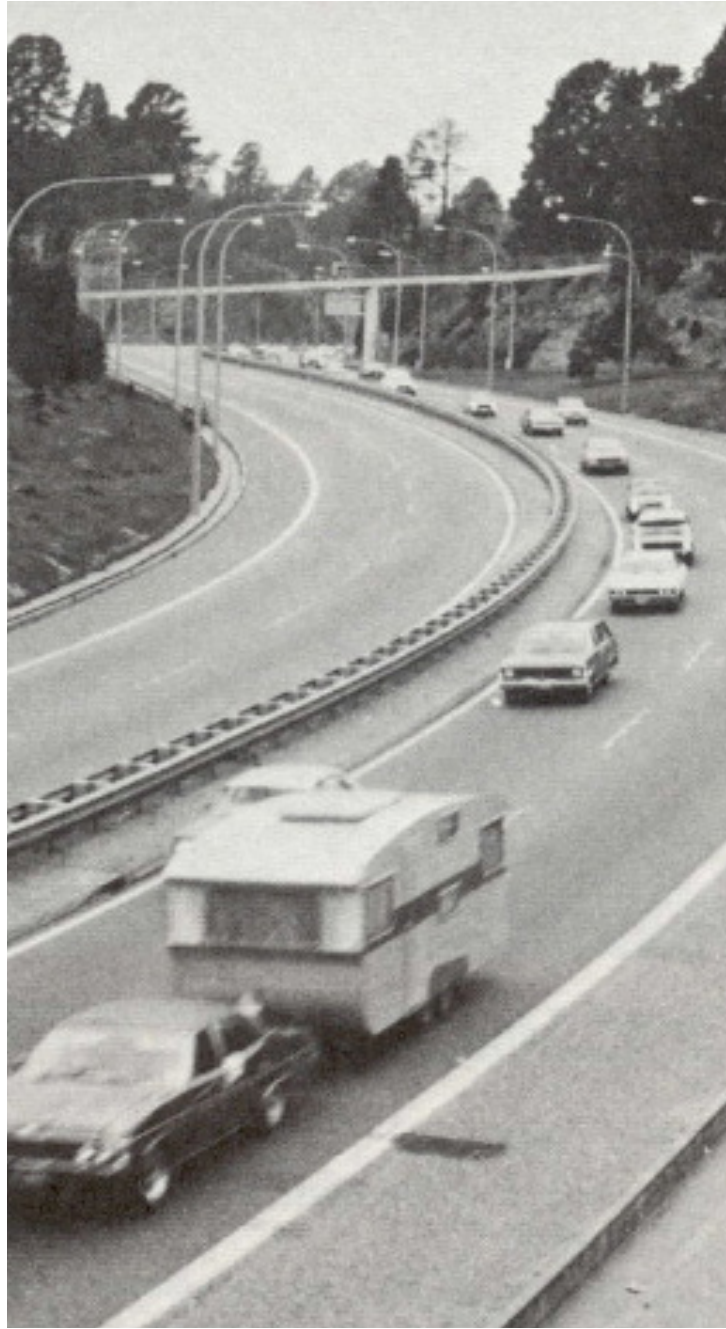


1913





1941



1978



2020



Future



# 1\_Vision

Crafers will become a magnet for commuters, day trippers and weekend visitors. A quick trip up the freeway from Adelaide or Mount Barker, the main street is a gateway to the Adelaide Hills.

The tree-lined main street provides extraordinary amenity for the village, rivaling Stirling for its autumn colour. The public realm is complemented by well designed open spaces and tree covered car parks that provide convenient parking.

Wide footpaths allow people to wander around the village. Outdoor dining areas encourage people to relax or rest after having enjoyed a cycle or hike along the numerous stunning trails that start from Crafers.

The historic pub and other hospitality venues showcase the local produce and wines of the Hills, while a variety of retail and commercial outlets cater for the local community and visitors alike.

The happy chatter of locals, cyclists, birdsong, hikers, tourists and international visitors drowns out the freeway next door. The hustle and bustle of the freeway melts away as you arrive in Crafers, the bitumen and concrete replaced with avenues of trees and shaded open spaces.

The trees and garden beds throughout the village create a unique landscape setting. The generous width of the footpaths, shaded car parks and attractive open spaces encourage people to stay a while.

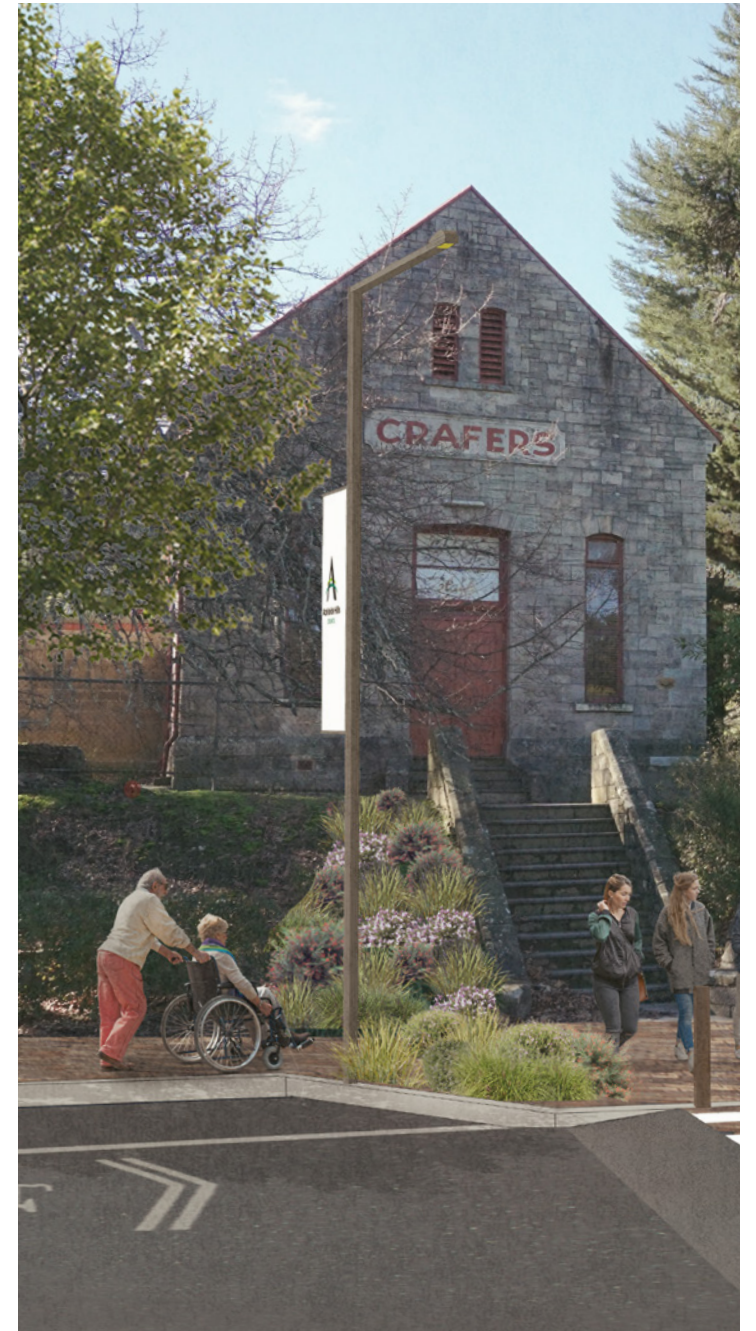
The authentic contemporary architecture of Crafers creates a high quality built form that complements the heritage of the Crafers pub, the Institute Hall and historic buildings in the village.

