



MOONTA

URBAN DESIGN FRAMEWORK

JANUARY 2020

WAX

ACKNOWLEDGMENTS

1.1 ACKNOWLEDGMENTS

The development of the Moonta Urban Design Framework has been developed by Warwick Keates, Carina Sidwell and Kieran Power of WAX Design, with input and expertise of Copper Coast Council staff members including, Muller Mentz and Matt Dineen.

The Urban Design Framework has also been guided by the significant input of the community, the Moonta Traders Group and their ongoing support of the project.

REVISION	DATE	STATUS	CHECKED
D	17 January 2020	For Information	KP
C	12 January 2020	For Information	KP
B	22 November 2019	For Information	KP
A	27 September 2019	For Information	WK/KP

CONTENTS

1.0 INTRODUCTION

- 1.1 Project Purpose
- 1.2 What We Did
- 1.3 Project Process

2.0 KEY CONSIDERATIONS

- 2.1 Vehicle Movement
- 2.2 Pedestrian Movement
- 2.3 Cycling Movement
- 2.4 Human Experience
- 2.5 Landscape Amenity
- 2.6 Infrastructure

3.0 URBAN DESIGN PRECINCTS

- 3.1 Background
- 3.2 Precincts
- 3.3 Urban Design Action
- 3.4 Invite: Vision
- 3.5 Invite: Urban Design Action
- 3.6 Shop: Vision
- 3.7 Shop: Urban Design Action
- 3.8 Explore: Vision
- 3.9 Explore: Urban Design Action
- 3.10 Play: Vision
- 3.11 Play: Urban Design Action

4.0 URBAN DESIGN PROJECTS

- 4.1 Foodland Entry
- 4.2 Option 1
- 4.3 Option 2
- 4.4 Option 3
- 4.5 Town Entrance
- 4.6 Option 1- To Be Constructed
- 4.7 Option 2- Alternate Access Arrangement
- 4.8 Streetscape Updates

5.0 STYLE GUIDE

- 5.1 Style Guide
- 5.2 Surface Treatments
- 5.3 Structures and Furniture
- 5.4 Lighting
- 5.5 Planting

6.0 CONCLUSION

1.0 INTRODUCTION

1.1 PROJECT PURPOSE

WAX Design have been engaged by the Copper Coast Council to undertake a community consultation and analysis process of Moonta to understand what makes the town a great place and what opportunities exist to enhance the urban design of the town in the future. This planning process includes consideration of the built form, open space and public realm, transport connections and parking requirements, as well as the provision of infrastructure and facilities such as stormwater management and public toilets.

The focus of the Urban Design Framework is Moonta Town Centre. The intent of the Urban Design Framework is to reflect the community's expectations for the town centre and provide a guide for future planning, development projects and asset renewal programmes.

It is important to note that the purpose of the Urban Design Framework is to ensure that short term projects to improve the public realm are aligned with a long term planning of the Moonta Town Centre.

The development of the Urban Design Framework will assist with staging, budgets and processes, as well as providing a strategic overview. It is anticipated that any future planning would involve ongoing community involvement.

1.2 WHAT WE DID

WAX Design in partnership with the Copper Coast Council facilitated several community engagement activities with the community. An initial site walk over gave Council staff and Elected Members a chance to engage in a detailed discussion about the project and explore the potential of the Urban Design Framework.

This consultation was followed by a presentation to the community which allowed WAX Design to introduce the project. This enabled the team to gain an initial understanding of the community's passion and feelings for Moonta and sentiments towards the urban design of the town.

WAX Design then undertook a detailed site analysis process to understand the spatial context of the town centre and assess the function as well as the provision and quality of facilities and amenities.

Traffic counts were undertaken in April 2017 in two locations along George Street in Moonta Town Centre over ten consecutive days. This gave an understanding of the number of vehicles traveling along this stretch of road, peak traffic times and average speeds vehicles traveled in the Town Centre.

These activities provided an understanding of the issues that need to be addressed and the opportunities that exist. Using this information, a comprehensive survey was developed which aimed to test the analysis and receive feedback from the people who live, work and visit Moonta.

People were encouraged to provide feedback to ensure that the Urban Design Framework captured the aspirations and ideas of the community. The survey was undertaken between the 12th June to the 7th July 2017. The survey was both online and in hard copy in Council Offices.

Over 250 survey responses were received. These responses have directly informed the principles, key consideration, actions and projects of the Urban Design Framework.

The community feedback highlighted the various and often conflicting viewpoints that individuals held. To ensure that adequate engagement was provided a second round of consultation tested the analysis and allowed feedback from the people who live, work and visit Moonta. The survey period for respondents was between June and August 2019. The survey was both online and was available in hard copy in Council Offices.

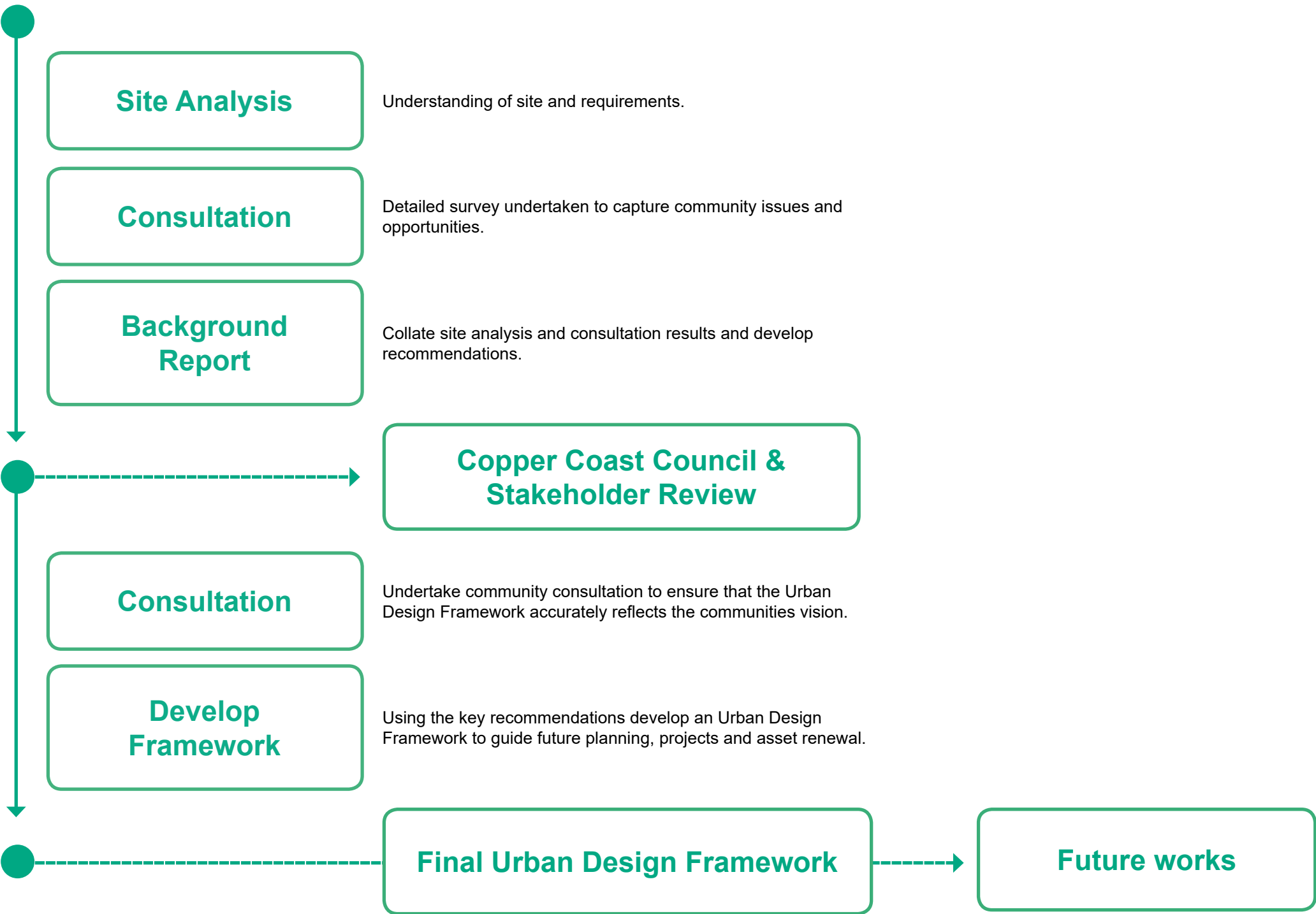
A community open day was held on the 1st June 2019. This provided the community with opportunity to discuss the potential of the Urban Design Framework in person and express personal points of view. This was supplemented with an online survey which the community could complete.

