ROBERT STREET MAITLAND

CONCEPT DESIGN REPORT

JULY 2022

FINAL DRAFT REPORT

YORKE PENINSULA COUNCIL

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WAX DESIGN

ACKNOWLEDGEMENT

We would like to acknowledge that Maitland is located on the traditional lands of the Narungga people. We respect the cultural beliefs of the Narungga people and their spiritual relationship with Country.

The development of the Robert Street Maitland Concept Design has been led by Yorke Peninsula Council with significant guidance and input from the Maitland community.

REVISION	DATE	STATUS	CHECKED
A	14 FEB 2022	INFORMATION	WK
B	16 MARCH 2022	INFORMATION	WK
C	14 APRIL 2022	INFORMATION	WK
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E	14 JULY 2022	INFORMATION	WK

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01 BACKGROUND

1.1 Introduction

Before European settlement, the area around Maitland was inhabited by the Narungga People, whose lands spread across the entire Yorke Peninsula. In 1851 the first European settlers, the Rogers family, settled in the area. For the next fifty years, the town established itself as a key agricultural hub.

In 1905 the first crop of barley was planted in the area, and by the 1910s, the town, because of the wealth flowing from the production of barley, had a reputation for affluence. During this period, it was claimed that Maitland had more cars per head of population than any other town in South Australia.

Today the town is at the centre of a rich farming district. The limestone soils are ideal for growing barley and wheat, and the area enjoys significant annual rainfalls.

Maitland's historic urban design is based on Adelaide's central business district with a regular grid of streets surrounded on all four sides by parkland.

The Robert Street Concept Plan aims to build on the town's rich history and create a best practice guide to planning and development of the mainstreet. The Concept Plan provides principles, plans and actions that create guidelines for Robert Street. These guidelines are not prescriptive but are intended to provide ideas and opportunities that maintain and enhance the town's character.

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

The objectives of the Concept Plan aim to:

- Enhance and protect the unique character of Maitland and encourage increased use of the mainstreet.
- Improve pedestrian movement, access and safety with a strong focus on prioritising pedestrians, including user-friendly spaces, universal design principles and DDA accessibility.
- Respond to the many existing constraints, including existing plane trees, terrain, public roads and existing service infrastructure.
- Identify ways to introduce public art into the public realm.
- Enhance the mainstreet and create a vibrant and welcoming town centre.
- Balance car parking and vehicular movements, and existing speed limits and large vehicle movements.
- Improve connections to the mainstreet.
- Review, upgrade and development of the existing facilities to meet future community needs.
- Adequately reflect feedback from the stakeholder and community consultations.
- Promote the use of local and native species, water sensitive urban design, green infrastructure, innovative themes, and appropriate tree or shrub planting.
- Increase the flexibility and usability of the public realm for informal recreation, leisure activities and civic and community events.
- Prepare a Concept Plan which is creative and innovative and exploits the very best for Robert Street, the town and the community.
- Identify areas of high quality hard and soft landscaping and minimise ongoing maintenance.

The Concept Plan takes into consideration the physical, cultural and environmental context of Maitland. The report explores the capacity of Robert Street and considers how progressive planning can combine with open spaces, the public realm, pedestrian access and car parking to deliver an enhanced and revitalised mainstreet for Maitland.

The implementation of the desired outcomes presented in this report will be dependent on funding and collaboration between Council, private landowners and the Department for Infrastructure and Transport (DIT).

Aerial view of Maitland 1937

1900

1930

2020

Future

02 PROJECT FOCUS

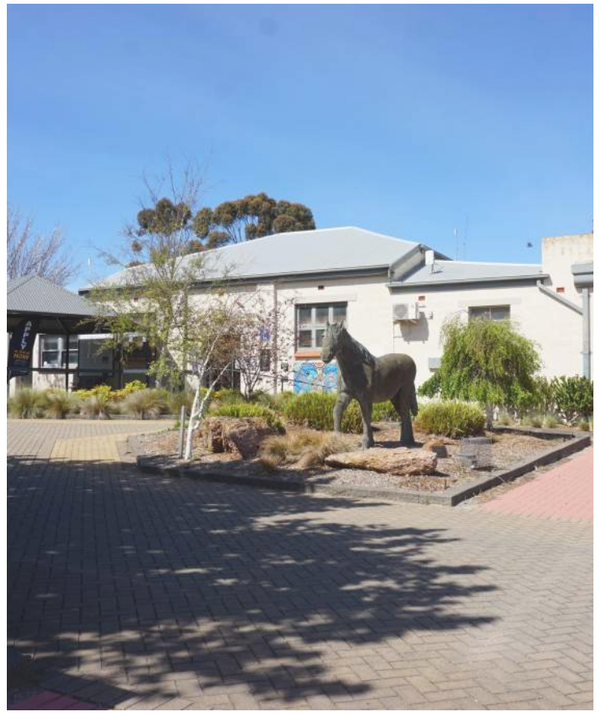
2.1 Context

The Robert Street Concept Design is focused on Robert Street between Rogers Terrace and Gardiner Terrace. The project scope includes Robert Street's connections to all adjoining roads and businesses along the main street, including the: Uniting Church, Bakery, Hotels, Foodland, Pharmacy, and Information Centre.

Whilst the consultation engagement, site analysis and masterplan have considered wider links, the primary scope area is highlighted alongside.

Project Focus Area

Scale 1:5000 @ A3



02 PROJECT FOCUS

2.2 Focus Area

Project Focus Area

Scale 1:1000 @ A3

0 50m

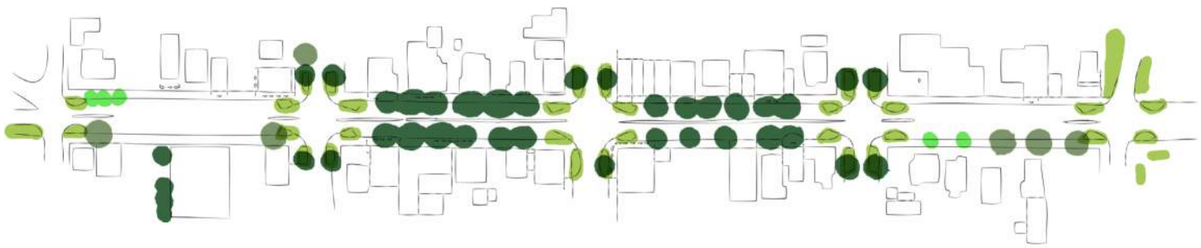

ELIZABETH ST
BodySync Fitness
Narungga Community Health Care
Maitland Bakery
SAMUEL ST
Maitland Isuzu/Toyota
Maitland Stihl
Hairdresser
MOONTA RD
ROBERT ST
ROGERS TCE
Hotel Maitland
Maitland Uniting Church
War Memorial
Maitland Playground

03 ANALYSIS

3.1 Context

The following site analysis identifies a number of observations and considerations that have been reviewed, challenged and incorporated as the concept plan developed.

Landscapes



- Garden Beds
- Deciduous Shade Trees (Plane)
- Evergreen Trees (Natives)
- Immature/Non-Shade Trees

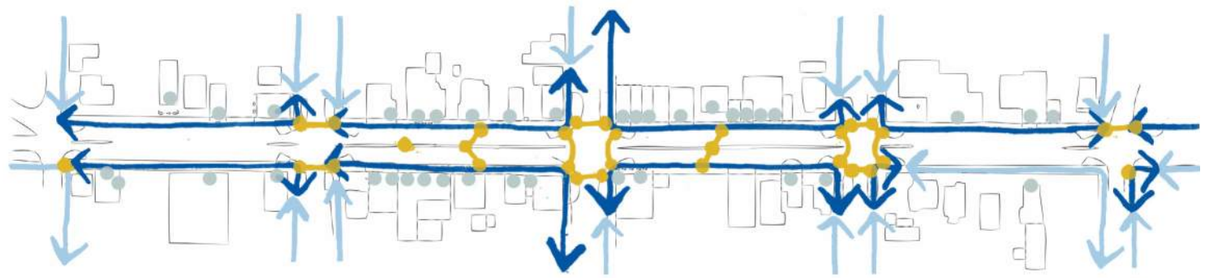
Observations:

- Avenue of plane trees limited to street centre
- Street tree bays are undersized and subject to root damage by plane trees
- Large native trees bookend the main street
- Large garden beds to street corners with limited planting and amenity
- Lack of accessible public green space along the entire main street

Considerations:

- Modification of street tree locations to reduce impacts on existing infrastructure
- Increase tree pits and integrate water sensitive urban design opportunities
- Explore progressive tree replacement to avoid denuded streetscape
- Protect existing native trees
- Increase canopy cover to provide shade, reduce urban heat island effects and increase amenity

Pedestrian Connections



- Formal Access (Sealed)
- Informal Access (Unsealed)
- Pedestrian Crossing Points/Kerb Ramps
- Street Building Entrances (Public Access)

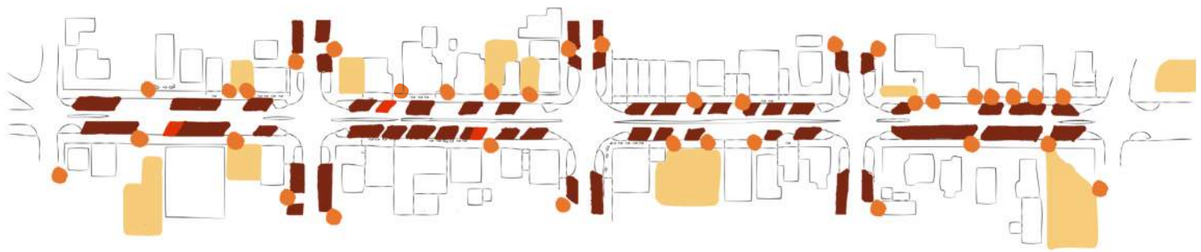
Observations:

- Limited pedestrian facilities to encourage north-south main street movements
- Designated crossings are inconsistent and do not align
- Central median does not safely facilitate pedestrian crossings
- Limited seating opportunities along the length of the main street
- Building entrances are cluttered and undefined

Considerations:

- Potential to provide several pedestrian refuges on the main street to formalise desire lines between destinations
- Modification of central median to facilitate pedestrian access
- Development of compliant pedestrian crossings
- Increase street furniture and facilities to improve pedestrian comfort

Vehicular Access



- Driveway Crossovers
- On Street Parking
- Disabled On Street Parking
- Off Street Parking (Public Businesses)

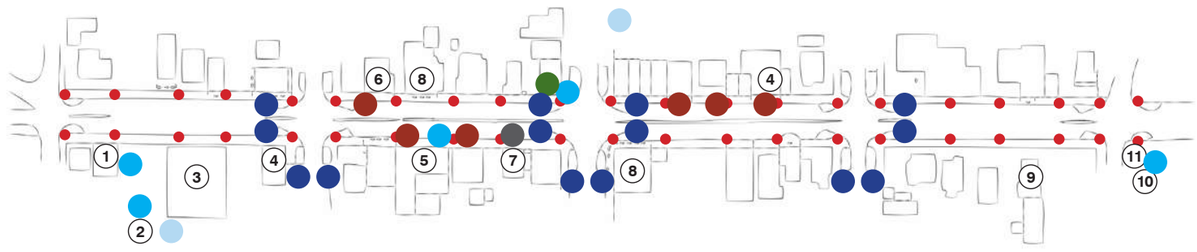
Observations:

- Unrestricted on-street parking encourages on-street parking demand
- Informal off-street car parking underutilised
- No designated areas for large vehicle parking
- Limited signage increases conflicts and confusion
- Vehicle speeds along street impact on pedestrian movements
- Parking spaces vary in width
- Several informal car parks
- No infrastructure to promote bicycle use - While Robert St remains a heavy vehicle route, the risk to cyclists outweighs the reward of dedicated bike lanes

Considerations:

- Rationalise on-street parking and review parking duration
- Develop off-street parking
- Consider reducing speed limit to 40km/h
- Increase accessible parking opportunities

Destinations and Facilities



1. Information Centre
2. Maitland Markets
3. District Hall
4. Café/Bakery
5. Supermarket
6. Pharmacy
7. Post Office
8. Pub
9. Church
10. Playground
11. War Memorial

- ATM
- Bins
- Drainage (SEP)
- Seating
- Public Toilet
- Telephone Box
- Light Pole

Observations:

- The function of Robert St is multifaceted and has evolved over time. It currently provides access to the majority of businesses in Maitland, but is also a key connection for people traveling to/from all corners of the Yorke Peninsula.
- A diversity of destinations and facilities are scattered within Robert Street, however the connection of these is required to enhance Robert St as a place.
- The majority of destinations are located between Alice St and Samuel St
- Minimal seating provided limiting opportunities for rest and gathering
- Limited signage to encourage visitation and exploration

Considerations:

- Increase seating and rest stops
- Increase legibility through additional signage
- Reinforce the street as a destination

03 ANALYSIS

3.2 Issues and Opportunities

The following issues and opportunities have been identified during an initial site walkover with the project steering committee and information and feedback collected at the community workshops in December 2021. Using numbered dots and a directed engagement process, the community were asked to express their opinion on what and where they considered the issues and opportunities to be.

Through this mapping exercise WAX was able to identify problems, explore potential solutions and witness discussion between the community around perceived conflicts which need to be addressed in the masterplan.

1. Port Victoria Rd, Gardiner Tce and Robert St Intersection

- Review the design of the intersection to reduce conflicts and risk.

2. Entry Landscape

- Enhance landscape treatments at entrances (low planting beds are present at both ends of Robert St - intersection of Gardiner Tce and Robert St, and Rogers Tce and Robert St).
- Potential to create a 'wow' moment with an inviting landscape, enticing people to stop and explore Maitland.
- Reinforce sense of arrival to town.

3. Caravan, RV Parking and large vehicle parking

- Locations for large vehicle parking are disconnected from the mainstreet, unsealed and unsigned.
- Potential to increase accessibility and amenity of parking area to increase parking capacity for caravans and RV's - inviting more travellers to stop and wander through Maitland.
- Increase the access to and prominence of the parking area from the main street through signage.

4. Mainstreet

- Cluster of businesses – high demand location exacerbates access issues.
- Potential to increase number and safety of street crossings to reduce parking competitiveness to south-eastern side of road.
- Provide formal parking and pedestrian access on adjacent side streets to increase business accessibility.
- Explore potential to develop additional off-street parking, public seating and open green space (private land).

5. Footpath Lighting/After-hours Visibility

- Review layered tree and verandah cover which creates a dark footpath environment in the afternoon and night, compromising visibility and safety in these areas.
- Improve public safety and after-hours activation with low level lighting to illuminate below canopies.

6. Elizabeth St Intersection Stormwater Catchment

- Address stormwater issues - catchment of multiple storm water overland flow-paths pools to parking bays and footpaths adjacent old ANZ and Post office. Creates localised flooding in heavy downpours.
- Increase water sensitive urban design (WSUD) to slow and reduce flow of water and relieve pressure on existing drainage.

7. Elizabeth St Intersection Truck Turnpath

- Review location of median strip and footpath infrastructure subject to repetitive damage by trucks turning right onto Elizabeth St. Creates unnecessary maintenance and increases risks to crossing pedestrians.
- Modify median strip to accommodate truck turnpaths and define a safer pedestrian crossing point.
- Modify truck access routes to reduce infrastructure damage and promote a safer pedestrian priority streetscape.

8. Existing Toilets

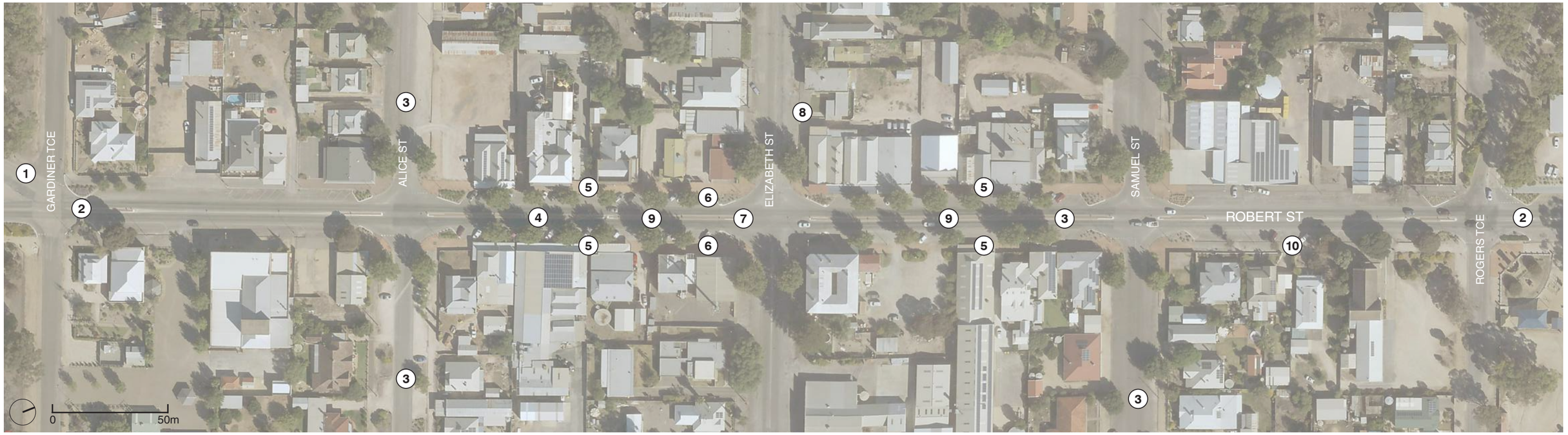
- Potential to create a new destination within the town centre. Existing wide street/parking, public toilet, and locality to popular shops offer strong potential for a successful public realm upgrade.
- Improve the utilisation of this space by the community with seating areas, surface upgrades and improved signage.

9. Street Tree Planting

- Plane tree avenue along Robert Street creates a strong visual character to the street, providing shade, localised cooling and noise mitigation. However the existing street tree bays are insufficient in size, resulting in damaging surface roots to surrounding surfaces & buildings.
- Leaf drop in autumn exacerbates existing drainage issues and causes disruption to businesses; layout of street tree bays prevents efficient street sweeper access.
- Potential to enhance visual character with the integration of location appropriate street trees in sufficiently sized soil vaults to fill existing canopy gaps.
- Replace existing Plane trees through a gradual removal and replacement regime.
- Reduce leaf drop impacts of Plane trees by improving street sweeper accessibility and implementing a pruning regime.

10. Footpaths

- Improve unsealed walkway connects Robert Street, particularly public attractions, including: Maitland Uniting Church, War Memorial, Playground, Football Oval, and wider residential areas.
- Improve public safety through surface and kerb upgrades, lighting and improved signage to walkway.


GARDINER TCE
ALICE ST
ELIZABETH ST
SAMUEL ST
ROBERT ST
ROGERS TCE
0
50m

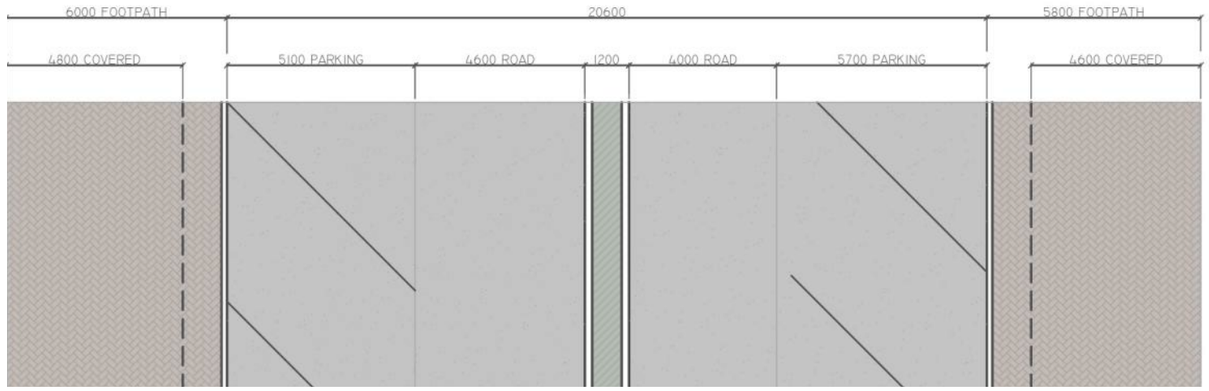
03 ANALYSIS

3.3 Angled Parking Analysis

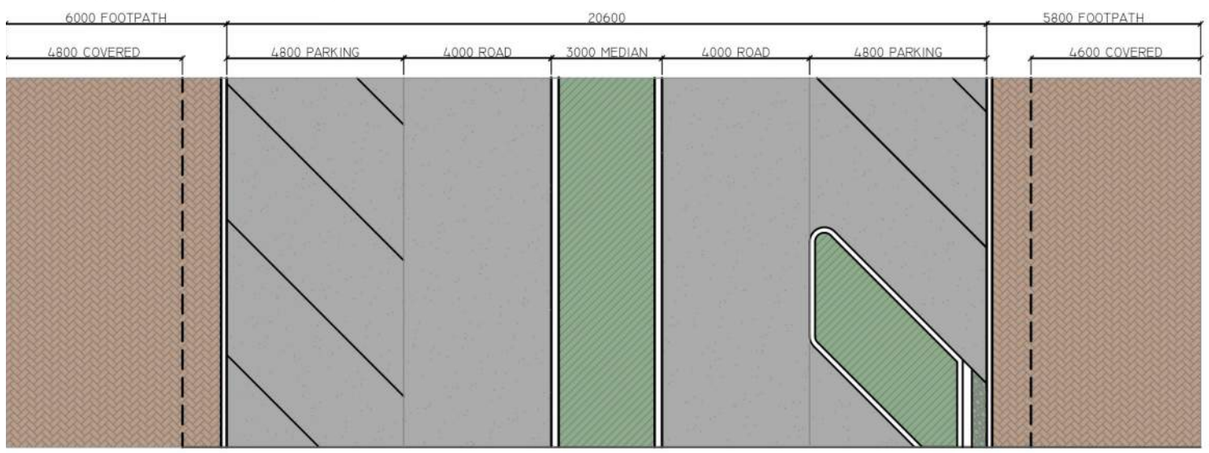
Consultation results suggest the Maitland community is happy with their existing parking conditions, however the current parking arrangement has room for optimisation.

The existing street parking is set at approximately 45 degree angles with generous and varying sizes to the parking spaces. This impacts directly on parking numbers and median strip width.