The park 'n' ride facility constantly brings people to the village. Hill's residents can be seen collecting a morning coffee, grabbing a few bits for the evening meal or an easy dinner from the pub. On weekends, the park 'n' ride is awash with tour buses, camper vans and cars covered in bike racks. The easy parking beneath mature trees provides a trail head for the hills.

The main street of Crafers is a destination and a starting point to the myriad of experiences that the Adelaide Hills has to offer. The landscape and urban design of the main street as well as the variety of businesses reinforces these experiences, offering a beautiful taste of the Hills.







# *Crafers, A taste of the Hills*



# 2\_Principles

## 2.1 Introduction

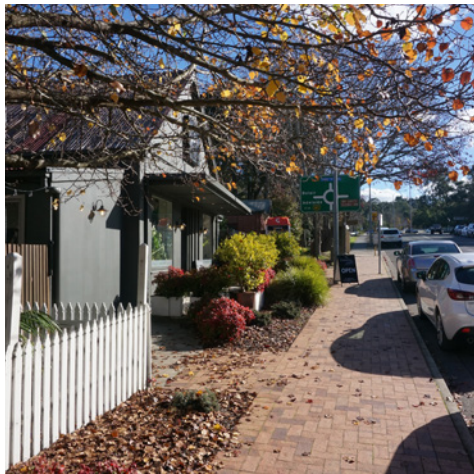
The analysis and community engagement undertaken during the development of the Crafers Village Design Guidelines has provided clear direction on the issues and opportunities that face Crafers now and into the future. The guidelines for the Crafers provide an overview of how the existing character and new development, as well as the provision of access, car parking and open space in the village should be planned for in the future.

Design principles, objectives, detailed guidelines and actions have been developed to illustrate how the built form, access and movement, as well as the public realm of Crafers can be delivered and how future development will contribute to the overall vision for Crafers.

Central to the guidelines is the Crafers Village Concept Plan. The concept plan represents potential of the village and explores future opportunities associated with urban character, open space and landscape amenity.

The concept plan is structured and expressed in several planning and urban design layers. Each layer demonstrates specific responses and potential opportunities in relation to:

- **Built Form and Land Use**
- **Pedestrian Access and Cycling**
- **Vehicle Movement and Parking**
- **Open Space and Community Use**





2.2 Built Form and Land Use

- Encourage development that supports the creation of a vibrant, mixed use main street supporting cafes, restaurants, medical centres and boutique stores.
- Create an authentic main street that is attractive, active, well designed and legible.
- Encourage new buildings of high architectural quality and standards which incorporate sustainability principles and deliver mixed-use and adaptive development opportunities.
- Seek to develop scale and density that responds to the village character and Adelaide Hills context.

2.3 Pedestrian Access and Cycling

- Create continuous, safe and easily accessible footpaths for all members of the public along the main street and throughout the village more broadly.
- Promote Crafers as a trail head for the surrounding Adelaide Hills region, integrating pedestrian and bicycle connections to these areas with improved signage and way finding.
- Improve pedestrian connections across the main street and between key destinations.

2.4 Vehicle Movement and Parking

- Create a road network that allows for easy navigation whilst reducing conflicts points between other vehicles and pedestrians.
- Balance pedestrian and vehicular needs and establish well-planned spaces for both.
- Promote car parking at the rear of new developments to foster the development of a vibrant main street.
- Explore enlarging, relocating or modifying the ‘Park’n’Ride’ to cater for the large numbers of commuters and other users.
- Provide conveniently located car parking options that support new development whilst not impeding on the activation of the main street.

2.5 Open Space and Community Use

- Ensure the main street is welcoming and inclusive for people of all ages, genders and cultures, creating a safe and friendly environment.
- Promote active frontages to the main street with setbacks to create areas of public space that support outdoor dining and social interaction.
- Reinforce the surrounding landscape character of Crafers through high quality landscape areas and public spaces which include water sensitive urban design (WSUD) responses.
- Create spaces which allow people to linger and congregate before and/or after their exploration of the hills.





# 3\_Crafers Village Concept Plan

## 3.1 Concept Plan

The Crafers Village Mainstreet Concept Plan provides a robust planning framework that will guide, maintain and encourage development within Crafers. The concept plan builds on the analysis, community vision and design principles, and recommends that future planning considers the village character of Crafers through contextual and responsive design.

Based on four key layers, the concept plan illustrates potential actions for improvement within Crafers. The layers aim to reinforce the village character through well placed and considered development while responding to existing built form and landscape characters.

The concept plan does not envisage wholesale change of Crafers, rather a progressive and measured approach to new development and new uses. This approach aims to reposition Crafers as a gateway and trail head to the Adelaide Hills.



*...an accessible gateway to the Hills with shops, commercial opportunities, transport links and strong connections to the main street, and adjacent open spaces.*

Illustration of main street with kerb build outs and improved landscape treatments



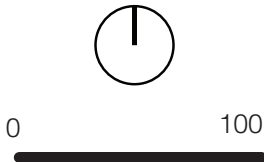


# Concept Plan



## Legend

- Commercial
  - Hospitality
  - Residential (supported living)
  - Civic Purpose
  - Private Gardens
  - Car parking
- Function**
- Pedestrian crossing (raised tabletop)
  - Pedestrian crossing (refuge with protuberances)
  - Bus stop
  - Electric vehicle charging facility
- Landscape**
- Public Open Space
  - Landscape Edges (buffers)
  - Landscape edge
  - Bicycle parks and infrastructure
- Access**
- Pedestrian connections
  - Key vehicle access routes
  - Key vehicle connections
- Urban Form**
- Potential building development in storeys
  - Indicates undercroft parking with 2 storeys above or development of loft accommodation
  - Building of historic character
  - Undercroft car parking





# 4\_Built Form and Land Use

## 4.1 Context

The land use and built form character of Crafers is a mix of different styles and development forms that reflect changes which have occurred since settlement. The historic village character of Crafers is present in the Crafers Hotel, Crafers Institute Hall, and other local buildings.