To maximise the amount of interaction between the design team and community, the open day and survey tested the different urban design responses within the draft Urban Design Framework. Over 400 responses were collected through both methods. This helped to gain an understanding of the issues and opportunities associated with the Town Centre. Specific topics explored issues, relating to the Foodland Entrance, Town Entry, Ellen Street Car Park and road crossing options.



1.3 PROJECT PROCESS

The following diagram provides a summary of the processes and actions that have been undertaken and have informed the Urban Design Framework.



2.0 KEY CONSIDERATIONS

2.0 KEY CONSIDERATIONS

The site analysis and survey responses from the first consultation period highlighted several number of key recommendations that aim to resolve issues and amplify opportunities. These recommendations have been explored in greater detail as part of the Urban Design Precincts. The following sections define the key recommendations and potential urban design responses with a focus on;

- **Vehicle Movement**
- **Pedestrian Movement**
- **Cycling**
- **Human Experience**
- **Landscape Amenity**
- **Infrastructure**

2.1 VEHICLE MOVEMENT

- The average speed of vehicles traveling through the town centre was between 25 and 35 kilometres per hour. This supports a **reduction in the speed limit**.
- There was **adequate on-street car parking** provision within the town centre.
- It is important to **retain the amount of disabled car parking** distributed across the town centre to support less mobile residents.
- Concerns exist about larger vehicles such as **RVs and Boat Trailers parking** within the town centre including the space they take up, visibility, and safety.
- There is **support for parking provision specifically to cater for larger vehicles** on the edge of town either around Queen Square or along other town streets (not the main street).
- Limited **concern about larger vehicles driving through** the town centre with many respondents acknowledging the importance to support tourism and encouraging tourists to shop locally.
- Larger vehicles accounted for only a small portion (1 to 2%) of total vehicle movements through the main street.
- Concern about **congestion and vehicle conflicts surrounding the Foodland exit** along George Street. It is suggested that a detailed traffic review is undertaken to support the future development of Foodland and resolution of this issue.
- Visitors spent between one and three hours in the town centre. This indicates that there is a high turn over of vehicles and people visiting the town centre and that easy movement, **quick access to parking and shorter parking times should be considered**.
- Opportunities exist to increase the visitation times to the town centre through **increased amenity, activation and provision of rest and congregation spaces**.

2.2 PEDESTRIAN MOVEMENT

- Even though the majority of respondents did not report having difficulties crossing roads, consideration should be given to **improving pedestrian crossing points**.
- Promoting an **all inclusive environment** which supports accessibility and improves the urban environment for the elderly and young children.
- Support a **shared space environment and pedestrian priority crossing points** in key locations.
- Consider visitor legibility and **provide pedestrian priority crossing points** which follow best practice guidelines.



2.3 CYCLING

- Provide **additional bike parking** in key locations within the town centre (outside the post office and chemist are suggested, or at either end of the town centre)
- Opportunity for slower speed limits in the town centre or providing **dedicated cycle lanes to improve cycling** in the town centre.
- Encouraging cyclists to use **alternative road connections** parallel to the main streets may be appropriate.
- Consult with school children, as these members of the community are likely to be the largest proportion of cyclists.

2.4 HUMAN EXPERIENCE

- Consider **slower speed limits** through the main streets or town centre to improve the experience of the area.
- Review provision of public infrastructure such as **seating and drinking fountains** to ensure they are functional, located appropriately and encourage use.
- Review current **street lighting** (asset renewal) or explore additional lighting underneath awnings to support safety and atmosphere or night time use of town centre.
- Establish another **public toilet facility** either central to the town centre such as Ellen Street or close to Foodland or the Chemist.
- Ensure that any public toilet has adequate passive surveillance which may be achieved through co-location with an established business and with a main street frontage.
- Ensure that existing and new public toilet facilities are maintained to a high standard.

2.5 LANDSCAPE AMENITY

- Explore potential to **increase street trees and gardens** within the town centre ensuring that vehicle and pedestrian sight lines remain clear and appropriately located in respect to heritage buildings and verandahs.
- Ensure that species selection considers local climate, water and maintenance requirement.
- Explore potential to **increase amenity and activation of Queen Square** particularly improving the function of this as a community events space, play space and relaxation stop off point in the town centre.
- Consider **seating, play space or nature play, improved pathways** within the reserve, shelter and lighting for Queen Square.

2.6 INFRASTRUCTURE

- Priority given to the **resolution of stormwater flooding** and flow issues within the town centre with feasibility of either underground stormwater drains or stormwater detention and retention through landscape.
- Consideration should be given to the protection of businesses which are at a high risk from flooding in the short term.
- Consider feasibility of the **harvest and reuse of stormwater** for the irrigation of public open spaces (long term consideration).





3.0 URBAN DESIGN PRECINCTS

3.1 BACKGROUND

From the background analysis and consultations, four urban design precincts have been identified. These precincts consider the key recommendations and identify opportunities for the development of the Moonta Town Centre.

The urban design precincts include;

- INVITE
- SHOP
- EXPLORE
- PLAY

3.2 PRECINCTS

Invite

- Provide a legible entry to the town.
- Provide a rest stop for visitors.
- Encourage visitors to explore Moonta and stay.
- Connect the town to the historic mines.
- Encourage day trips and longer stays in the town centre.
- Provide long stay parking facilities.
- Encourage a range of tourist accommodation options.
- Provide strong links to the visitor centre and town centre.
- Explore future development opportunities.

Shop

- Reinforce George Street as the mainstreet of Moonta.
- Provide a unique shopping experience for locals and visitors.
- Celebrate the towns history and existing urban fabric.
- Create a safe and accessible space.
- Encourage diverse retail and hospitality offering and experiences.

Explore

- Encourage visitors to explore the whole town centre.
- Provide link to parking areas and long stay facilities.
- Provide places to linger.
- Develop placemaking opportunities

Play

- Provide a place to play, rest and relax in the town centre.
- Support a variety of activities and events.
- Increase the landscape amenity of Queen Square.
- Provide accessible and legible connections to the mainstreet and town centre.

3.3 URBAN DESIGN ACTION

Within each urban design precinct are several urban design actions that explore the precinct's potential. These actions have been considered in terms of the following topics;

- Movement
- Public Realm
- Activation
- Infrastructure
- Landscape Amenity
- Heritage and Culture

Each action has been mapped and referenced against the urban design topics to demonstrate how the progressive delivery of the urban design actions will create an attractive, vibrant, legible and cohesive town centre.



INVITE

3.4 VISION

Invite represents the entrance to Moonta and the sense of arrival that visitors and the community will experience. The way people are welcomed into a town can leave a lasting impression, and this experience can affect whether people return.

The dominant vehicle access along Blanche Terrace and a lack of signage limits peoples understanding of the town. This issue increases for tourists visiting for the first time with RVs, trailers or caravans.

By exploring the development potential of the land associated with Blanche and Blyth Terraces a new sense of arrival and town entrance can be created.

The principle of 'invite' is applied through the development of a town entrance. The combination of signage and new landscape treatments will create a renewed sense of arrival with a focus on hospitality with an emphasis on shopping and services.