Existing Conditions (Foodland)
Asymmetrical Street, Approx 45deg Angled Parking



Parking Option 1
45 Deg Angled Parking, Symmetrical Street

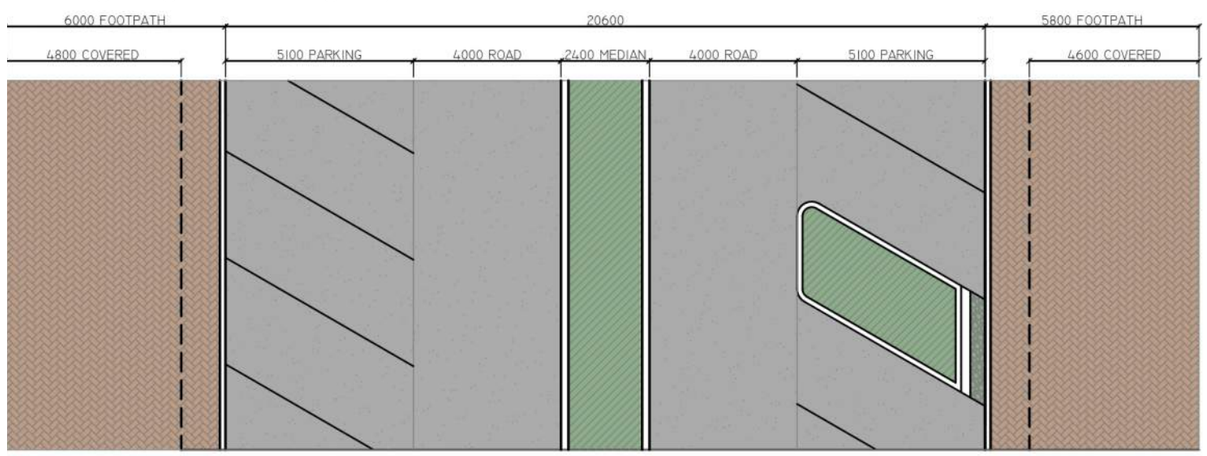


Applying 45 degree parking spaces to the street and applying consistent lane widths allows for a 1800mm increase in median width to 3000mm.

Considerations:

- Creates a large median with limited benefit due to operational requirements of the mainstreet, as tree planting is not suitable within median strip
- Increased car parking numbers

Parking Option 2
60 Deg Angled Parking, Symmetrical Street



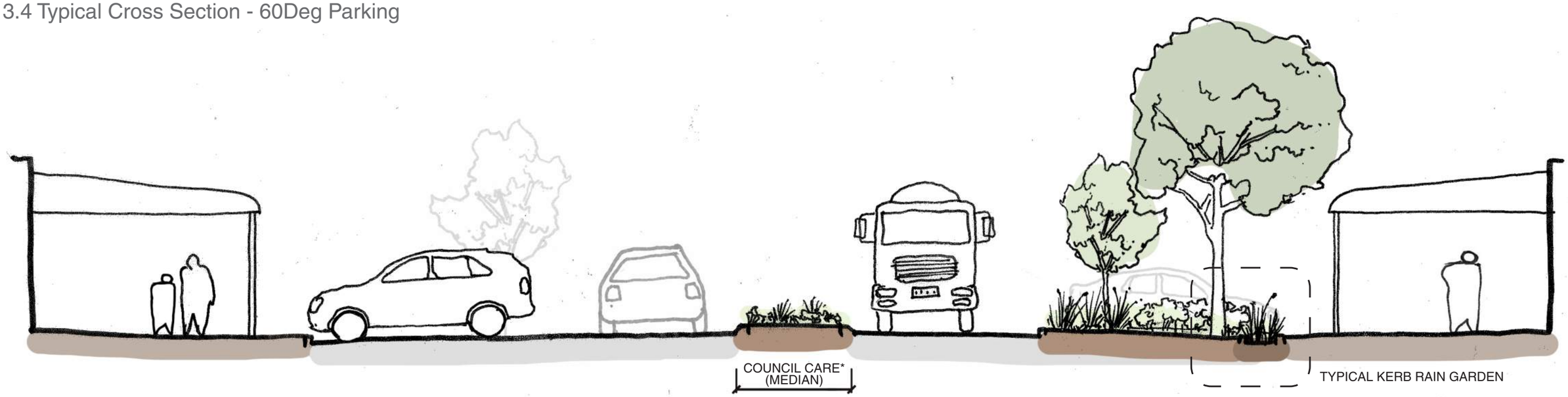
Applying 60 degree parking spaces to the street and applying consistent lane widths allows for a 1200mm increase in median width to 2400mm.

Considerations:

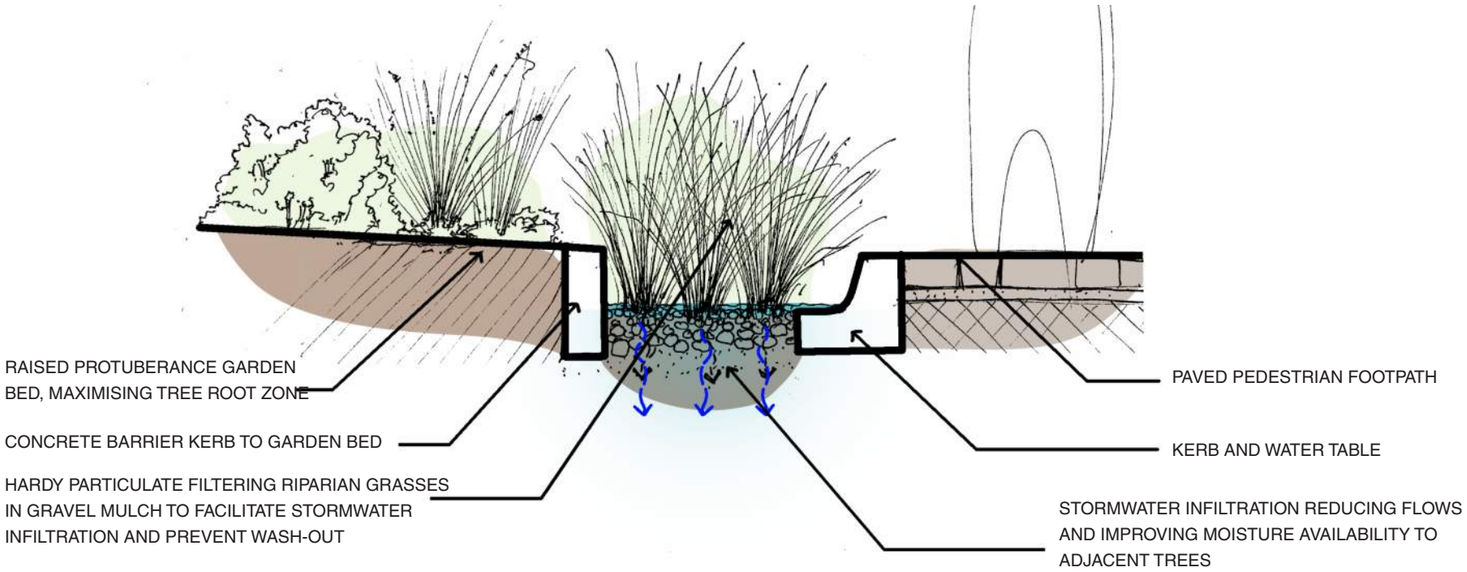
- Increased median width
- Increased car parking numbers
- Greater visibility and safety for reversing vehicles
- Greater parking functionality between existing trees and driveways

Consequently, 60 degree angled parking is considered a more suitable option for Robert Street given the operational requirements for large vehicles, increased parking capacity, and greater parking safety and functionality.

3.4 Typical Cross Section - 60Deg Parking



Typical Kerb Rain Garden



PRECEDENTS

04 DESIGN PRINCIPLES

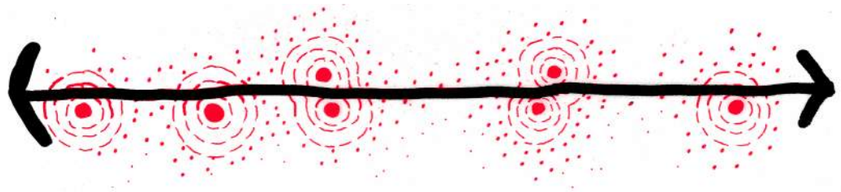
4.1 Introduction

The following four principles capture the critical thinking associated with the Robert Street public realm framework. These include principles associated with connecting the mainstreet, creating flexibility, greening Robert Street and increasing the mainstreet's identity.

The analysis and community consultation highlighted the need to develop principles that increase accessibility and create an interconnected town centre.

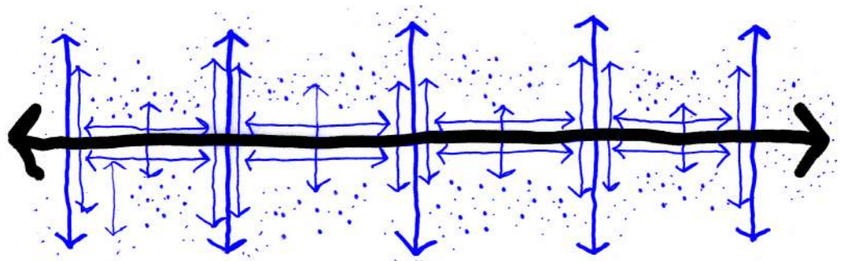
There are opportunities to increase the mainstreet's ability to adapt and change to the community's needs. The principle of flexible design solutions underpins the Concept Plan. The maintenance of tree cover and establishment of greenery was also essential and supported environmental and social outcomes.

Finally, reinforcing Maitland's identity through the Concept Plan for Robert Street was considered an important principle.



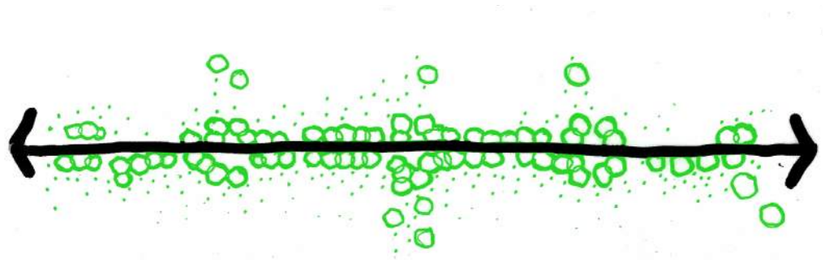
Flexibility

- Create multipurpose places of interest that are easily accessible to all members of the public
- Create spaces which allow people to linger and congregate before and after their exploration of Maitland
- Provide adaptable spaces that promote periodic reprogramming to give the community greater control of their main street



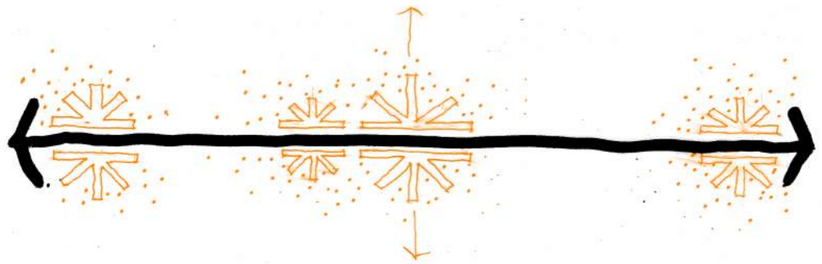
Connectivity

- Rationalise and improve pedestrian and vehicular access to destinations, facilities and places
- Create accessible car parking that encourages people to 'stay and wander'
- Reinforce linkages to the broader town
- Create linkages through signage and wayfinding to ensure the main street is legible, easy to access and connected
- Create continuous, safe and easily accessible footpaths for all members of the public
- Improve pedestrian connections across the main street and between key destinations



Green Cover

- Reinforce the surrounding landscape character of the town through high-quality landscape areas and public spaces
- Implement water sensitive urban design (WSUD) responses to assist in the management of stormwater
- Increase consistency of canopy cover to the street to reinforce street character and reduce urban heat island effects
- Improve green infrastructure to allow successful replacement of problematic trees



Identity

- Reinforce a sense of arrival to Robert Street
- Ensure the mainstreet is welcoming, inclusive and accessible for people of all abilities, ages, genders and cultures, creating a safe and friendly environment
- Promote active frontages to the mainstreet with public spaces that support outdoor dining and social interaction
- Explore the potential to tell, celebrate and interpret new stories for Maitland
- Promote an understanding of Maitland’s rich history and culture

05 COMMUNITY CONSULTATION

5.1 Consultation Summary

The public consultation for the Robert Street Concept Plan began in October 2021 with a detailed online survey that asked the community to provide feedback on the mainstreet and the town more broadly. The community described Maitland as a 'great place' filled with character, amenity and great people. A town at the centre of the peninsula.