The village has been subject to change over the years, particularly with the development of the South Eastern Freeway having a great impact on village character.

The built form located to the north of the main street retains little of the original village character. Buildings within this area are dominated by vehicle-centric designs, with car parks adjacent the main street including a service station. Development at the corner of the main street, Cox Place and Piccadilly Road is characterised by single storey development setback from the main street with large car parking areas. This type of development limits street activation, replacing pedestrian activity with parked cars.

The southern side of the main street is characterised by the presence of the Crafers Pub with a modest setback and private garden for hotel patrons. This form of development is also found on the opposite side of Station Road, with a restaurant and private gardens providing amenity and outdoor dining area. These two developments generate distinct destinations on the main street and attracts a significant amount of visitors to Crafers with the outdoor dining fostering a vibrant connection with the main street.

There is a small pocket of residential land use located at the western end of the main street. The retirement village addresses a portion of the main street and is characterised by single storey detached dwellings.

## 4.2 Built Form and Land Use Guidelines

- Reinforce the 'village' character of the main street and encourage development with active frontages and building setbacks that create private open spaces.
- Encourage development up to two storeys in height within designated areas which responds to the 'village' character of the main street.
- Encourage development up to two storeys in height adjacent the freeway to assist in mitigating traffic noise.
- Retain the heritage character of Crafers within proximity of the Crafers Hotel through sympathetic development that reflects existing built form, bulk, scale and detailing.
- Avoid development with large blank facades.
- Encourage activation of second storey development to allow over looking and passive surveillance of the main street, open spaces and car parking.
- Explore opportunities for mixed use buildings within the main street with commercial, retail and hospitality on lower floors and residential and offices on the second floor.
- Ensure new development addresses the main street with car parking located at the rear of the allotment.
- Limit the impact of retaining walls and explore stepped floor plates and landscape treatments that reduce the visual impact of retaining (planting beds, climbing plants and green walls).
- Ensure service areas are integrated within buildings or screened from public view, particularly the main street.
- Avoid concealed alcoves, dark areas and hidden entrances which limit passive surveillance.
- Promote Ecological Sustainable Design and Water Sensitive Urban Design outcomes

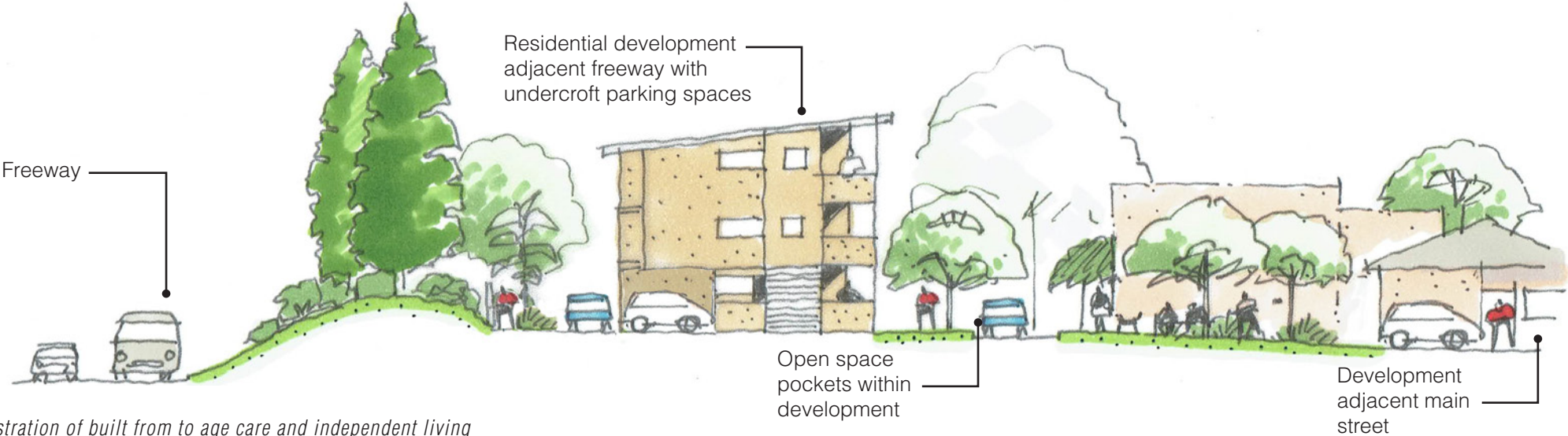


Illustration of built from to age care and independent living  
Note: Artists impression/illustration for concept purposes only.



Illustration of built from edge to main street  
Note: Artists impression/illustration for concept purposes only.



# Built Form and Land Use



## 4.3 Built Form and Land Use Actions

- ① Potential for future development to address the street with car parking located at the rear
- ② Encourage private open space 'pockets' to support hospitality and residential land uses
- ③ Potential for increased residential development and height dependent on sensitive design and ability to blend with the surrounding landscape
- ④ Retain existing character
- ⑤ Review service areas and presentation to the freeway to increase amenity of Crafers (sense of arrival from the freeway)

- Commercial
- Hospitality
- Residential (supported living)
- Civic Purpose
- Private Gardens
- Heritage building
- Building levels
- ②+ Indicates undercroft parking with 2 storeys above or development of loft accommodation



# 5\_Pedestrian Access and Cycling

## 5.1 Context

The main street has good pedestrian access along the entire length of the street, with footpaths on either side of the road. However, there are several pinch points, limited street furniture, and vehicle crossovers create numerous conflict points with pedestrians and cars entering car parks.

The connections across the main street are limited to one crossing point in front of the Crafers Hotel. This crossing does not provide any refuge or protuberances and creates a large crossing distance which is compounded with current vehicle speeds along the main street. The absence of formal crossing points, particularly to the north, leads to informal crossing by pedestrians which creates future conflicts with vehicles.