The potential of commercial development with a focus on transport services will improve accessibility for vehicles and removes conflict. Other development opportunities include light industry, specialist fabrication, small-scale processing (micro-breweries, food preparation) and boutique hospitality that reinforce the tourist potential of Moonta could be considered as part of any future development.

The development of pedestrian and cycle links will also increase the connectivity of the town centre with the Visitor Centre.

-  Movement
-  Public Realm
-  Activation
-  Landscape Amenity
-  Heritage and Culture
-  Infrastructure and Development



3.5 URBAN DESIGN ACTIONS

- ① Explore redevelopment of town entrance road and improve connections to Blanche Terrace and Ellen Street and establish a sense of arrival for visitors (see section 4.3).
- ② Undertake streetscape updates to improve the sense of arrival to the town including tree planting, footpath upgrades and landscaping.
- ③ Key development site to reinforce streetscape activation of Ellen Street and reinforce the public realm of Moonta.
- ④ Develop pedestrian and cycle links between the visitor centre, the town centre and the short stay visitor facilities to the north.
- ⑤ Explore potential to partially close section of Old Wallaroo Road to traffic to increase movement legibility.
- ⑥ Re-establish long and all day parking facilities and incorporate into overnight stay (camping and RV) facilities.
- ⑦ Retain natural character of overnight stay area and improve facilities for visitors.
- ⑧ Improve public realm adjacent residential areas and Ellen Street with new footpath, street trees and landscaping to create safe and accessible streets.
- ⑨ Create a legible and accessible entrance to the town centre with directional signage, street trees and landscaping to encourage people to stay and explore the town.
- ⑩ Investigate the potential to establish a rest stop and entry point with links to pedestrian and cycle connections.
- ⑪ Potential for commercial development that does not take away from the Town Centre function and provides high quality facilities with improved access and connection to the town centre. Capitalise on visibility of the location and at the same time provide a landscape setting that enhances the town entry experience.
- ⑫ Explore the potential to expand visitor centre to provide picnic and rest stops with good connection to the proposed local service station. These facilities will aim to cater for both residents and visitors, providing an area for visitors to refuel and relax and invite them to explore more of the town.
- ⑬ Enhance visitor centre as a key tourist location. Recognise and celebrate this as a key link between the historic town centre and the historic mines. Through entry road development, increased visibility of the visitor center and consider consolidation of vehicle entrance points as required.
- ⑭ Key development site to reinforce streetscape activation of Blanche Terrace and reinforce the public realm of Moonta. Consider potential contribution to the town entry and/or signage.
- ⑮ Explore future development potential of the eastern edge of the town with road access to reinforce the sense of arrival (consider appropriate development for Section 2279).



SHOP

3.6 VISION

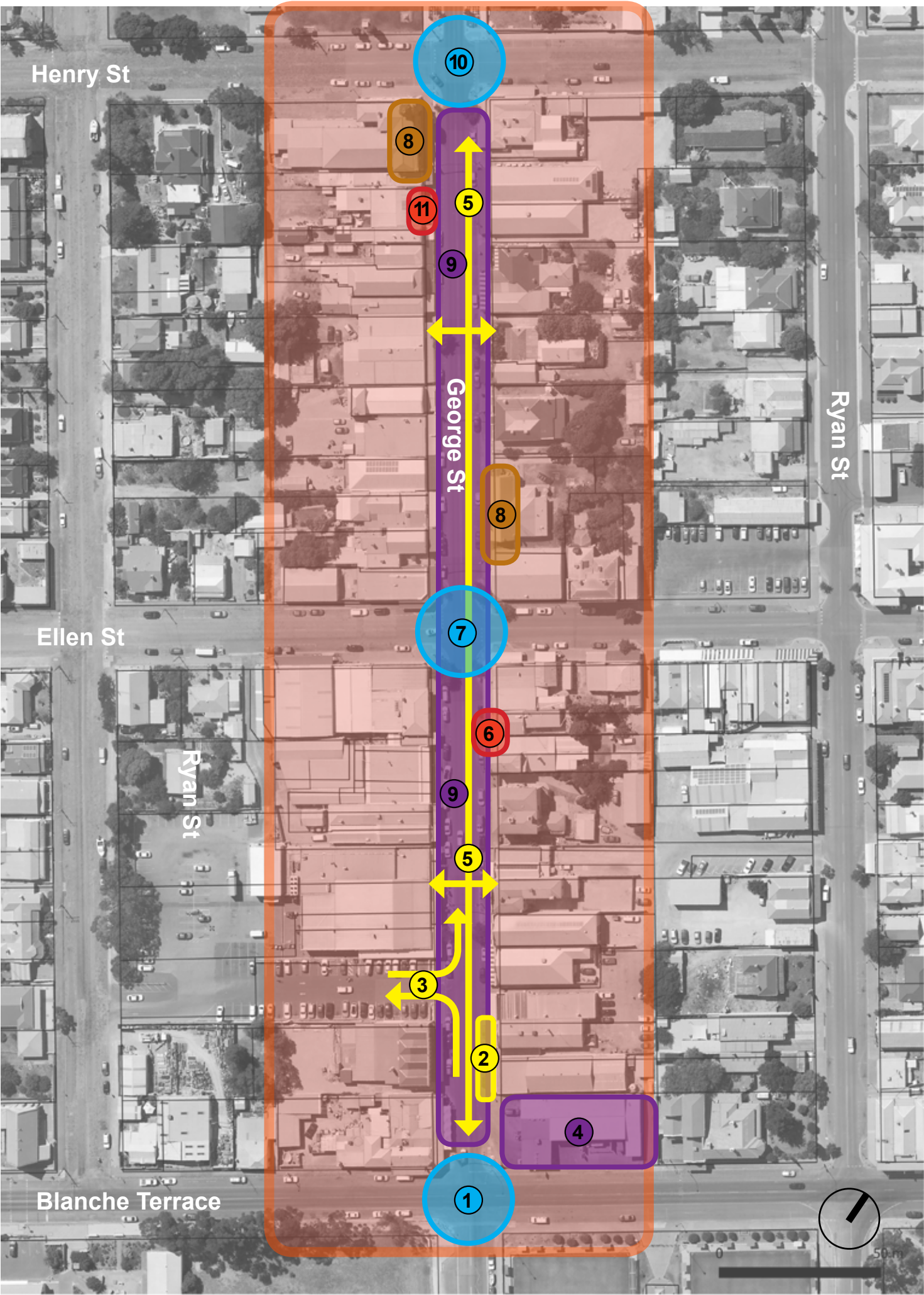
George Street is the retail and commercial heart of the town. The scale of the shop fronts, the verandahs and heritage facades create a beautiful mainstreet that is accessible on foot and by car.

The urban design actions for the Shop Precinct focus on reinforcing the existing qualities of George Street and at the same time providing new experiences and improving the public realm. These include improving the condition of the footpaths, increase street trees, new garden beds and additional street furniture.

As mainstreets become more focused on the shopping experience, George Street will need to become an attractive destination that encourages people to linger.

The legibility of the public realm will also be improved with new pedestrian crossing points, rest stops and outdoor dining areas to increase the activation of the public realm.