People like the trees along Robert Street and the shade and amenity they provide; they like the concentration of shops, the width of the footpaths and the central median. The street is easy to access with everything in one spot.

While the community identified many important attributes, there were several aspects that people wanted to change.

These included;

- Improve pedestrian access crossing points and paving surfaces
- Reinforce pedestrian connections between key destination
- Replanting the street with more suitable trees
- Encourage more shops to the street
- Creating rest stops, public space and seating areas
- Reducing the speed limit
- Improve the drainage
- Create more parking to support the street (on and off-street)
- Increase connection with the rest of town

Based on the online survey, WAX Design and the Yorke Peninsula Council facilitated an on-site pop-up urban design studio on 10 December 2021, located in Maitland Visitor Centre. Due to COVID restrictions and social distancing requirements, ticketed sessions were organised for the community, allowing for a series of workshops with smaller groups of up to 10 people for 45-minute sessions.

The on-site consultation aimed to collect practical 'first hand' knowledge of the mainstreet to understand the issues and opportunities contained in the 62 returned community surveys.

Sessions ran throughout the day, encouraging participants to become the designer for each session. This was achieved through an interactive process, encouraging the community to work directly with WAX. Participants were asked to consider and reflect on their aspirations, ideas, issues, opportunities and key objectives for Robert Street.

The engagement process comprised of three main parts:

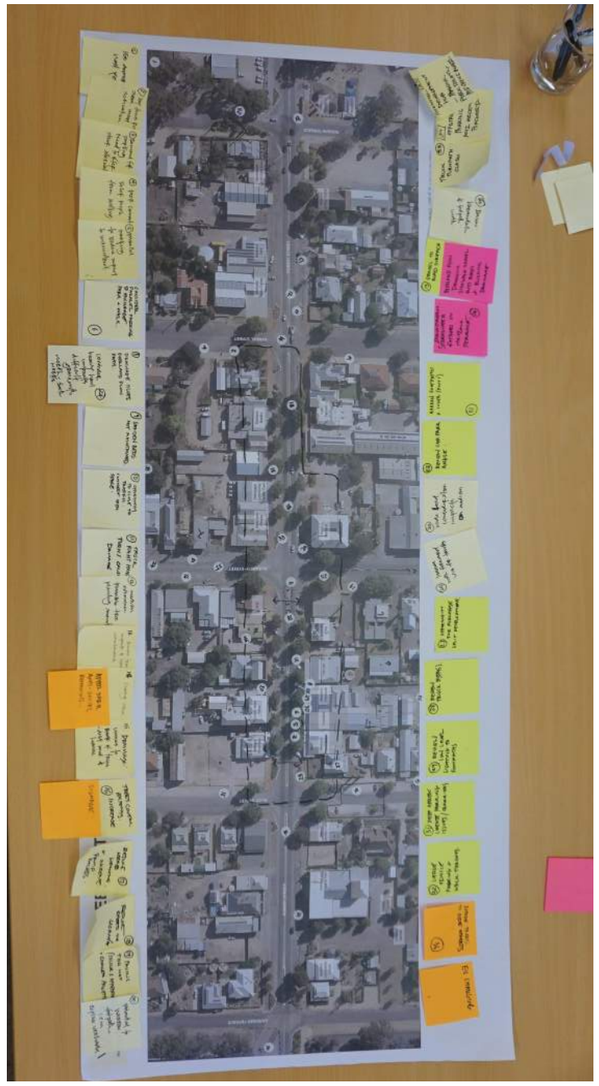
1. An exercise using sticky dots and post-it notes to understand the key project priorities identified in the online survey.
2. A 'preference mapping' process to understand the 'look and feel' of design elements such as paving treatments, street furniture, public art and tree planting to guide appropriate responses and selections.
3. A facilitated design workshop to draw out the community's views in relation to issues and opportunities while exploring design ideas in real-time using drawing, sketching and post-it notes. This process enabled WAX to understand the key priorities and projects necessary to drive the development of the report.

62 Original survey submissions

6 Community feedback sessions

30+ Community members provided feedback


PUBLIC ART



05 COMMUNITY CONSULTATION

5.2 Planning Priorities

The community consultation process identified twenty-four key project objectives. These ranged from improved accessibility, providing spaces for socialisation to creating flexible event spaces and reinforcing a sense of arrival.

The community were asked to select the six (6) most important opportunities. The following represent the top priorities from the communities feedback.

Green Space and Tree Planting

Key Considerations

1. Soften harsh urban landscapes with consistent green space
2. Utilise water sensitive urban design to improve stormwater management and thermal comfort
3. Increase natural tree planting to Robert Street with suitable tree sections to respond to the climatic conditions of the Yorke Peninsula
4. Review existing street tree planting and provide additional landscape areas to encourage growth
5. Provide successive tree planting to ensure Robert Street maintains beneficial canopy cover into the future

Entry Statements

Key Considerations

1. Reinforce the sense of arrival to encourage increased exploration and visitation of Robert Street
2. Develop entrance features and designs that reflect the character, landscapes and community value of Maitland
3. Develop statement landscape to Robert Street and Elisabeth Street intersection to create a defined entry gateway to the mainstreet hub

Public Art

Key Considerations

1. Suggest key locations for public art that increases street art and activation
2. Review opportunities for art activation with a blend of traditional and contemporary displays
3. Explore opportunities to integrate local stories, histories and narratives into the public artworks

Improved Footpaths & Crossings

Key Considerations

1. Provide high-quality footpath surfaces to reduce issues with existing slippery or low quality paving
2. Consider low maintenance materials
3. Establish footpaths that provide generous and continuous access along and across the mainstreet, ensuring that pathways are continuous and accessible for people of all abilities
4. Improve ease of pedestrian crossing across the mainstreet by incorporating new crossing points and improved signage
5. Connect car parking areas from adjoining streets, facilitating a ‘park n’ wander’ approach

Street Activation and Social Spaces

Key Considerations

1. Increase opportunity for outdoor dining and congregation space.
2. Provide designs that allow for congregation, meeting and social activation of the street.
3. Review on-street car parking and potential to allow more footpath activity, cafe tables and chairs etc.
4. Review opportunities to provide infrastructure to support temporary parking closures to facilitate events and street parties.

Other priorities that feature highly included;

- Street Lighting
- Town Wayfinding and Signage
- Natural Shade and Tree Planting
- Interactive and Social Spaces
- Bespoke Street Furniture and Wayfinding
- Flexible Event Spaces

05 COMMUNITY CONSULTATION

5.3 Preferred Look and Feel

The following ‘moodboard’ was derived from feedback received during community design workshops in December 2021, concerning the desired ‘look and feel’ of Robert Street. The community indicated their preference for material and facilities in the public realm. This information was collected to assist in the development of a style guide to support the delivery of the concept plans.