The main street has a significant carriageway width, but lacks any cycling infrastructure such as cycling lanes or shared use zones. Footpath connections to the open space around Crafers is limited and fragmented. This is compounded by limited signage which reduces access to numerous trails and facilities surrounding the village.

## 5.2 Pedestrian Guidelines

- Establish footpaths that provide continuous access along and across the main street, ensuring that pathways are continuous and accessible for people of all abilities.
- Widening of footpaths to a typical width of 3 metres to improve pedestrian access.
- Improve pedestrian access across the main street by incorporating new crossing points, either with protuberances or raised wombat crossings.
- Promote Crafers as the trail head for the Adelaide Hills, with signage and paths leading to the trails and cycle paths.
- Improve significance of walkway to Stirling including signage and upgraded footpath treatments.
- Connect the village and the car parking areas, facilitating a 'park n' wander' approach.
- Improve pedestrian connections to the southern side of the freeway, across the Waverley Ridge Road bridge with strong links to the city-bound bus stops.

## 5.3 Cycling Guidelines

- Promote Crafers as a cycling hub for the hills.
- Provide bicycle parking at strategic locations along the main street and in open space with bike maintenance stations.
- Facilitate a low speed environment along the main street with line marking (sharrows) to encourage shared use and highlight the prevalence of cyclists.
- Facilitate cycling connections with destinations outside Crafers (Stirling, Aldgate, Mount Lofty, and Piccadilly Valley).



*Illustration of pedestrian crossing with improved walking and cycling access*





# Pedestrian Access and Cycling



## 5.3 Pedestrian Access and Cycling Actions

- 1 Pedestrian and cycle crossing points to improve access and slow vehicle traffic speeds (subject to traffic impact assessment)
- 2 Enhance continuous footpath to either side of main street
- 3 Pedestrian and cycle connections to Sharrad Court car park and trail heads
- 4 Improved connections to the Crafers-Stirling pathway across freeway
- 5 Explore connections between the main street and open space/residential properties
- 6 Improve pedestrian access to intersection

- Pedestrian crossing (raised tabletop)
- Pedestrian crossing (refuge with protuberances)
- Bus stop
- Bicycle parks and infrastructure
- Pedestrian connections
- Built form



# 6\_Vehicle Movement and Parking

## 6.1 Context

The Crafers main street is accessed via the South Eastern Freeway, with on and off ramps located at either end of the street. There is also access from the surrounding Adelaide Hills via Piccadilly Road, Mount Lofty Summit Road, and Waverley Ridge Road.

The entrances to Crafers are not well-signed for motorists entering the village, with little definition of the main street. The freeway on-ramp is seen as an extension of the main street, this leads to motorists accelerating through Crafers resulting in safety concerns for other motorists, pedestrians and cyclists.

The main street contains areas of on street parking. The parking is either line-marked within the road, or indented with no time limit. While on-street parking is convenient, the lack of true restriction encourages long term parking which reduced access for visitors to the main street. Furthermore, off-street parking is fragmented across individual land parcels. The majority of off-street parking is currently located at the eastern end of the main street, dispersed between the Crafers Hotel, the Herald Newspaper site, and around the post office. The current development form encourages parking both behind and in front of buildings. This creates a mixture of public realm characters along the main street.

There is a 36-space DPTI car park located adjacent the freeway off ramp at the western edge of Crafers. This car park acts as a 'park 'n' ride' for the Adelaide Metro bus services between the Adelaide CBD and Hills' towns. This car park is currently undersized for the number of commuters using these services, with car parking spilling out to the surrounding streets and into the Crafers main street. This demand for parking has a major impact on the town causing conflicts and congestion throughout the village.

Mount Lofty Summit Road currently experiences informal parking along the road edges. The lack of pedestrian pathways and the angle of the road creates a dangerous situation for commuters exiting their cars.

## 6.2 Vehicular and Parking Guidelines

- Encourage larger, more efficient parking areas by consolidating parking areas to the rear of new developments.
- Explore reducing the speed limit to 40km/h to encourage the safety of road users environment and improvement pedestrian environment.
- Reduce road width to foster slow speeds while creating a larger public realm to either side.
- Increase landscape treatment and tree planting within off-street parking areas to reinforce the landscape character of the Adelaide Hills and improve the amenity for users.
- Seek to establish a larger 'Park 'n' Ride' for commuters on the southern side of the freeway, with preference for the eastern sde of the Waverley Ridge rounadabout.
- Retain on street parking and establish time limits.
- Improve the visual cues when entering Crafers that you are entering a village and not an extension of the freeway.
- Explore altering Sharrad Court to a one-way road system with an exit located on Mount Lofty Summit Road to reduce vehicle and pedestrian conflicts along Cox Place.
- Explore feasibility for junction upgrade or round-a-bout to end of the Main Street and Piccadilly Road intersection to disrupt the view of the freeway and slow vehicles (noting limited opportunities for round-a-bout due to footprint and required vehicle movements).
- Introduce landscaped protuberances at the Station Road and Cox Place intersections to increase the amenity of the mainstreet.