-  Movement
-  Public Realm
-  Activation
-  Landscape Amenity
-  Heritage and Culture
-  Infrastructure and Development



3.7 URBAN DESIGN ACTIONS

- ① Create a clear and safe entry to the mainstreet. Explore vehicle turning lane, pedestrian crossing points and clear signage.
- ② Retain disabled parking. Review design to ensure compliance with Australian Standards and increase access to mainstreet footpaths.
- ③ Manage traffic movements to Foodland from George Street. Ensure adequate sight lines, provide clear directions, ensure safe vehicle movements and provide a safe pedestrian crossing (refer to Section 4: Urban Design Projects).
- ④ Explore relocation of existing petrol station. Potential re-development site and new entrance to George Street. Ensure that future development proposals compliment the Moonta Hotel to form 'grand' town centre entrance.
- ⑤ Reduce speed limits along George Street to 30km/h to improve pedestrian safety and encourage cycling and pedestrian access. Improve pedestrian crossing.
- ⑥ Resolve management of underground stormwater infrastructure. Review and increase footpath width and decrease slopes and cross falls where possible.
- ⑦ Create activation at the intersection of George Street and Ellen Street with protuberances, landscaping, street trees, seating and signage. Develop a destination in the heart of Moonta that encourages people to explore the town centre.
- ⑧ Celebrate historic buildings in the town. Increase the heritage interpretation and upgrade signage. Explore potential to increase landscape setting and use of materials that reinforce the heritage context of the buildings
- ⑨ Review street cross section and explore opportunities to increase footpath width and decrease pavement cross falls. Retain existing vehicle movements through the town centre and parking facilities. Increase landscape treatment and the quality of the public realm.
- ⑩ Improve connectivity between George Street and Queen Square with a focus on increased pedestrian movements between the mainstreet and the open space of the square . Provide a safe pedestrian crossing (with reduced crossing distances), increase the tree planting and landscape treatments and explore opportunities for outdoor dining and seating areas.
- ⑪ Locate rest stops and street furniture in strategic locations to encourage people to sit and linger (benches, bins, drinking fountains, shade, public art).



EXPLORE

3.8 VISION

Ellen Street provides numerous activation opportunities for the town centre with a focus on pedestrian access, open space parking and the delivery of public services. Ellen Street provides an alternative experience to the mainstreet focus of George Street.

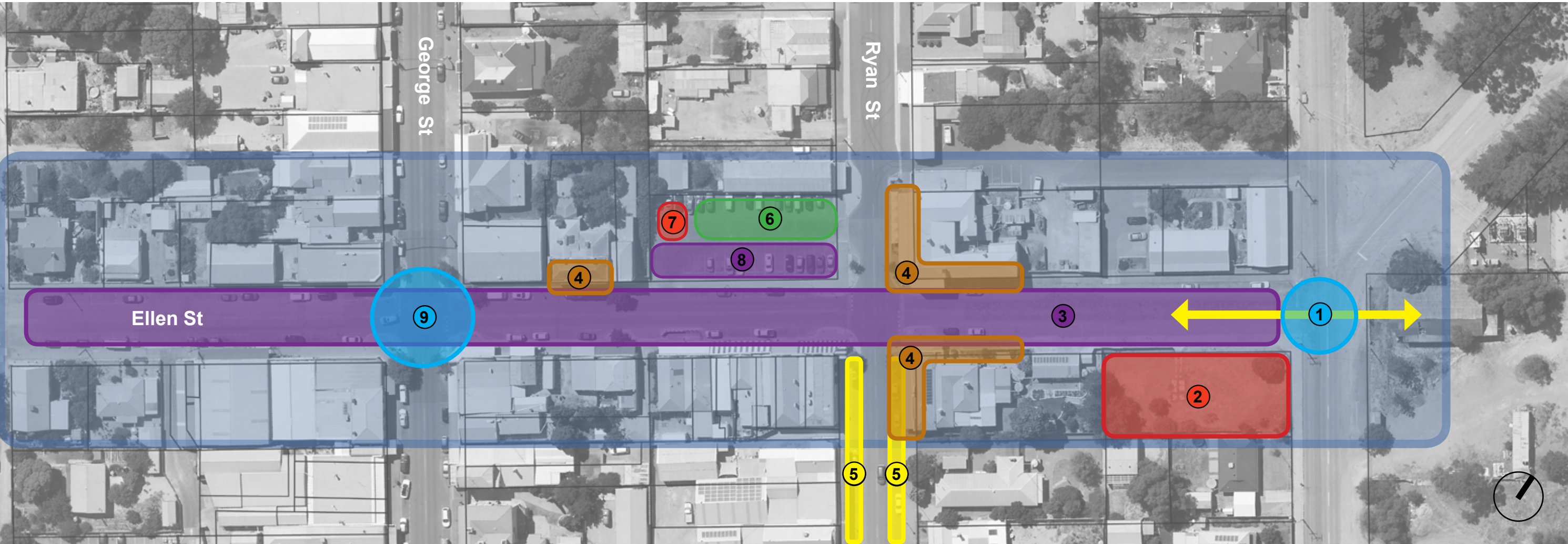
Uniquely within the town centre is an existing car park that provides opportunities for new public realm upgrades. This includes open space, modified parking and a public toilet.

The upgrade of the car park with landscape areas, benches and shade trees whilst retaining car parks has the potential to improve the visual amenity and character of Ellen Street.

Additional street trees and a continuous footpath from Blyth Terrace to Milne Terrace will encourage greater exploration of the town. This will be reinforced by the upgrade of the town entrance.

The landscape and footpath upgrades will extend into Ryan Street and adjacent residential areas, further increasing the impact and outcomes of the urban design framework across the town.

- Yellow circle Movement
- Purple circle Public Realm
- Blue circle Activation
- Green circle Landscape Amenity
- Brown circle Heritage and Culture
- Red circle Infrastructure and Development



3.9 URBAN DESIGN ACTIONS

- ① Create a legible and accessible entrance to the town centre to link Ellen Street (Explore) with Blythe Terrace (Invite). Increase signage and wayfinding opportunity to promote safe vehicle speed, accessibility and improve pedestrian access.
- ② Key development site. Explore the potential for hospitality/accommodation development that reflects and compliments the built form character of the town. Encourage footpath upgrades that increase the connectivity of the town centre.
- ③ Improve public realm and pedestrian experience throughout the precinct. Explore the potential to upgrade footpaths and provide accessible crossing points. Promote tree street planting, shade and landscaping.
- ④ Celebrate historic buildings in the town. Increase the heritage interpretation and upgrade signage. Explore potential to increase landscape setting and use of materials that reinforce the heritage context of the buildings.
- ⑤ Retain on-street car parking and provision of disabled parking at key locations. Review design to ensure compliance to Australian Standards.
- ⑥ Regenerate the existing car park with lawns, landscape areas, benches and shade trees.
- ⑦ Ensure access to existing public toilet.
- ⑧ Create an attractive public realm that compliments the Ellen Street park and supports the surrounding historic buildings and outdoor dining areas.
- ⑨ Create central activation at the intersection of George Street and Ellen Street with protuberances, landscaping, street trees, seating and signage. Develop a destination in the heart of Moonta that encourages people to explore the town centre.



PLAY

3.10 VISION

Queen Square represents a significant open space within the town. The square provides a landscape for people to relax, play and congregate. The square contains many important assets including, mature trees, lawns, toilets and public art. The upgrade of Queen Square will create a significant community space that will complement the urban design actions associated with George Street and Ellen Street.

The development of additional footpaths throughout the square will increase accessibility, and new tree planting and garden beds will enhance the landscape amenity. Also, the development of a new playspace reinforces Queen Square as a regional destination. A new shade structure and an upgrade of the existing toilets will increase the function and amenity of the area.

The introduction of pedestrian crossing points and parking for larger vehicles will increase the connectivity of the square to the town centre.