Bitumen with feature paving

Brick paving

Outdoor dinning areas

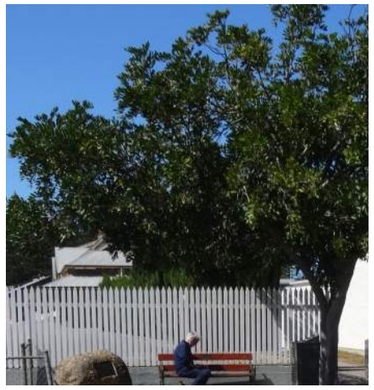
Seating nodes and rest stops



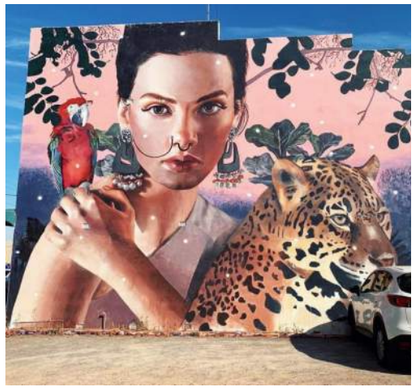
Integrated Seating



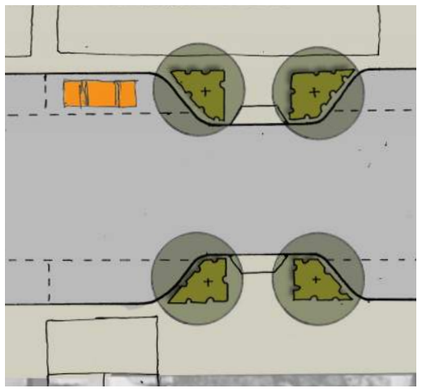
Reproduction lighting



Evergreen trees




Murals



Protuberance pedestrian crossings

06 MASTERPLAN

6.1 Concept Masterplan

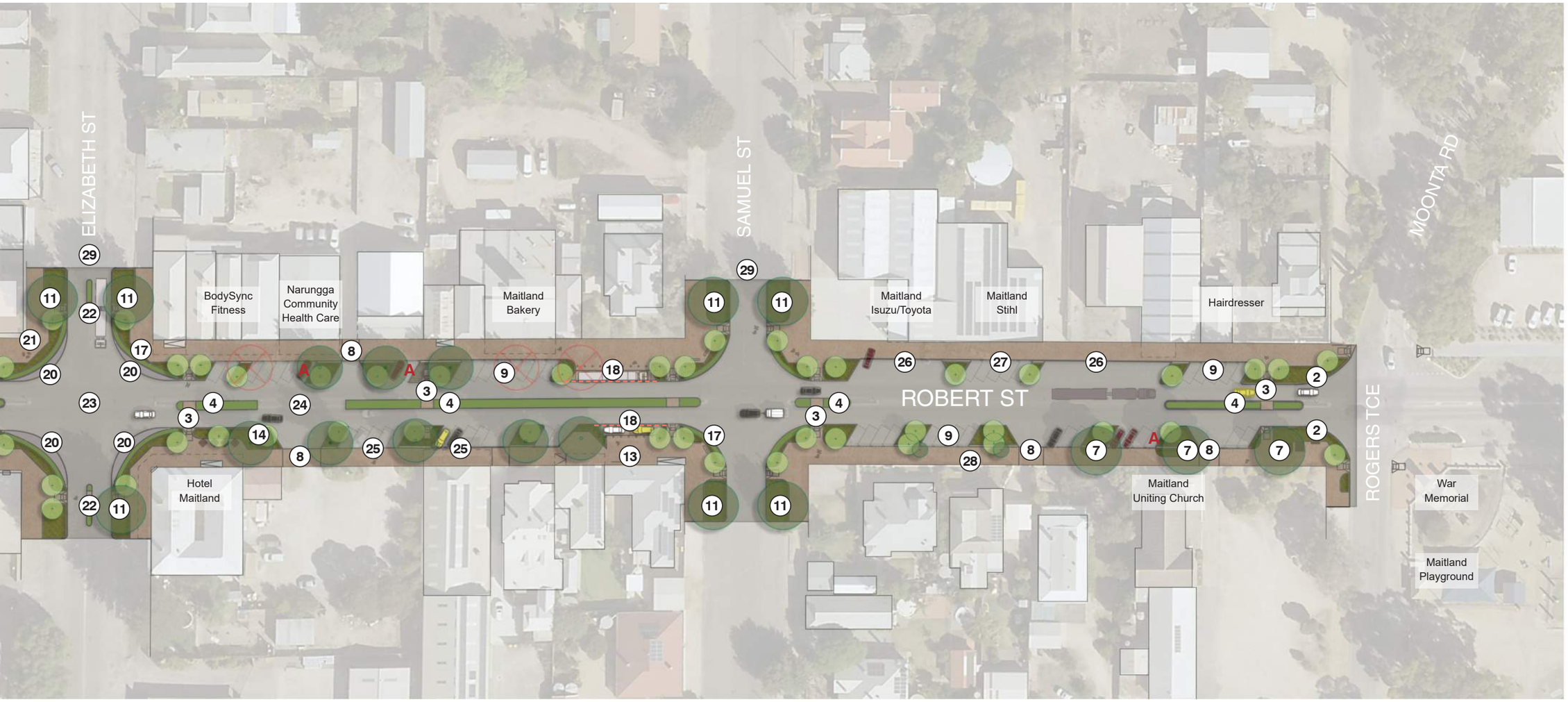
KEY

- EXISTING TREE
- PROPOSED TREE
- REMOVE EXISTING TREE (SHORT TERM)
  (REFER TREE REPLACEMENT PLAN p36)
- CENTRAL MEDIAN
- PEDESTRIAN CROSSING REFUGE
- PRAM RAMP CROSSING POINT
- SEALED FOOTPATH
- RAIN GARDEN
- GARDEN BED
- OVERRUN KERB
- LAWN
- A ACCESSIBLE CAR PARK
- ROLL OVER KERB
  (FOOTPATH LEVEL PARKING)

1. Potential for reconfiguration of intersection to improve vehicle safety
2. Town entry statement landscape and wayfinding
3. Compliant pram ramp crossing, located to edge of protuberance to minimise crossing distance
4. 2.4m wide central median with low amenity planting and compliant pedestrian crossing refuge
5. Large vehicle parking/parallel parking bays for access to information centre
6. Existing native ornamental trees retained
7. Garden build-out to accommodate existing significant native tree
8. Driveway crossovers retained and formalised
9. 60 degree angled parking bays
10. Review driveway requirements with private land owner - potential for reconfiguration to increase parking opportunities
11. Existing Plane trees retained to side streets where existing adequate soil vault reduces infrastructure damage
12. Open space (lawn) to accommodate informal dining, gathering and events
13. Open space to accommodate outdoor dining and events
14. Existing Plane tree retained as part of staged street tree removal and replacement program (refer to Tree Replacement Plan)
15. Explore redevelopment potential including public realm and off-street parking opportunity (potential land purchase)
16. Formalised parking to Alice Street

Scale 1:1000 @ A3

0 50m



17. Native garden beds with low planting, rain garden strips to intersection edges and integrated sculptural/street furniture overlay (designed to maintain vehicle forward visibility)
18. Parallel parking with rollover kerb and bollards to create level parking area flush with pedestrian footpath (increased opportunities for accessible parking, outdoor dining, temporary event space, and large vehicle parking)
19. Central plaza to main shopping district with footpath level angled parking (rollover kerb and bollards) with dedicated accessible parks, increased opportunities for temporary event space
20. Concrete overrun kerb (annular) to tighten and slow small vehicle movements while accommodating turn paths of large vehicles (final design of overrun kerbs to consider traffic loading and wheel movement)
21. Permeable paving and modified footpath levels (to provide overland flowpath) to reduce impact of localised flooding
22. Pedestrian crossings set back from intersection to increase safety amongst large vehicle turnpaths and increase activation to edges of town centre
23. Public art opportunities in the centre of the intersection (TBC)
24. Break in median to facilitate access to off-street car park
25. Redundant crossovers and infrastructure removed to increase parking availability
26. Rollover kerb to define edge of light industrial hub
27. Timed parking to encourage short stay, delivery, and collection
28. Consistent sealed footpath treatment to whole street
29. Caravan and RV parking to side streets, wayfinding and sealed footpaths to reinforce connections to mainstreet

06 MASTERPLAN

6.2 Quantitative Improvements

The following statistics have been derived from initial site analysis and the outcomes of the proposed masterplan.

All measurements are approximates.

PARKING

Existing Parking Spaces - 121

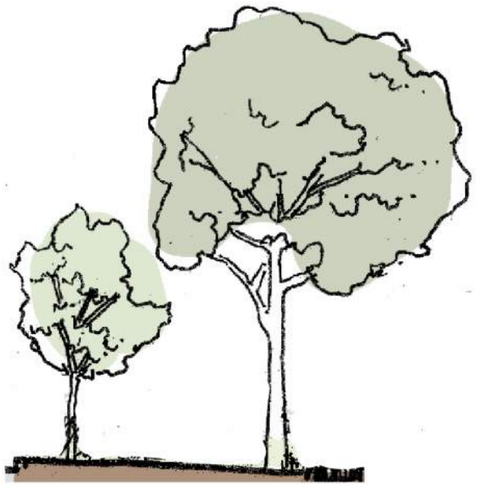
Masterplan Parking Spaces - 128

Overall improvement to the parking provision with an increase of 7 spaces including 2 accessible spaces to the retail shops between Alice Street and Elizabeth Street

GREEN SPACE

Existing Green Space - 1600m2

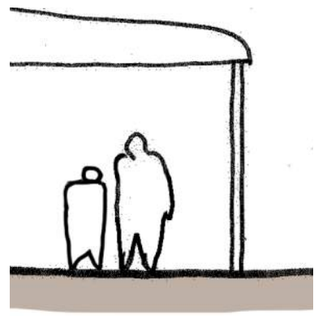
Masterplan Green Space - 3150m2



TREES

Existing Trees - 46

Masterplan Trees - 110
(Long Term Total)



PUBLIC REALM

Existing Event Spaces - 0m2

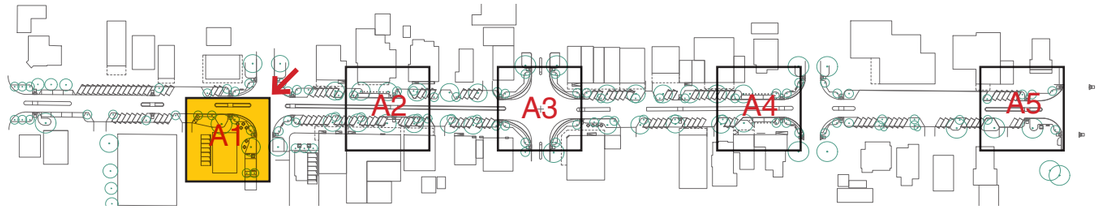
Masterplan Event Spaces - 1000m2

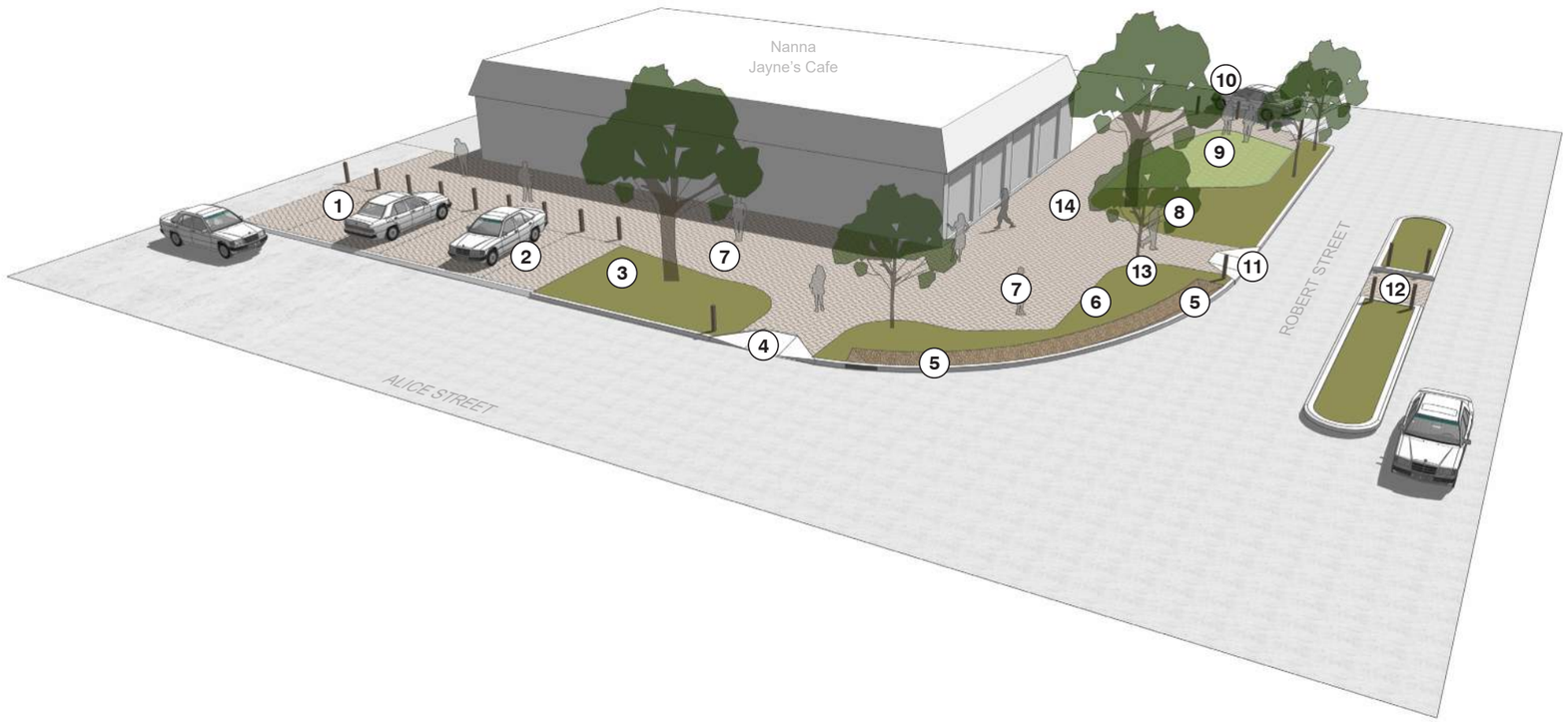

ELIZABETH St
23 ARDROSSAN
POST

06 MASTERPLAN

6.3 Axonometrics

Axonometric - (A1) Robert Street / Alice Street





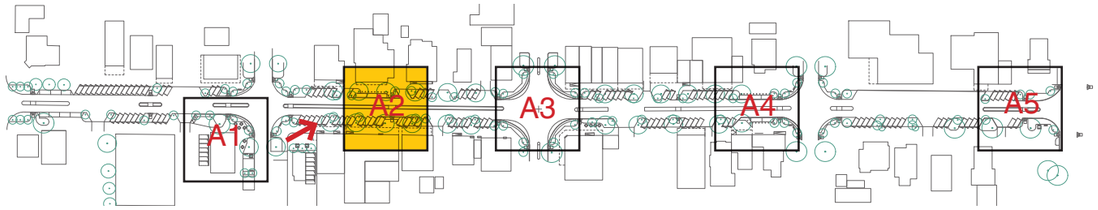
Key:

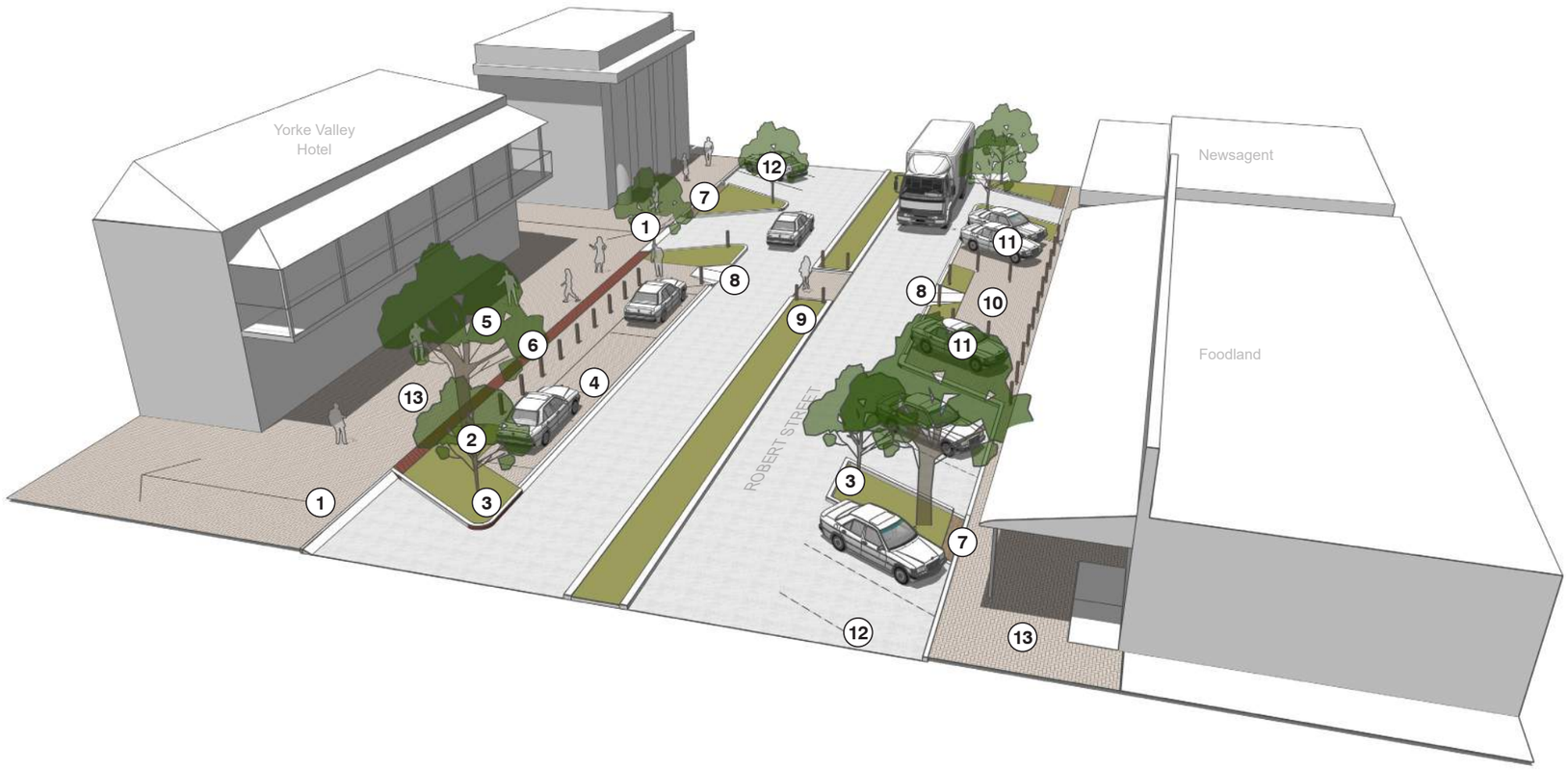
1. Formalised parking to Alice street
2. Public seating node for informal outdoor dining
3. Existing garden bed and tree retained, replanted with native amenity planting
4. New compliant pram ramp for Alice Street crossing
5. Rain garden Water Sensitive Urban Design (WSUD) strip to intersection edge, to slow and control storm water flows
6. Native garden bed to intersection edge with feature seating and sculptural limestone blocks
7. Open space to accommodate outdoor dining and events
8. Garden bed build-out to accommodate existing significant native tree
9. Open space (lawn) to accommodate informal dining, gathering and events
10. Formalised and widened vehicle crossover to offstreet parking with bollards for pedestrian safety
11. Compliant pram ramp for Robert Street crossing
12. Central median with low amenity planting and compliant pedestrian crossing refuge
13. Street tree planting, located to maintain sight-lines for vehicle and pedestrian safety
14. Paved footpath treatment with feature patterning (TBC)

EXISTING CONDITIONS

PRECEDENT IMAGES

Axonometric - (A2) Robert Street





Key:

1. Drive through access maintained and reinforced as slow speed environment
2. Widened garden bed to retain select existing tree
3. Street tree planting to protuberance edges facilitating the staged street tree removal and replacement program and relocation of new trees away from existing water main
4. Footpath level parallel parking (rollover kerb and bollards), increased opportunities for accessible parking, outdoor dining and temporary event space
5. Increased footpath space for pub spill-out (outdoor dining and event space)
6. Feature aged metal grate over drainage channel to facilitate stormwater flows, part of the stormwater upgrade recommendations for the main street
7. Garden bed protuberance slotted kerb to facilitate stormwater flows, WSUD planting in opening to slow and absorb stormwater
8. Compliant pram ramp to protuberances
9. Continuous median strip with low amenity planting and compliant pedestrian crossing refuge
10. Central plaza to main shopping district with footpath level angled parking (rollover kerb and bollards) with dedicated accessible parks, increased opportunities for temporary event space
11. Accessible parking space
12. 60 degree angled parking bays
13. Paved footpath treatment with feature patterning (TBC)

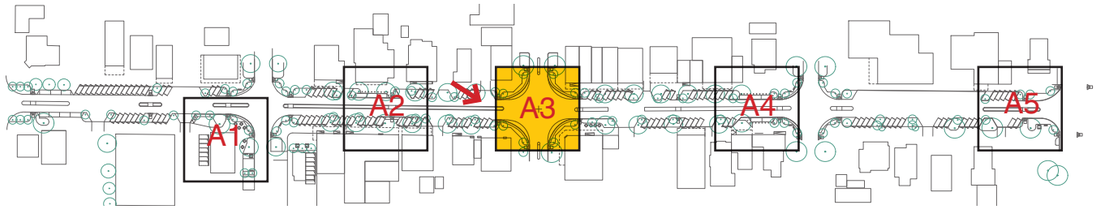
EXISTING CONDITIONS

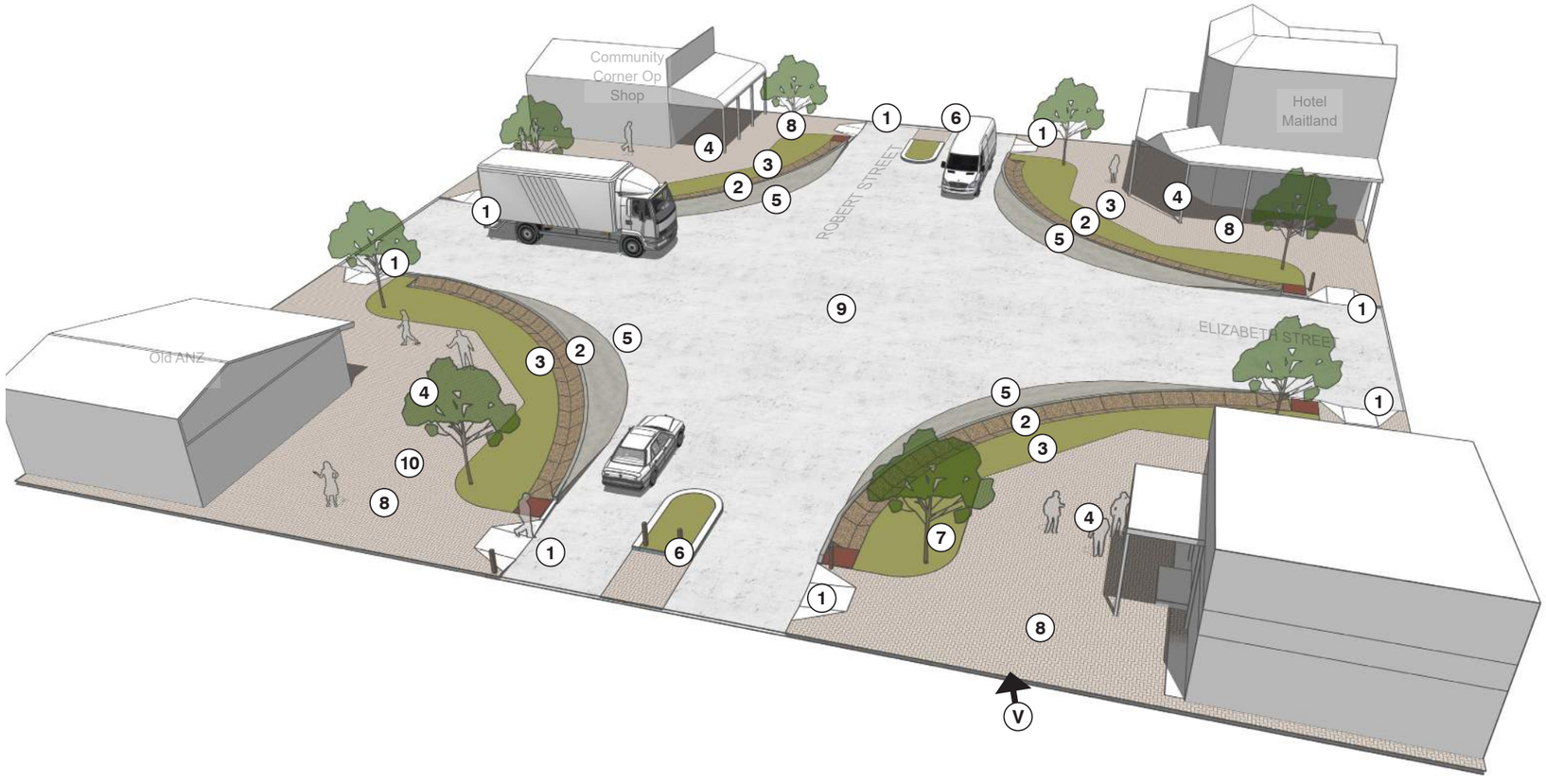
PRECEDENT IMAGES

06 MASTERPLAN

6.3 Axonometrics

Axonometric - (A3) Robert Street / Elizabeth Street Intersection





Key:

1. Compliant pram ramp crossing, located to edge of protuberance to minimise crossing distance
2. Rain garden Water Sensitive Urban Design (WSUD) strip to intersection edge, to slow and control storm water flows
3. Native garden bed to intersection edge with feature seating and sculptural limestone blocks
4. Flexible public realm to street corners
5. Concrete overrun kerb (annular) to tighten and slow small vehicle movements while accommodating turn paths of large vehicles
6. Median strip with low amenity planting and compliant pedestrian crossing refuge set back from intersection to accommodate large vehicle movements
7. Street tree planting, located to maintain sight-lines for vehicle and pedestrian safety
8. Paved footpath treatment with feature patterning (TBC)
9. Public art opportunities (ground surface treatment) in the centre of the intersection (TBC)
10. Modified footpath levels to provide overland flowpath to reduce impact of localised flooding

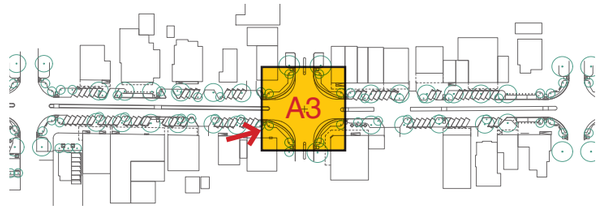
V. Visualisation viewpoint

EXISTING CONDITIONS

PRECEDENT IMAGES

Visualisation - Robert Street / Elizabeth Street Intersection

EXISTING CONDITIONS



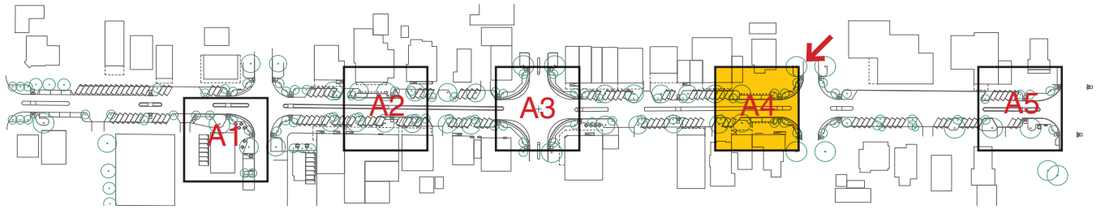
Key:

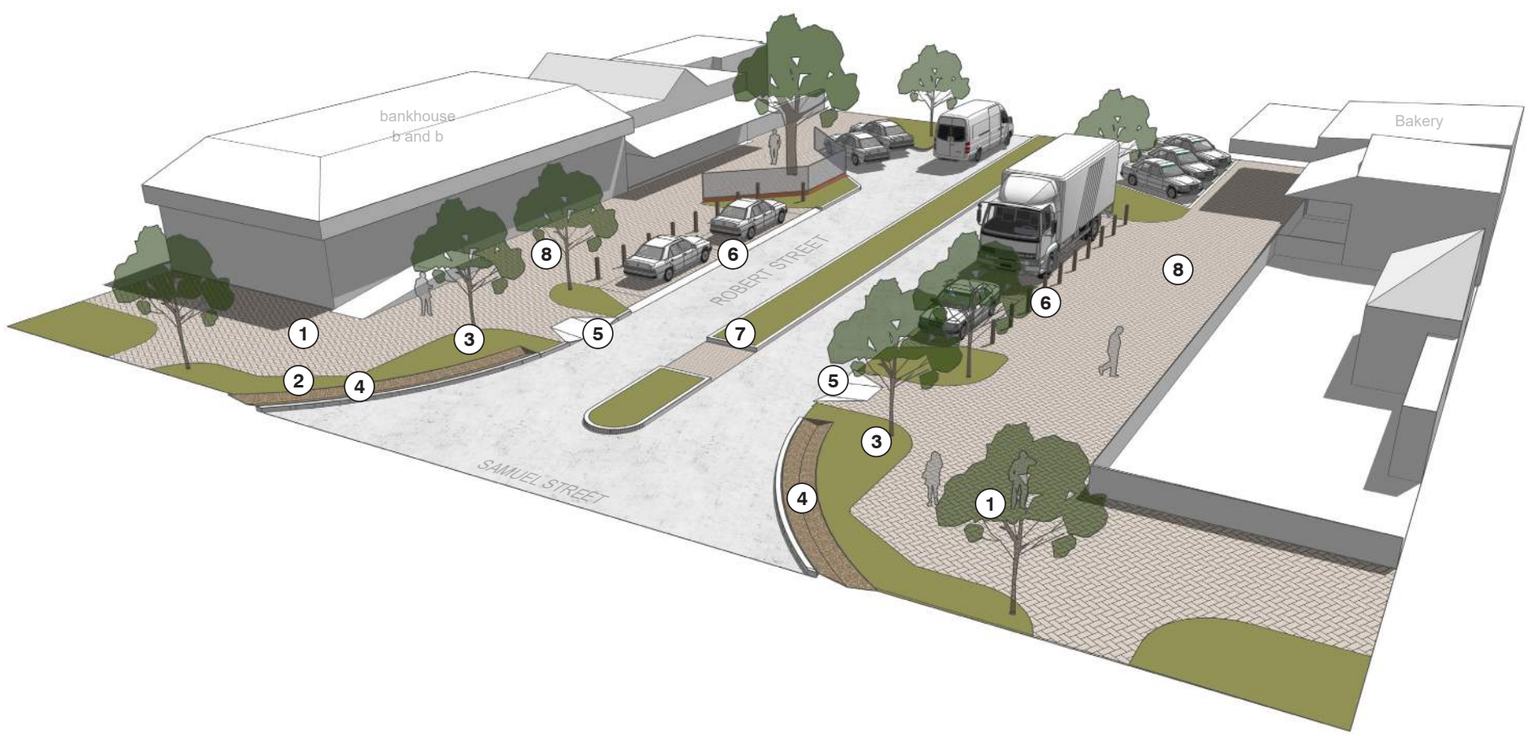
1. Median strip with amenity planting and pedestrian refuge
2. Compliant kerb ramp crossing
3. Native garden bed to intersection edge
4. Street tree planting, located to maintain sight-lines for vehicle and pedestrian safety
5. Concrete overrun kerb (annular) to slow vehicle speeds while accommodating turn paths of large vehicles
6. Water Sensitive Urban Design (WSUD) strip to intersection edge, to slow and control storm water flows
7. Feature stone seating and artworks
8. Feature paved footpath treatment

06 MASTERPLAN

6.3 Axonometrics

Axonometric - (A4) Robert Street / Samuel Street





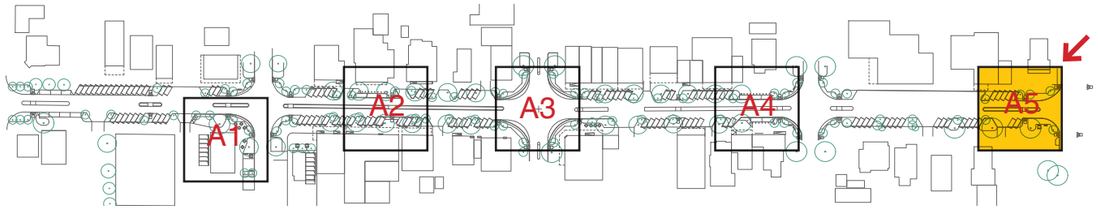
Key:

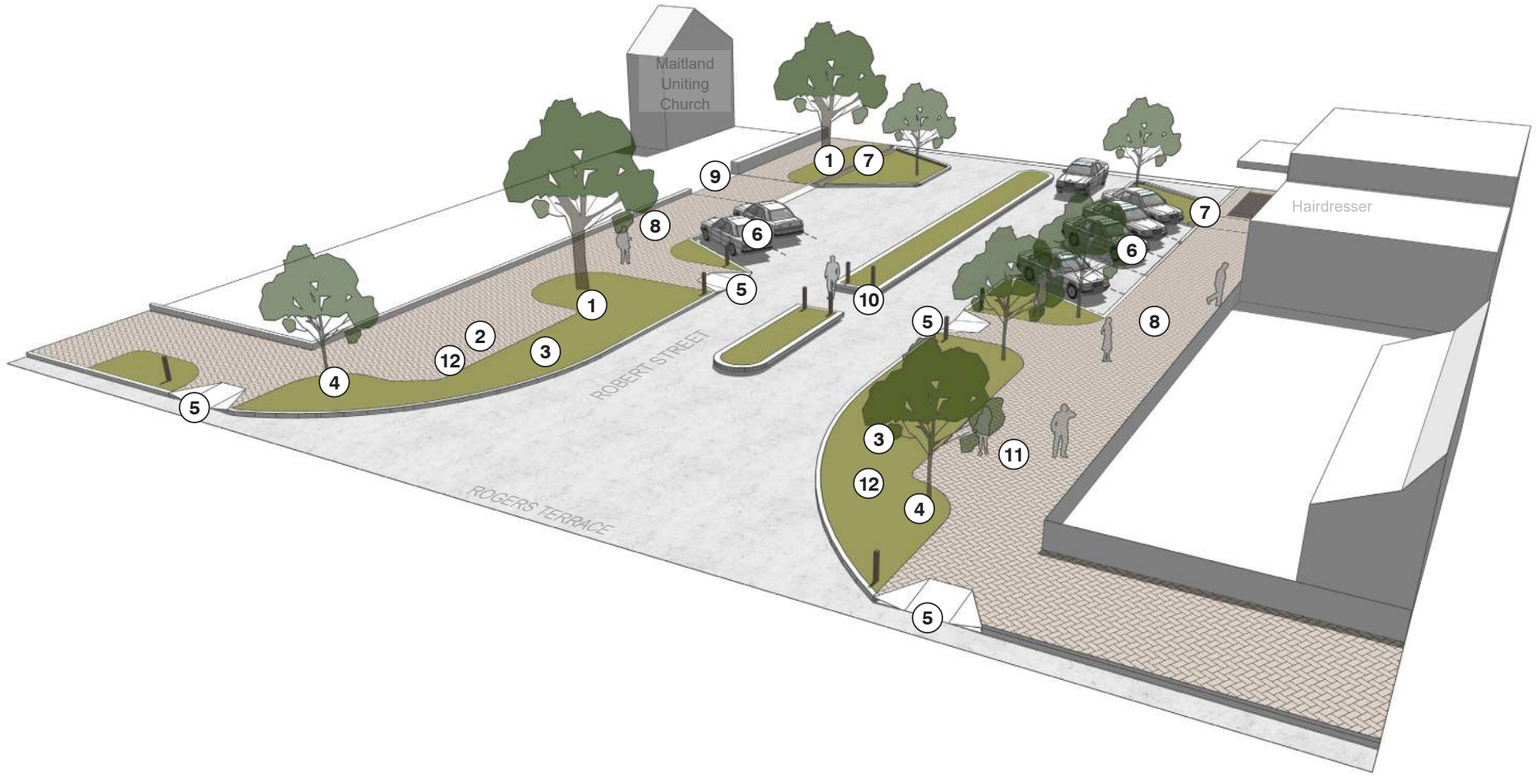
1. Flexible open space to street corners
2. Native garden bed to intersection edge with feature seating and sculptural limestone blocks
3. Street tree planting, located to maintain sight-lines for vehicle and pedestrian safety
4. Rain garden Water Sensitive Urban Design (WSUD) strip to intersection edge, to slow and control storm water flows
5. Compliant pram ramp crossing located to edge of protuberance to minimise crossing distance
6. Footpath level parallel parking (rollover kerb and bollards), increased opportunities for accessible parking, large vehicle parking, outdoor dining and temporary event space
7. Median strip with low amenity planting and compliant pedestrian crossing refuge
8. Paved footpath treatment with feature patterning (TBC)
9. 60 degree angled parking