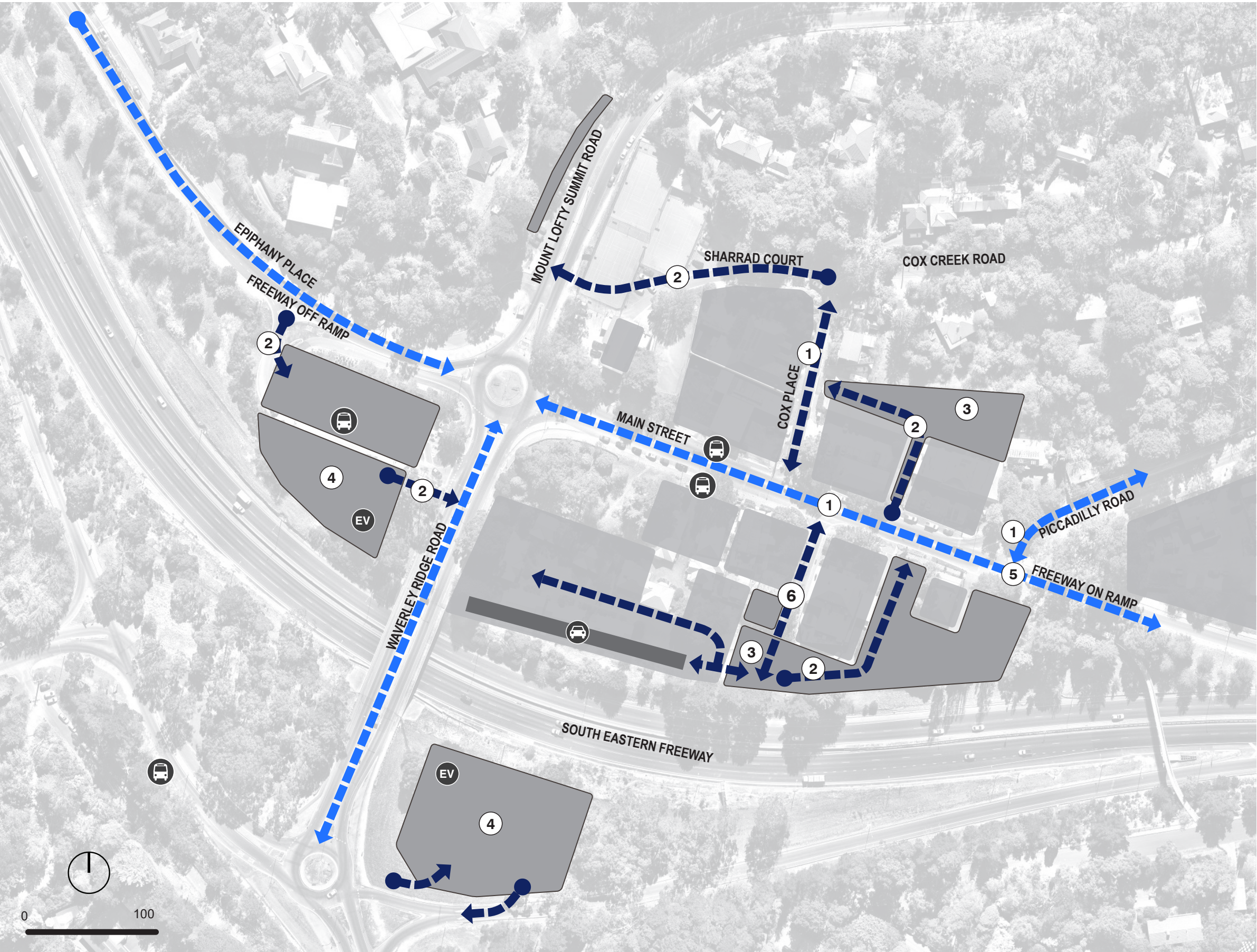
*an entrance  
that reflects  
the character,  
landscapes and  
community value  
of Crafers.*

Illustration of off-ramp access with traffic calming and landscape treatments to road corridor





# Vehicle Movement and Parking



## 6.3 Movement and Parking Actions

- ① Maintain two-way vehicle access and reduce vehicle speeds (40KPH)
- ② Explore opportunities for one-way vehicle access
- ③ Explore potential for car parking consolidated to the rear of main street buildings
- ④ Assess demand for expansion of Crafers Park 'N' Ride car parking with tree canopy and landscape nodes (refer to section 7.3). Allow provision for electric vehicle charging stations.
- ⑤ Explore feasibility for junction upgrade or roundabout to end of the Main Street and Piccadilly Road (refer to section 9.3)
- ⑥ Explore opportunities for one-way vehicle access on Station Road (dependent on one-way loop access being provided through the hotel car park)

- Car parking
- Key Vehicle access routes
- Key Vehicle connections
- Undercroft car parking
- Bus stop
- Electric vehicle charging facility
- Built form



# 7\_Open Space and Community Use

## 7.1 Context

Crafers main street has a variable landscape character along its length. The entrances from the freeway and Waverley Ridge Road are dominated by road verges which contain gravel and no established areas of landscape. This does not present an attractive entrance to the town. The existing Institute Hall sits on high ground above the round-a-bout and is surrounded by a collection of large trees.

The eastern end of the main street contains small street trees and landscaped verges. These trees provide shade and protection to pedestrians using the footpath and add a distinct landscape character of Crafers, especially during autumn and winter months.

Public open space is limited in Crafers with little opportunity for sitting, gathering and playing. There is an existing open space located at the southern side of the main street at the Waverley Ridge Road intersection. However this space is undeveloped and is hardly used by the local community.

The remainder of public open space within Crafers is confined to three tennis and netball courts to the north of the village. This provides opportunities for organised sports to take place. The restricted site area and sports court focus limits wider community use. Parking on site is limited and large areas of hard standing create an urban context for the Institute Hall. The level changes between the courts and main street prevent access reducing community use and discovery by visitors.

## 7.2 Public Realm Guidelines

- The public realm should enhance the village character of Crafers
- Minimise the impact of blank facades and retaining walls through utilisation of garden beds, climbing plants and green walls to provide screening and green edges.
- Utilise entry statements and entry gateways as an introduction to Crafers from surrounding roadways.
- Develop the open space at the corner of Waverley Ridge Road and main street into an activated open space for the community with strong links to adjacent residential areas.



Illustration of open space upgrade and increase pedestrian access to independent living development





# Open Space and Community Use

## 7.3 Public Realm Actions



- 1 Opportunity to revitalise public open space with improved access and amenity
- 2 Potential upgrade of community land (highest and best use)
- 3 Need to increase sense of arrival to Crafers including potential for entry statement
- 4 Develop landscape buffers to roadways and car parks
- 5 Relocate the Crafers War Memorial from Piccadilly Road
- 6 Car parks to maintain the landscape character of the surrounding area through the inclusion of trees and garden beds throughout

- Public Open Space
- Landscape Edges (buffers)
- Landscape edge
- Trees and landscape to new car park areas
- Built form



# 8\_Open Space Options

## 8.1 Context

The open space guidelines highlight the importance of the courts area to Crafers in terms of existing recreational use and as open space for broader community use in the future. Several different approaches exist for the courts area; each will deliver different benefits and will require additional feasibility studies.

The following sketch concepts consider the development of the courts area in terms of court expansion, open space expansion and the use of the open space for civic purpose events.