-  Movement
-  Public Realm
-  Activation
-  Landscape Amenity
-  Heritage and Culture
-  Infrastructure and Development



3.11 URBAN DESIGN ACTIONS

- ① Build on the public realm upgrades that have been implemented along George Street including street tree planting, protuberances and new paving materials.
- ② Develop parking areas around the square for larger vehicles (RV, trailer and caravans).
- ③ Increase street planting around the square to expand the open space qualities into the surrounding streets.
- ④ Upgrade the existing diagonal pathways through the square with all weather accessible surface material (3m wide) to increase connectivity to residential areas.
- ⑤ Develop an 'all accessible' playspace with a diverse range of play values to cater for a variety of ages and abilities. Seek to develop the playspace in collaboration with the local community.
- ⑤a Integrate existing wombat play sculptures into playspace and use a potential theme for the upgrade of the playspace.
- ⑥ Provide a range of event space opportunities which can be used by the community. Consider the integration of seating, shade and shelter and opportunities for public art.
- ⑦ Develop a large events space and incorporate existing steps as part of an amphitheatre. Explore opportunities for outdoor cinema in collaboration with the existing cinema.
- ⑧ Upgrade toilets, maintain to a high standard. Ensure accessibility.
- ⑨ Increase the pedestrian connection associated with the George Street and Henry Street intersection with protuberances, landscaping, street trees, seating and signage. Develop a public realm destination that connects Queen Square with the town centre.
- ⑩ Increase places for people to relax and socialise (seating, picnic, BBQ)
- ⑪ Increase amenity planting and manage the existing trees to maintain the landscape character and value of the square.
- ⑫ Consideration should be given to removing the historic sign. Potential to re-establish public art and signage to reflect the character of the square.



4.0 URBAN DESIGN PROJECTS

4.1 URBAN DESIGN APPROACH

A key focus of the Urban Design Framework has been the development of a cohesive and legible public realm for Moonta. That is to say, the creation of streets, places and open spaces which enhance the town while maintaining the existing character and qualities.

The Urban Design Framework provides a guide for the community and Council in relation to the ongoing management of the town and its public realm. The urban design framework will also guide the future character and urban fabric of Moonta to ensure that urban design projects are aligned, realistic and agreed.

The following projects provide recommendations that will assist with the planning and design of Moonta. Ideally, these projects will involve an ongoing discussion with the community by asking questions of the people who live, work and play in Moonta, to discover their needs and aspirations.

Ultimately, the Urban Design Framework creates a vision for Moonta that:

“Promotes people’s health, happiness, and wellbeing through the creation of quality streets, open spaces and public places that promote the social and economic vitality of Moonta while maintaining the town’s unique identity”

The following projects build on the ideas and aspirations of the community and aim to deliver a new vision for Moonta.

The Urban Design Projects include:

- **Foodland Entry**
- **Town Entrance**
- **Ellen Street Car Park**
- **Pedestrian Crossing Options**



4.0 URBAN DESIGN PROJECTS

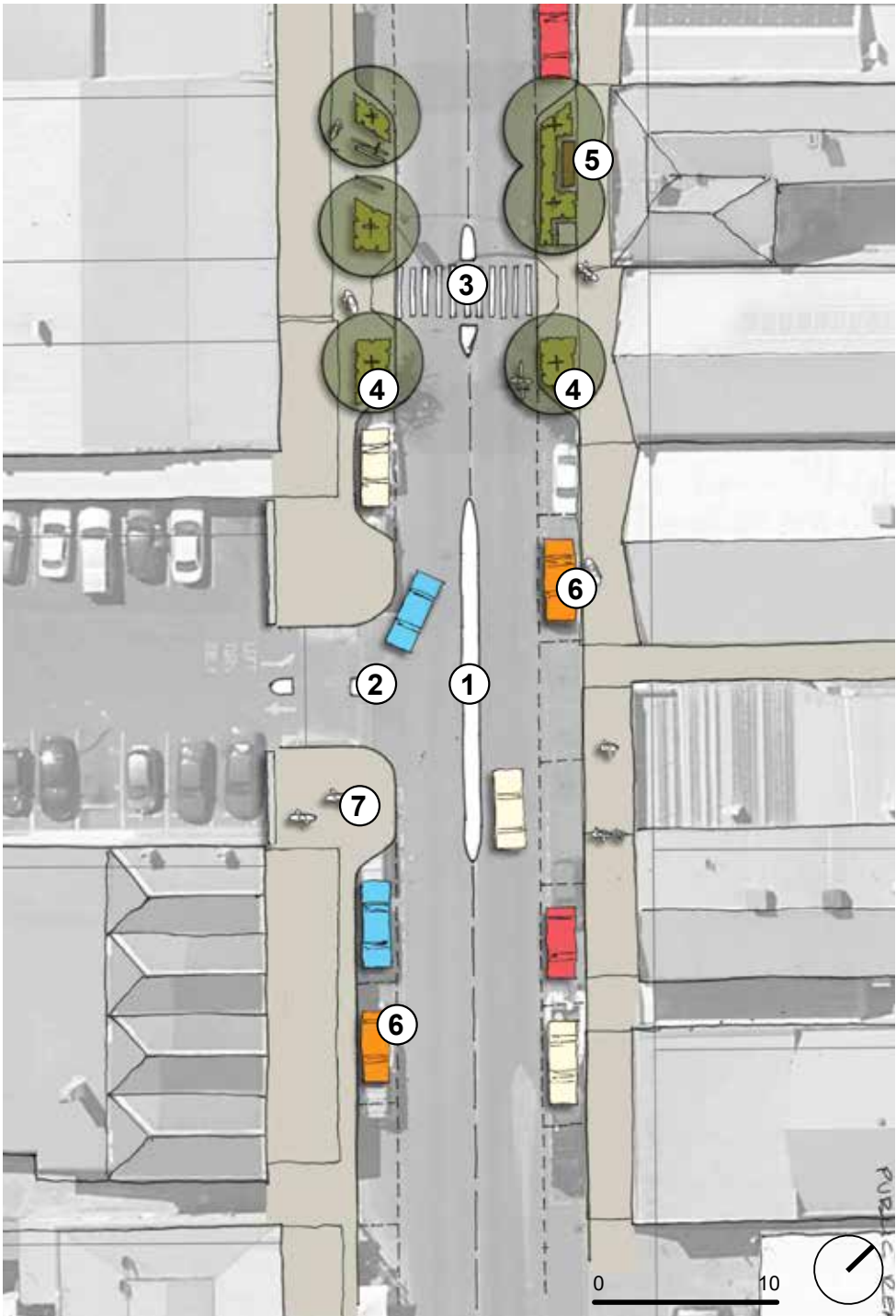
4.2 FOODLAND ENTRY

A key focus of the community feedback was the Foodland car park entry. The importance of Foodland as a destination in the town centre is often impacted by the pedestrian and vehicular conflicts that occur due to the design of the car park entrance.

The preferred option, as identified by the community provides an alternative arrangement for the entrance that improves pedestrian and vehicular access as well as increase the quality and function of the public realm.

The crossing layout promotes left turns (in and out) only and removes the right turns. A designated crossing point is provided north-west of the intersection. This crossing point is reinforced by street tree planting, additional street furniture and landscaping.

- ① Central median to restrict right turns and reduce vehicular conflicts
- ② Left turn (in and out) only to simplify vehicle movements into and out of the Foodland entrance
- ③ Pedestrian crossing point
- ④ Protuberances with landscape treatments
- ⑤ Rest stops with seating, street furniture, tree planting and landscaping
- ⑥ Retention of existing on-street parking
- ⑦ Protuberances and increased footpath width to front of Foodland



4.3 TOWN ENTRANCE

As part of the Urban Design Framework a review of the town entrance has been undertaken to ensure that principles of legibility, accessibility and amenity are embedded in the urban design of Moonta.

The Urban Design Framework considers town entrance and the potential activation of Section 2279. In the short term, the current entrance to Moonta would be retained with future development exploring the possibility of a roundabout.

The redevelopment of the existing service stations and the undeveloped land to the north should be considered a priority at these highly visible and key locations within the town centre and developed appropriately.

The land provides numerous development opportunities to the relocation of the service stations, reinforce the character and the function of the town, provide improved connections to the Visitor Centre as well as slow the speed of vehicles travelling into the town centre.

Ultimately, the town entrance is an invitation to explore, stay and discover Moonta.