## 8.2 Courts expansion

- Positives
- Expands court capacity, utilising old court location for a fourth court (reduced size).
  - Potential links to adjoining tourist facilities
- Negatives
- Maintains current fragmented parking provision
  - Limited open space opportunities throughout the site
  - Lack of pedestrian access from the main street
  - Limited opportunity for development of club rooms
  - Add 'increased participation may lead to increased car parking pressures'

## 8.3 Open space expansion

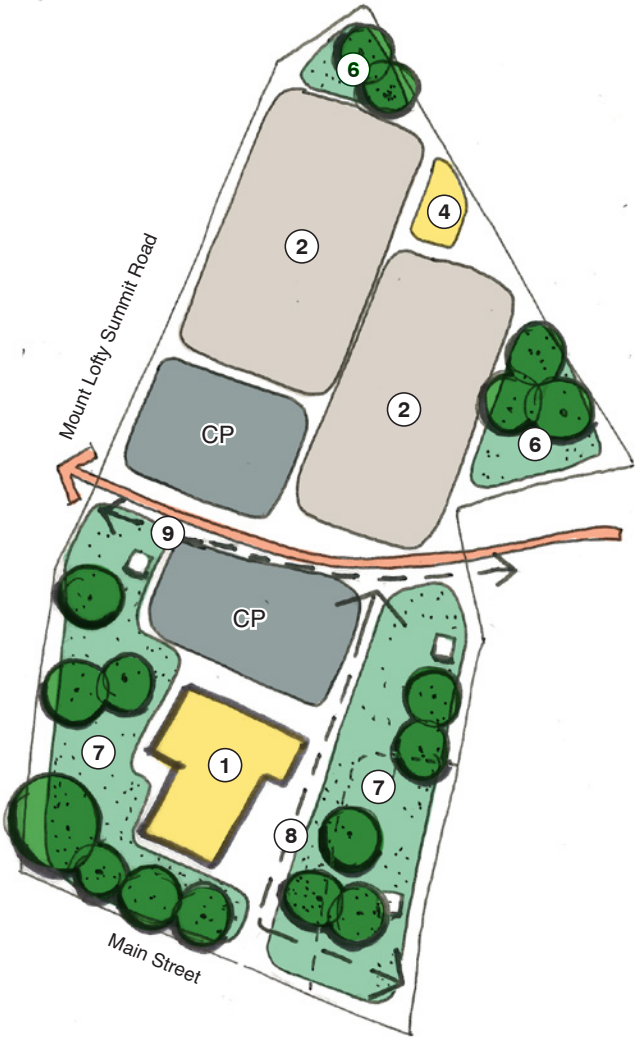
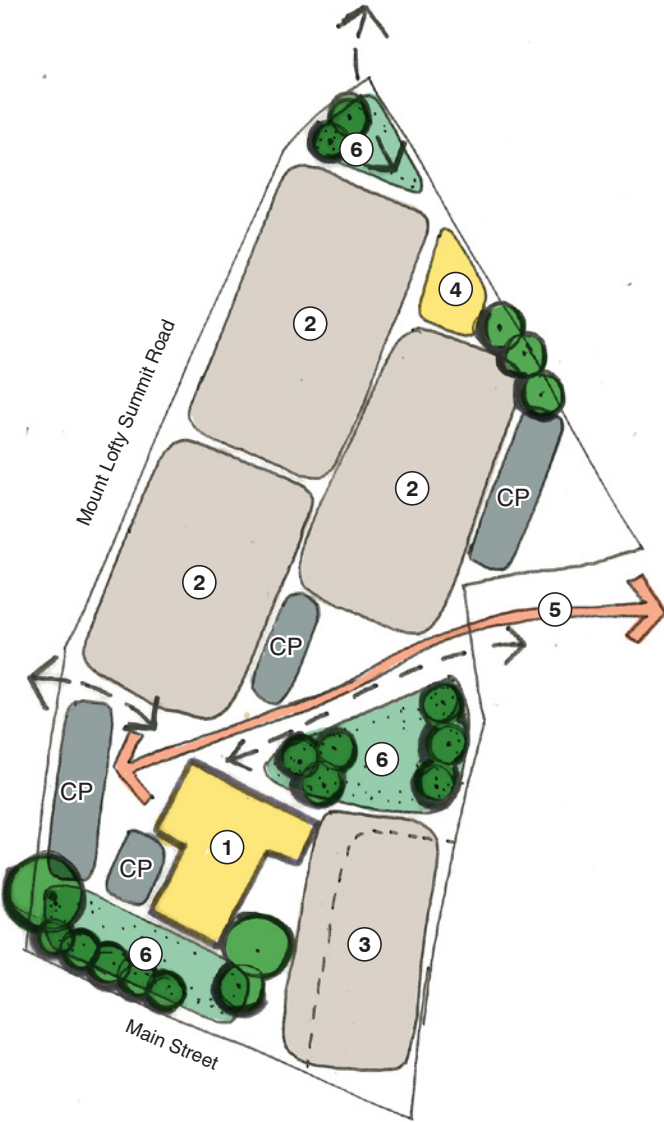
- Positives
- Retain two existing courts for community recreation use
  - Extend Sharrad Court to meet with Mt Lofty Summit Road (one way exit)
  - Pedestrian connections from the main street adjacent the Institute building
  - Expansion of car parking opportunities adjacent the courts and Institute
  - Larger open space areas for community use, including play spaces, open grass areas, shade trees and picnic areas
  - Increase landscape setting for Institute Hall
  - Public toilets and changing amenities to support open space and trail head
- Negatives
- Reduction of courts resulting in reduced capacity for local sporting clubs
  - Need to relocate tennis and netball clubs (feasibility study required)

## 8.4 Civic purpose

- Positives
- Expansion of car parking to support the open space function and informal park 'n' ride (depending on parking restrictions)
  - Inclusion of a civic purpose building to the north of the site- Potential for civil purpose or cultural building with new signalised access on to Mount Lofty Summit Road
  - Stepped pedestrian connections from the main street adjacent the Institute building
  - Larger open space areas for community use, including play spaces, open grass areas, shade trees and picnic areas
  - Increased landscape setting for Institute Hall
  - Public toilets and changing amenities to support open space and trail head
- Negatives
- Removal of all courts
  - Need to relocate tennis and netball clubs (feasibility study required)

1. Institute Hall
2. Existing tennis/netball courts
3. New court (to rooftop of potential service station)
4. Clubrooms
5. Sharrad Court (two way access)
6. Landscape edges with small green spaces
7. Open space with trees, shelter and amenities to support a trail head and community socialisation (to rooftop of potential service station)
8. Pedestrian connections with stepped access to main street (as part of petrol station development)
9. Extension of Sharrad Court (oneway access to Mount Lofty Road)
10. New civic purpose or cultural building with vehicle access

CP Car park





# 9\_Mainstreet Design

## 9.1 Village Main Street Design



*The main street will be transformed into an activated vibrant place with seating, areas for congregation, street trees, urban gardens and pedestrian connections.*

## 9.2 Village Main Street Actions

- 1 Raised pedestrian crossing creating slow speed environment
  - 2 Kerb build outs with tree planting and WSUD treatments
  - 3 Continuous footpath treatments to improve pedestrian access and safety
  - 4 Retention of on-street parking to maintain short term parking along the main street
  - 5 Development of private gardens and outdoor dining to support business and reinforce the village character
  - 6 Improved lighting with banner poles
  - 7 Low speed environment (40kph) with sharrows to improve cycling in the village
  - 8 Development of shared space laneways with improved landscape treatments
  - 9 Potential redevelopment (long term) to increase main street activation with building articulation to street frontage
  - 10 Landscaped car parks to rear of buildings with significant landscape areas to increase shade, amenity and reinforce the Hills context
- A Crafers Hotel  
B The Weekender  
C Cox Place



# 9\_Mainstreet Design

## 9.1 Piccadilly Intersection

To facilitate traffic calming to the Main Street and improving the safety of the Piccadilly Road intersection for vehicles and pedestrians, two options have been explored. These options provide a conceptual understanding of the options that may be possible at this intersection, however a traffic impact assessment will be required prior to implementation.

### T-Junction Option

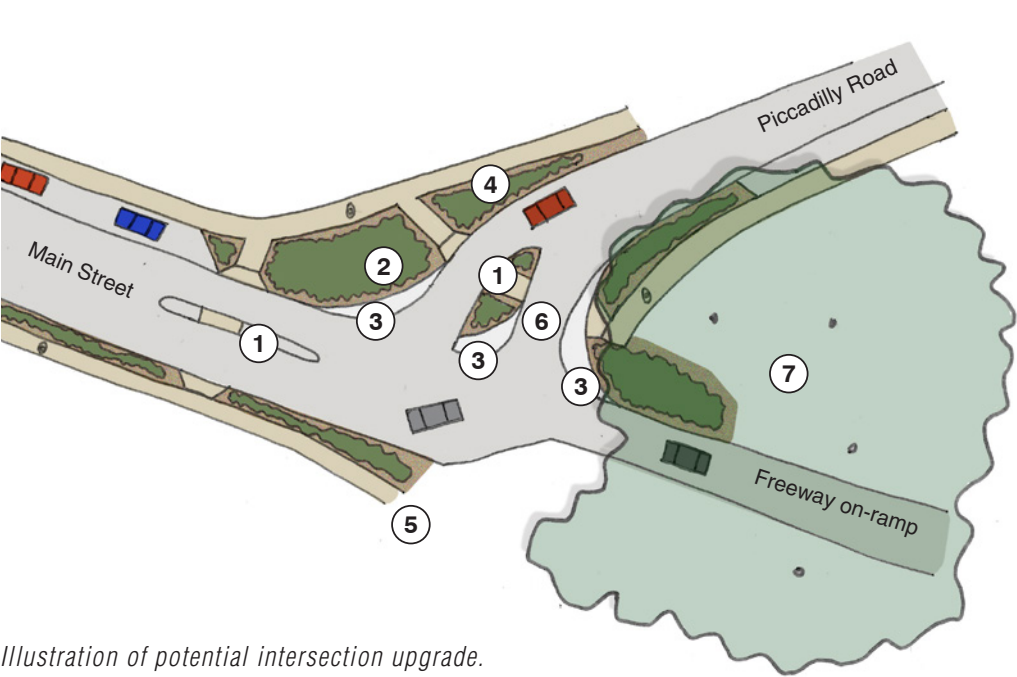


Illustration of potential intersection upgrade.

- 1. Pedestrian crossing with refuge in median
- 2. Removal of 'slip-lane' left turn into Piccadilly Road allowing traffic to slow during the turn improving pedestrian safety
- 3. Overrun areas for large turning vehicles
- 4. Garden beds
- 5. Connection to Pioneer Women's Trail to Stirling
- 6. Left turn to freeway or right turn to main street
- 7. Retention of trees to corner

### Roundabout Option

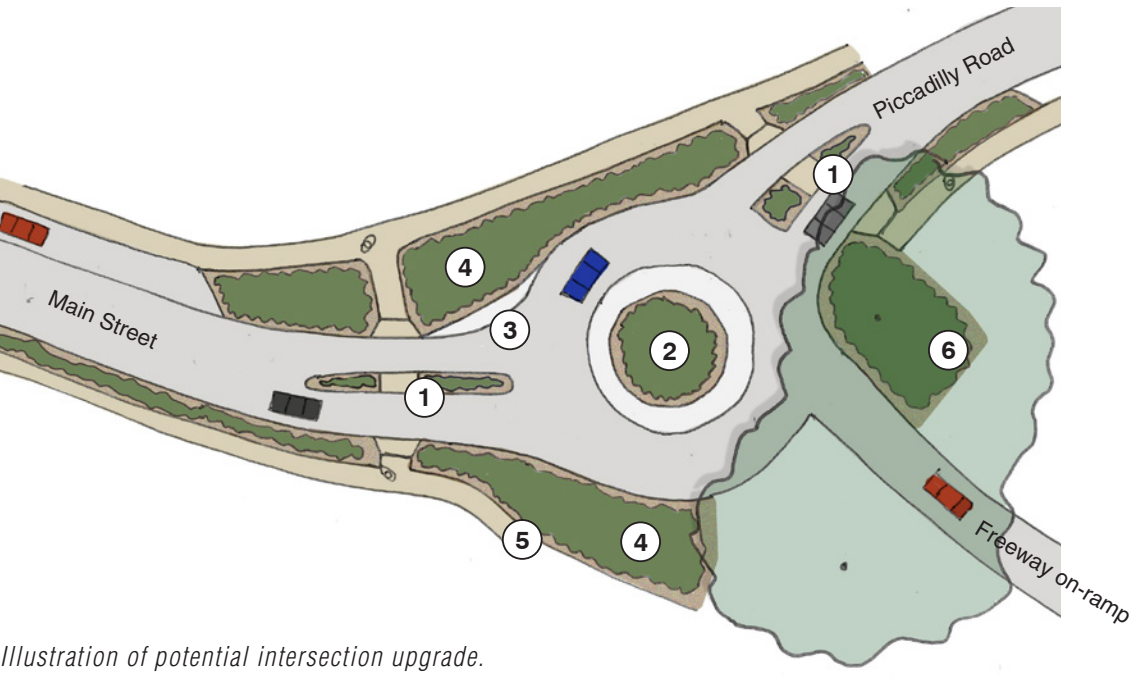


Illustration of potential intersection upgrade.