SHORT TERM

- ① Section 2279
- ② Maintain existing road alignment with access to Blyth Terrace
- ③ New landscape, signage, public art to create town entrance
- ④ Tree lined road with improved pedestrian pathways and connections
- ⑤ Shared path link to visitor centre

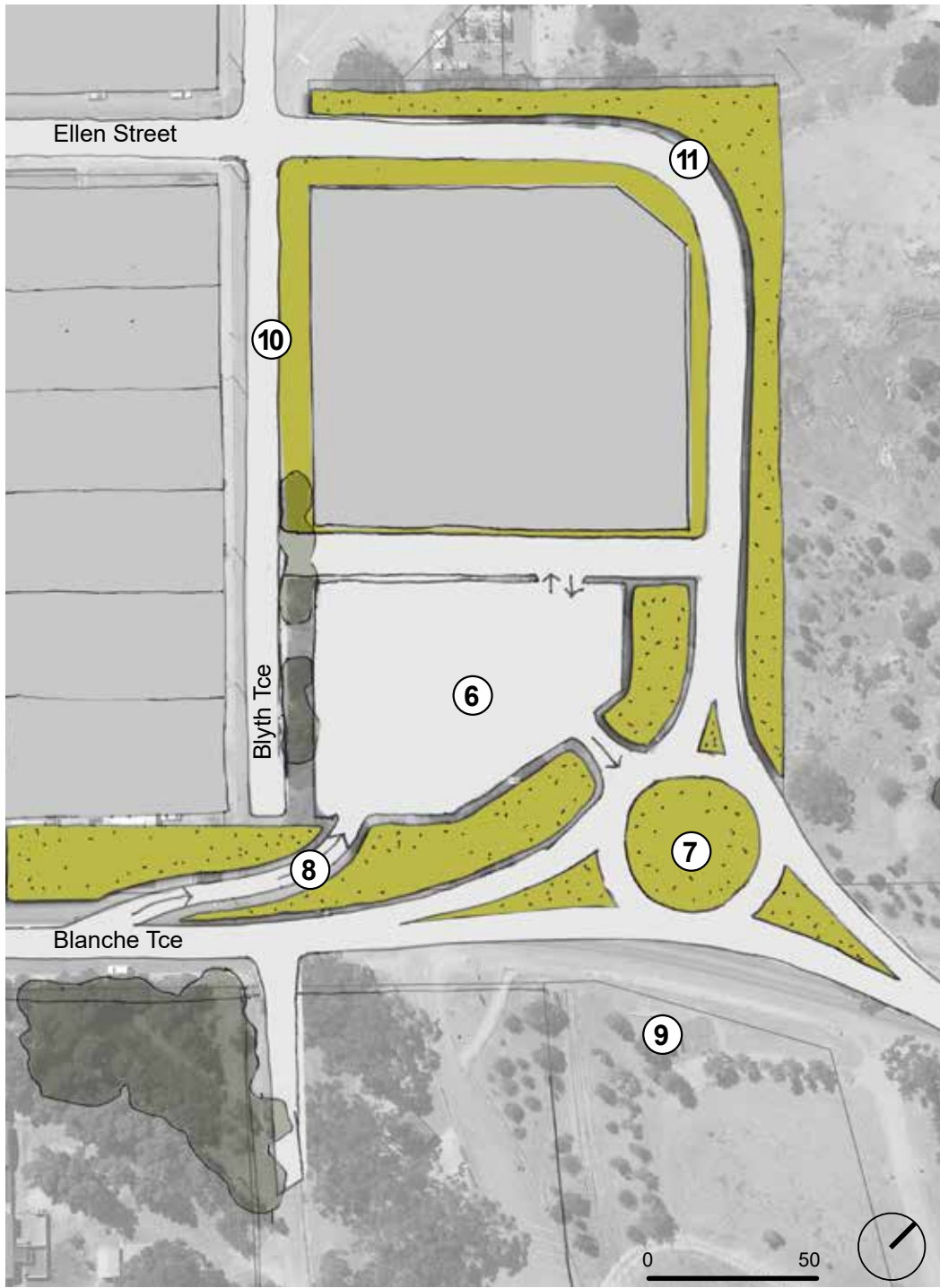
LONG TERM

- ⑥ Potential profile development site (petrol station etc.)
- ⑦ New roundabout forming town entrance.
- ⑧ Road closure to manage traffic
- ⑨ New landscape, signage, public art to create town entrance
- ⑩ Access to Blyth Terrace maintained
- ⑪ Tree lined entrance road with direct access to development parcels

SHORT TERM



LONG TERM



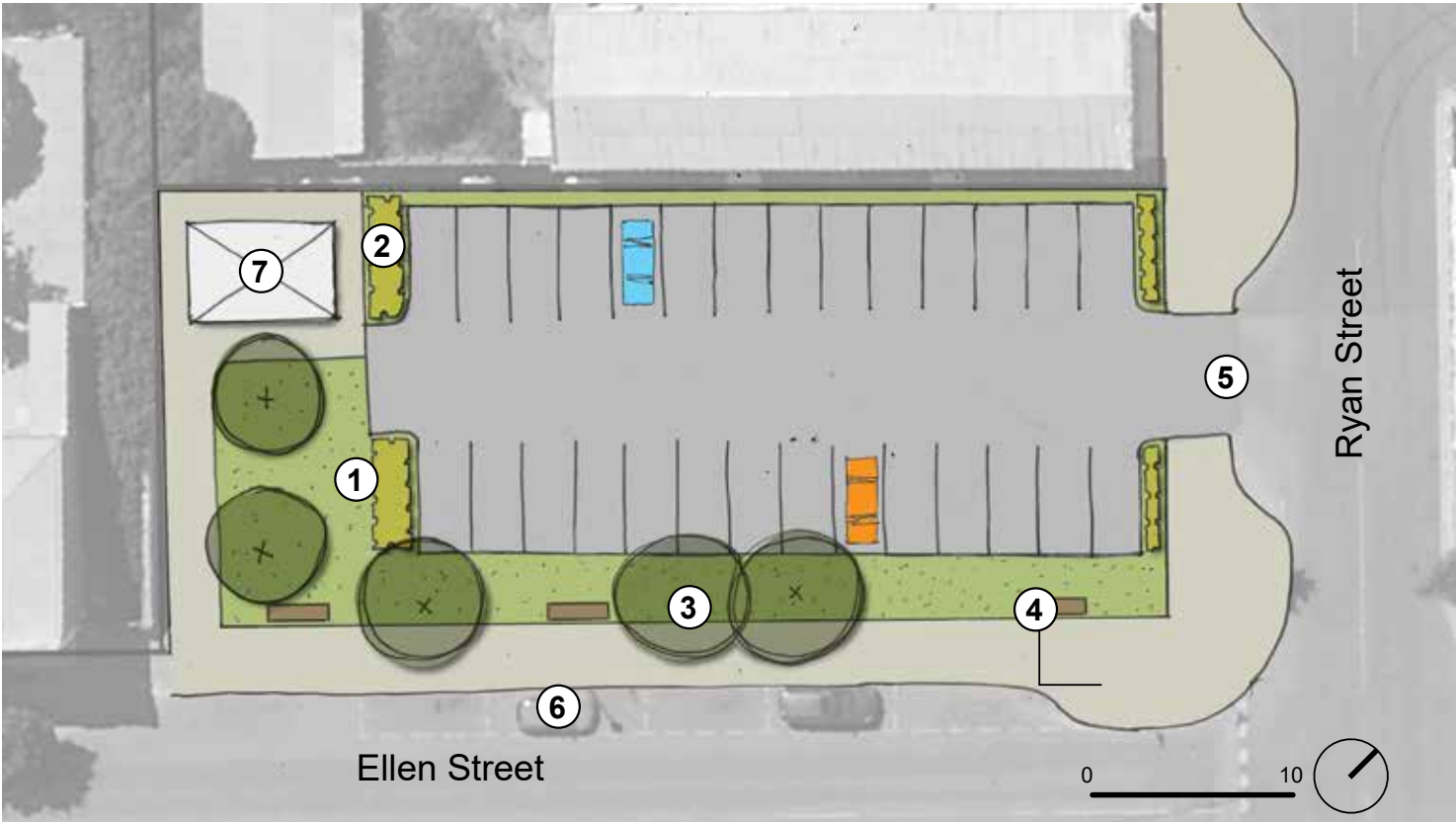
4.0 URBAN DESIGN PROJECTS

4.4 ELLEN STREET CAR PARK

The Ellen Street is a Council-owned allotment which currently operates as a public car parking space. There are opportunities to improve the amenity and visual character of Ellen Street through the addition of landscape with trees and seating areas for the public.

This design retains 29 car parks (33 existing) with access to the car park provided from Ryan Street, with on-street parking retained on Ellen Street. The design also supports the new public toilet in the north-western corner of the car park. It was identified through community consultation that additional public toilet locations are needed throughout the town centre in easily accessible locations.

- ① Lawn area to front of toilet
- ② Feature planting and garden beds
- ③ Shade trees
- ④ Bench seats
- ⑤ Access via Ryan Street
- ⑥ Retention of existing on-street parking
- ⑦ Public toilets



4.5 STREETScape UPGRADES - ELLEN STREET

- ① New street furniture to create rest stops for pedestrians
- ② Tree planting and garden bed creating shade and amenity
- ③ Kerb ramp (disability inclusive) to increase connectivity along Ellen Street
- ④ Line marking to encourage awareness of cyclists
- ⑤ Zebra crossing to reinforce pedestrian crossing points and encourage slower vehicle speeds
- ⑥ Angled parking to off-set redevelopment of existing car park
- ⑦ Garden bed with water sensitive urban design to increase stormwater infiltration during rain events
- ⑧ New town centre park with seating, shelters and open space
- ⑨ New street tree planting
- ⑩ Public toilet with disabled access and change facilities



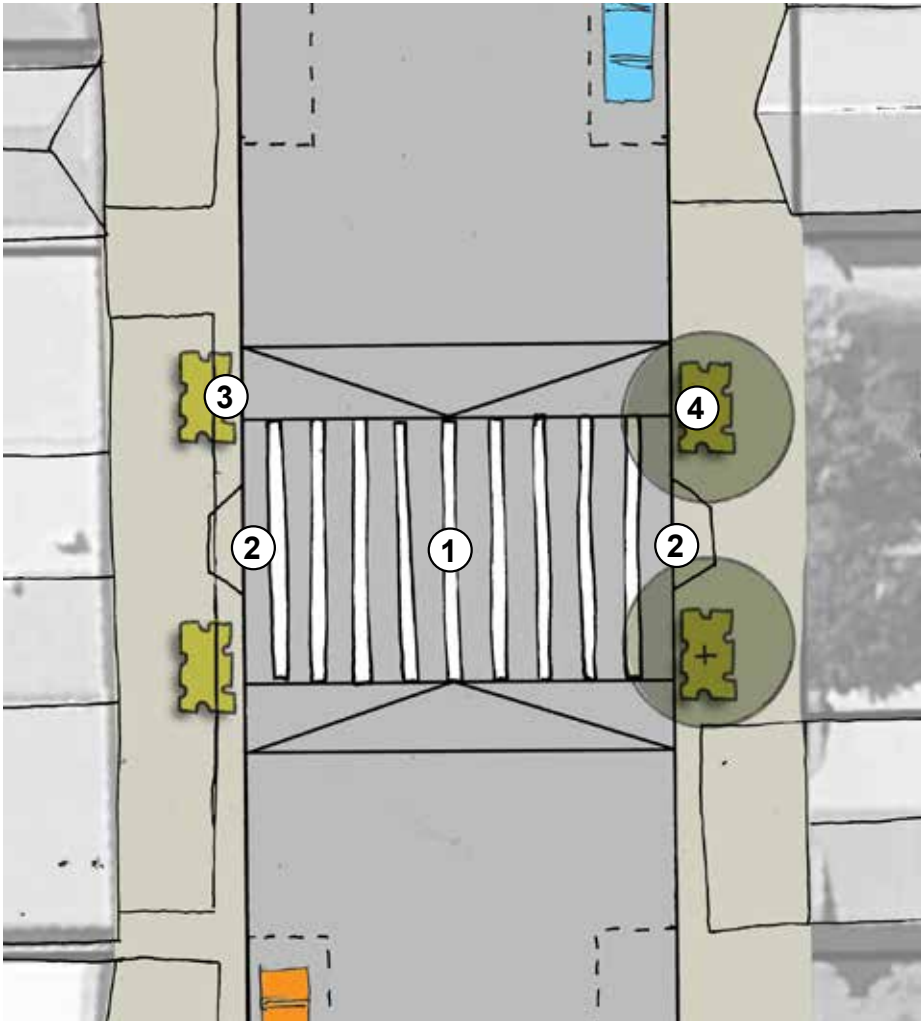
4.0 URBAN DESIGN PROJECTS

4.6 CROSSING OPTIONS

The community consultation process has highlighted the need to upgrade the existing pedestrian refuge crossing point on George Street. Furthermore, it was identified that additional pedestrian crossing points are needed through the town centre.

A zebra crossing was identified by the community as the preferred approach when implementing new crossing points within Moonta. The following option depicts the standard zebra crossing which can be implemented at strategic locations throughout the town. This approach prioritises pedestrian movements whilst improving streetscape amenity with feature planting and street trees.

- ① Raised zebra crossing providing crossing point with pedestrian priority
- ② Kerb ramps
- ③ Feature planting areas
- ④ Street trees



4.0 URBAN DESIGN PROJECTS

4.7 STREETScape UPGRADES - GEORGE STREET

- ① Future new paving to George Street to improve the amenity of the street with modification to building thresholds to increase accessibility
- ② Stormwater swale with gravel treatments to manage storm events and erosion
- ③ Garden bed with water sensitive urban design to increase stormwater infiltration during rain events
- ④ Increased footpath width to enable outdoor dining and additional seating. Pavement colour to match existing as interim design measure
- ⑤ New tree planting to increase shade and amenity
- ⑥ Bollards to demarcate pedestrian crossing with lighting and signage to increase accessibility.
- ⑦ Zebra crossing to reinforce pedestrian crossing points and encourage slower vehicle speeds
- ⑧ Line marking to encourage awareness of cyclists