- 1. Pedestrian crossing with refuge in median
- 2. New roundabout to slow traffic entering both Piccadilly Road and the freeway on-ramp
- 3. Overrun areas for large turning vehicles
- 4. Garden beds
- 5. Connection to Pioneer Women's Trail to Stirling
- 6. Removal of some trees required to corner



# 10\_Design Palette

## 10.1 Style Guide

The principle aim of the design guidelines is to attract more visitors to stay in the town centre longer. The selection of street furniture, materials and landscapes must reflect the intent of the design guidelines and the associated projects.

Much of the character of Crafers comes from the heritage character and the authentic hills landscape of the Adelaide Hills. These values are contained in the architecture of the buildings, walls, fencing and landscapes through the use of building materials such as stone, aged metals, brick and timber. These materials reflect the history of Crafers and exhibit the idea of permanency and quality. Opportunities to reflect stories and narratives within the public realm should be realised with considerate applications.

The style guide does not propose to simply copy the historical context of the town centre, but considers relevant design responses, which are unique, confident and progressive, and will deliver outcomes that match the future expectation of the Crafers community.

The following pages provide details and imagery of the suggested character in relation to the urban design and landscapes of Crafers.

## 10.2 Surface Treatments

- Vary use of hard surface materials (paving, exposed aggregate concrete and compacted gravels) to achieve a range of textures, contributing towards a more diverse and visual experience.
- Paving elements should be robust and incorporate the use of one or two tones in paving in line with the surrounding character with a contrasting colour incorporated in the banding (stone, brick, concrete paver) to highlight significant locations or reflect heritage architecture.
- Future paving along Main Street should be high quality, brick paver with a lighter colour banding (stone, brick, concrete paver). Aged steel edging and stone kerb detailing should be used to reinforce the main street.
- Paving throughout the remainder of the village centre should consist of smaller straight edge pavers or exposed aggregate concrete lighter in colour with darker smaller format/stone banding.
- Rustic elements such as aged steel, stone and timber can be incorporated to provide connections with the historic context of the town centre as edging and highlight details.
- Artistic elements such as mosaic tiles, shot blasted patterns or cast in metal details can be incorporated to provide interesting elements that highlight and recognise the indigenous and pioneer heritage of Crafers.

## 10.3 Structures and Furniture

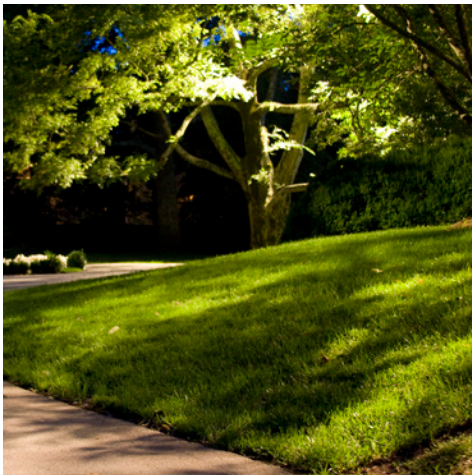
- Materials should be selected for their robust nature requiring little maintenance such as stone, seasoned timbers, brick and metal that are aesthetically pleasing, reinforce permanence and feature weathered textures.
- Structures and street furniture should comprise of natural features and forms and respond to the surrounding hills landscape.
- Proposed structures should be designed or selected to maximise the provision of comfort and amenity while maintaining an appropriate scale in relation to the built form of the village.
- The suite of furniture should allow for subtle changes in detailing or combination of materials to be applied to reinforce or highlight areas of importance.
- Designs should be highly functional.
- Bespoke structures and furniture to incorporate artistic combinations of materials such as timber, stone, glass, stainless steel, ceramics and exposed aggregate that serve as both functional and aesthetically pleasing art pieces in themselves.





10.4 Lighting

- An appropriate selection of lighting that reflects the historic context of the town centre without reproduction or faux replication.
- Light selections should minimise light spill and light pollution and minimise the impact of lighting infrastructure.
- Lighting should be robust, resistant to vandalism, easy to maintain, efficient (LED) and provide security and facilitate access.
- Strip and focused beam lighting elements should be included on the ground plane for directional emphasis and in the illumination of congregation spaces.
- Use of lighting effects to enhance art pieces, prominent architecture and mature trees of architectural grandeur should be incorporated to coordinated effect.



Trees

Liriodendron tulipifera  
Ginkgo biloba  
Quercus rubra  
Zelkova serrata  
Lagerstroemia indica  
Liquidambar styraciflua  
Acer x freemanii 'Autumn  
Blaze'

Plants

Correa glabra  
Grevillea lavandulacea  
Hardenbergia violacea  
Philotheca myoporoides  
Plectranthus argentatus  
Raphiolepis indica  
Syzygium australe  
Westringia fruticosa  
Chrysocephalum apiculatum  
Goodenia ovata  
Myoporum parvifolium





# 11\_Recommendations

## 11.1 Key Priorities

- ① Public space upgrades
- ② A coordinated landscaping approach throughout Crafers
- ③ Traffic calming to the main street
- ④ Raised pedestrian crossings to the main street
- ⑤ Improved pedestrian experience along footpaths
- ⑥ Develop a long term strategy for the tennis and netball courts/clubs
- ⑦ Investigate expansion of the Park'n'ride
- ⑧ Improved way finding and signage to mainstreet as well as trail heads into the hills
- ⑨ On street car parking management
- ⑩ Create places for people to gather and socialise
- ⑪ Improved lighting to the main street
- ⑫ Improved bike infrastructure to facilitate trail heads

*The above recommendations should be supported by the development of a public realm style guide, signage strategy (directional, interpretive and trail head) and any necessary feasibility studies.*





# 12\_Conclusion

Crafers faces both opportunities and challenges in relation to future development as well as social, economic and environmental impacts. What is apparent is the communities desire for Crafers to strengthen and grow as a major gateway destination, vibrant main street and valued community asset into the future.

The Crafers Village Design Guidelines provide a roadmap and long-term strategic directions for the village, ensuring that future actions, proposed developments, public and private investment as well as capital works contribute to achieving the vision for Crafers.

The concept plan, guidelines and materials palette illustrate a progressive framework of actions for Crafers. The recommendations contained within this document will require an ongoing commitment from the community, Council, key stakeholders, investors and State Government.

The design guidelines reinforces the character of Crafers that encourages a collaborative approach to the creation of a vibrant and active main street that incorporates future development demands while ensuring its sense of place and intrinsic heritage character remain intact.

These guidelines are also intended to be used to complement development controls for the Crafers Mainstreet Village precinct when considering development proposals and thereby facilitate the achievement of the desired outcomes as contained in this document.