4.0 URBAN DESIGN PROJECTS

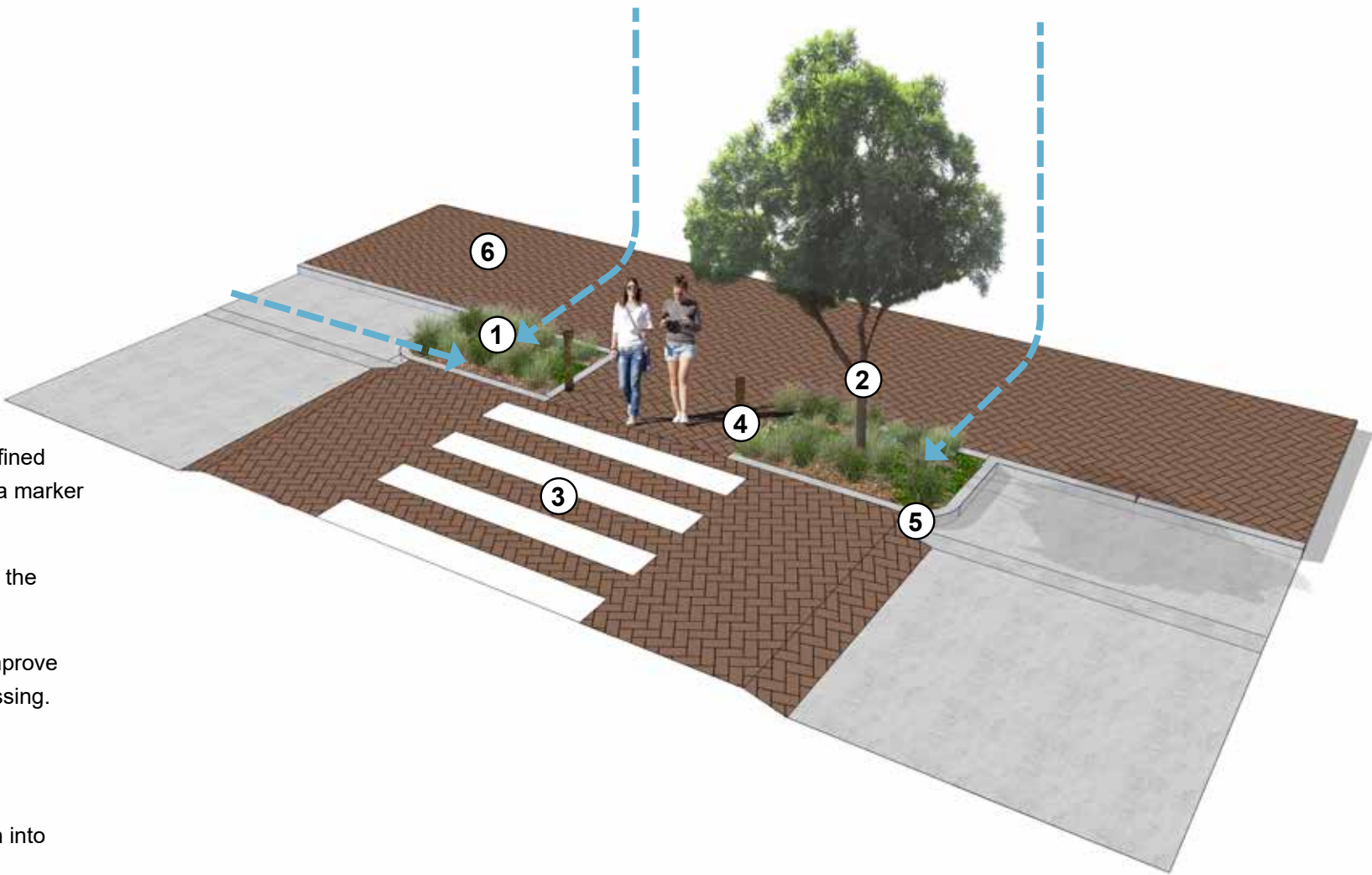
4.8 STREETSCAPE UPGRADES

The Urban Design Framework focusses on upgrading the public realm of Moonta and delivering accessible, high-quality streets and public spaces. The analysis and community feedback identified an urgent need to improve pedestrian access to encourage people to explore Moonta.

The following proposals illustrate landscape and urban design opportunities for the numerous crossing points throughout the town centre. The streetscape upgrades will increase amenity, reduce crossing distances for pedestrians, capture stormwater and create seating areas.

The combined impact of these small interventions will be significant and create a new public realm layer across the entire town centre which will deliver substantial community benefit.

- ① Amenity landscape with water sensitive urban design (WSUD) opportunities creating defined crossing points. The landscape areas become a marker point increasing the legibility of the streetscape
- ② Create tree pits to form landscape setting within the public realm.
- ③ Raised paved tabletop with zebra crossing to improve pedestrian access and reinforce pedestrian crossing.
- ④ Bollards set within landscape beds to improve pedestrian safety.
- ⑤ Concrete kerb edge to landscape beds to match into defined landscape areas
- ⑥ Future paving treatments to reflect the quality and character of Moonta



5.0 STYLE GUIDE

5.1 STYLE GUIDE

The need to create cohesive public places and open spaces will be critical to the success of the Moonta Urban Design Framework. There is an opportunity to reinforce the culture, social vibrancy and place-making potential across the town centre to ensure that the principles and projects for Moonta town centre are made real.

By applying a consistent approach to the design and selection of elements, objects and materials in the streets and open spaces of Moonta, quality outcomes can be delivered. The analysis and community consultation has highlighted Moonta needs to reinforce the existing character for the town centre.

The principle aim of the Urban Design Framework 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 Urban Design Framework and the associated projects.

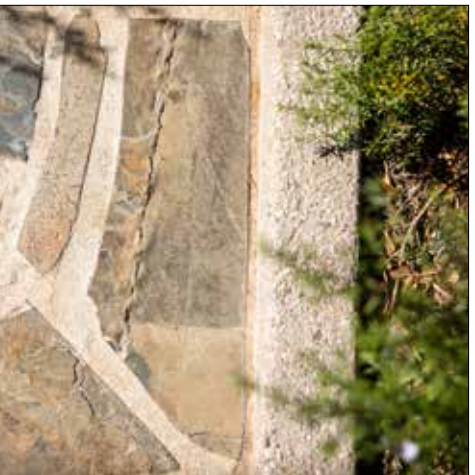
Much of the character of Moonta comes from the heritage character and the authentic rural landscape of the Yorke Peninsula. These values are contained in the architecture of the buildings, walls, fencing and landscapes through the use of building materials such as stone, aged metals, brick and timber. These materials reflect the history of Moonta and exhibit the idea of permanency and quality; lasting elements that reinforce the resilience of Moonta and Yorke Peninsula.

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 Moonta’s community.

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

5.2 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 George Street should be high quality, dark brick pavers with a lighter colour banding (stone, brick, concrete paver). Aged steel edging and stone kerb detailing should be used to reinforce George Street as Moonta’s primary retail precinct.
- Paving throughout the remainder of the town 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 incorporate to provide fun elements that help create a strong cultural identity for Moonta.



5.0 STYLE GUIDE

5.3 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 rural and working character of the surrounding landscape.
- Opportunities to acquire and reuse materials will help maintain an authentic visual aesthetic and should be considered.
- 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 town centre.
- Suggested street furniture is the GHD and Victor Harbor ranges from Spark Furniture ensuring a consistency and unity across the public realm to reinforce the character of the area.
- 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.

5.4 LIGHTING

- An appropriate selection of lighting that reflects the historic context of the town centre without reproduction or faux replication.
 - Suggested street lighting is the WE-EF PFL series.
 - 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.



5.5 PLANTING

Trees

- Citrus trees various
- Cupaniopsis anacardioides
- Eucalyptus ordorata
- Eucalyptus porosa
- Jacaranda mimosifolia
- Platanus x acerifolia
- Pistacia chinensis

Shrubs

- Acacia cognata ‘Lime Light’
- Atriplex vesicaria
- Correa ssp.
- Dodonaea viscosa ‘Purpurea’
- Enchylaena tomentosa
- Eremophila scoparia
- Grevillea lavandulacea ‘Mt Lofty’
- Maireana sedifolia
- Ptilotus obovatus
- Rhagodia spinescens
- Westringia ‘Jervois Gem’
- Viburnum tinus

Grasses. Sedges and Rushes

- Austrodanthonia caespitosa
- Dianella ‘Goddess’
- Dianella ‘Little Jess’
- Ficinia nodosa
- Lomandra tanika
- Poa labillardieri var. labillardieri
- Stipa elegantissima
- Triodia irritans

Groundcovers

- Carpobrotus rossii
- Disphyma crassifolium ssp. clavellatum
- Goodenia varia
- Hardenbergia violacea
- Kennedia nigricans
- Myoporum parvifolium



6.0 CONCLUSION

The Moonta Urban Design Framework builds upon the investigations and significant community engagement completed by Copper Coast Council and WAX Design. Through analysing both opportunities and challenges of future development, as well as the social, economic and environmental impacts, the Urban Design Framework sets the vision for Moonta.

The Urban Design Framework provides a vision for Moonta that encourages a collaborative approach to the creation of a vibrant and active public realm for the community. The Urban Design Framework incorporates increased accessibility, function and amenity while acknowledging and building on current character and sense of place.

“Develop as a safe, healthy, memorable, one of a kind place for the community and visitor alike.

Create a town that builds on its heritage character, acknowledging Moonta’s community and celebrating the town’s unique character”.