EXISTING CONDITIONS

PRECEDENT IMAGES

Axonometric - (A5) Robert Street / Rogers Terrace





Key:

1. Garden bed build-out to accommodate existing significant native tree
2. Street furniture node beneath existing tree
3. Feature native garden bed to intersection edge as entry statement to Robert Street
4. Street tree planting, located to maintain sight-lines for vehicle and pedestrian safety
5. Compliant pram ramp crossing located to edge of protuberance to minimise crossing distance
6. 60 degree angled parking bays
7. Garden bed protuberance slotted kerb to facilitate stormwater flows, WSUD planning to slow and absorb stormwater
8. Paved footpath treatment with feature patterning (TBC)
9. Formalised driveway crossover
10. Median strip with low amenity planting and compliant pedestrian crossing refuge
11. Flexible open space to street corners
12. Town entry signage/wayfinding (TBC)

EXISTING CONDITIONS

PRECEDENT IMAGES

06 MASTERPLAN

6.4 Design Ideation

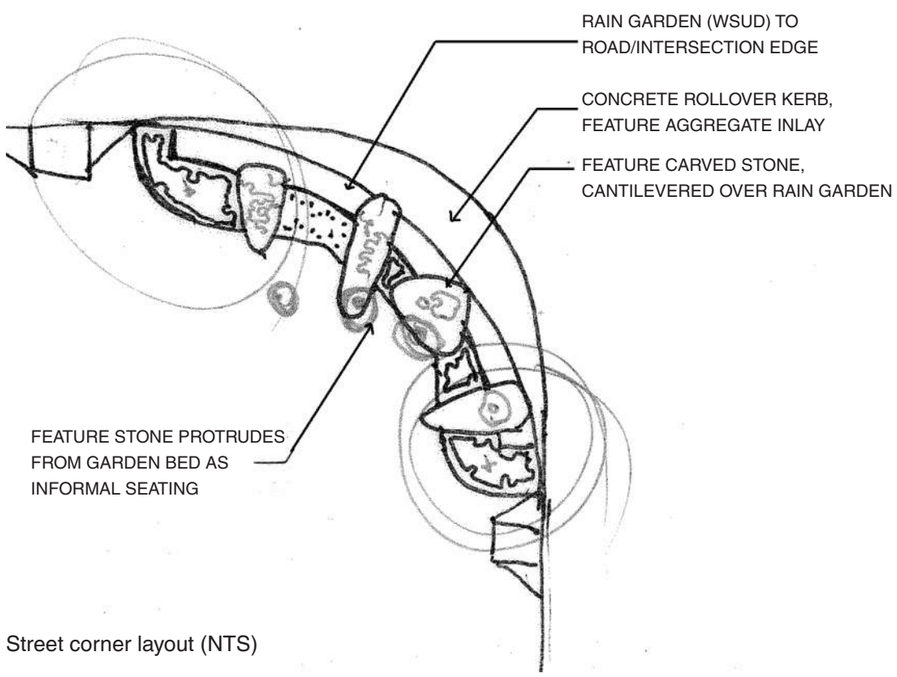
Cultural and Historical Overlay

Maitland's history and heritage is synonymous with the unique Yorke Peninsula landscape and its natural resources. Preliminary research indicates the importance of water as a resource across the Peninsula. The collection and storage of water has been critical to traditional owners and settlers alike.

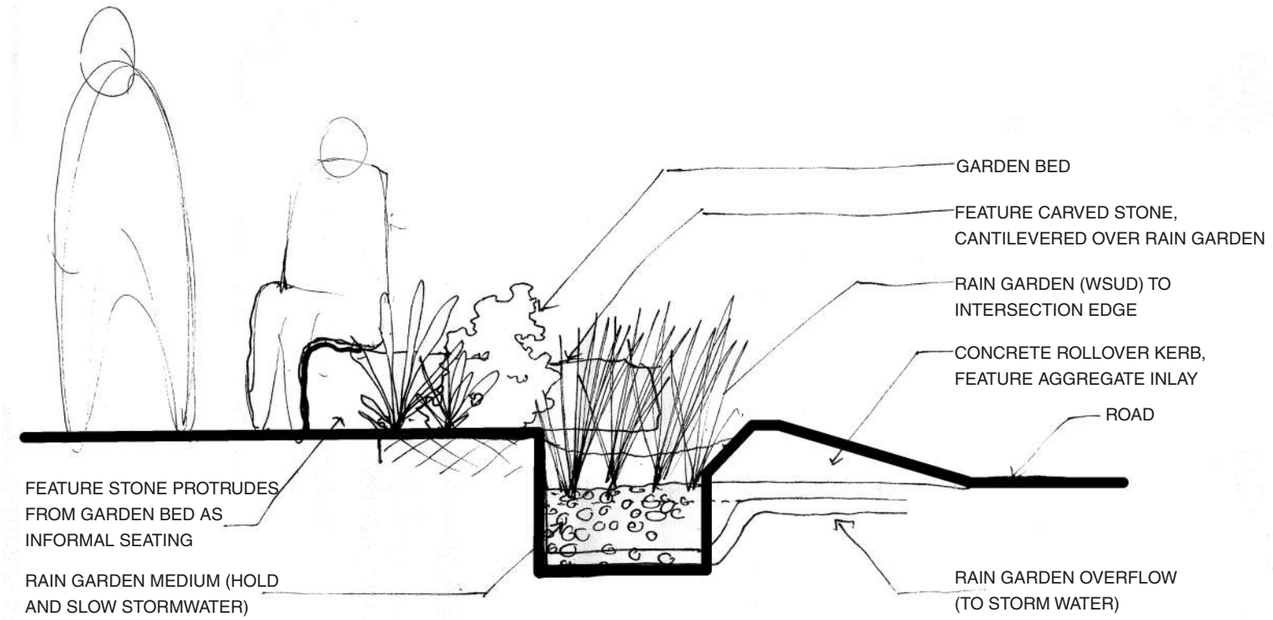
The Narungga people are the traditional owners of the land on which Maitland is located. Through stories passed down to, and recounted by, contemporary Aboriginal people, it is understood fresh water rock holes were covered with slabs of limestone or brushwood to keep the water clean and to protected. Similar techniques were used by early settlers.

The historical accounts of early Europeans also describe the abundance of limestone which served as an integral resource for building and farming.

The design ideation for Robert Street has used these themes of stone and water as an urban design overlay to contextualise Robert Street; something the street currently lacks. Adjacent are some draft explorations of this design overlay and the potential integration of water sensitive urban design.



Street corner layout (NTS)



Rain garden and stone seating section diagram (NTS)

Indigenous stone carving precedents
(Carvings from Mitcham Reserve and Paul Herzich - middle)

Native Patterning

Historical literature from the settlement of Maitland describes a landscape of “acres of almost impenetrable Mallee scrub” which predominantly consisted of gumtrees (Eucalyptus), black grass (Gahnia), and pine (Casuarina).

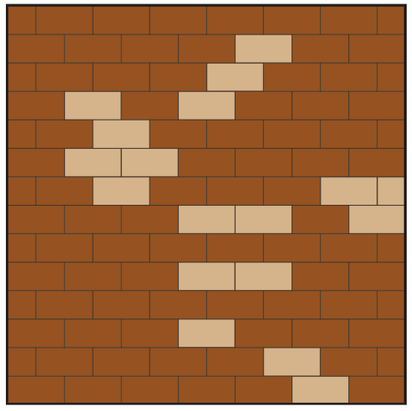
There was an initial heavy cost of clearing the land as deforesting trees and removing black grass were incredibly labour intensive. While a burden for early farmers, this bushland was an integral part of the biodiversity of the Yorke peninsula, as well as an irreplaceable scenic quality of South Australia.

One native species that depends heavily on the indigenous landscape is the rare Black and White Skipper (Antipoda atralba), which Black Grass (Ghania lanigera and Ghania deusta) is the favoured plant.

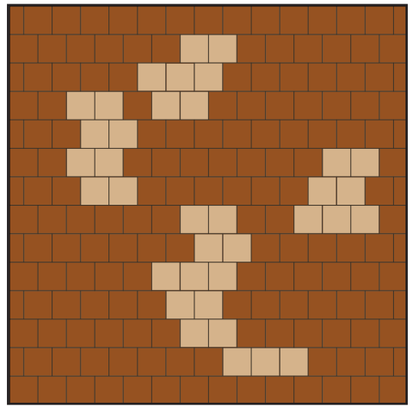
The rare Black and White Skipper has a distinctly chequered pattern on its wings which offers opportunities for the urban design of Robert Street. Adjacent is an exploration of paving patterns that reflect the Skippers patterning.

Gahnia lanigera

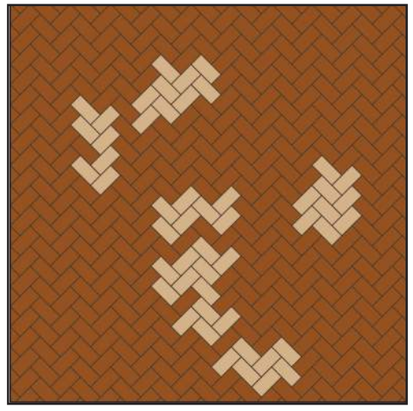
Rare Black and White Skipper (Back)



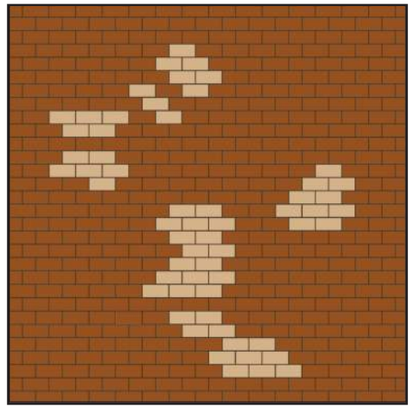
Large Format Rectangular Paving
(Stretcherbond)



Large Format Square Paving
(Stretcherbond)



Brick Paving
(Herringbone)



Brick Paving
(Stretcherbond)

Brick Paving Pattern, Prospect Road
(Pattern by Sam Songailo)

07 TREE REPLACEMENT PLAN

7.1 Introduction

WAX worked collaboratively with the community to better understand the issues and opportunities associated with Robert Street and how the Concept Plan could enhance the community function, environment, environmental amenity and performance and potential economic benefit. The strategic planning builds on the findings of the community survey.

WAX mapped and identified problems, explored potential solutions and facilitated discussions between the community around potential conflicts and solutions which needed to be addressed. The Masterplan (section 06) provides further detail.

Existing Trees

EXISTING

TREE PLANTING RECOMMENDATIONS

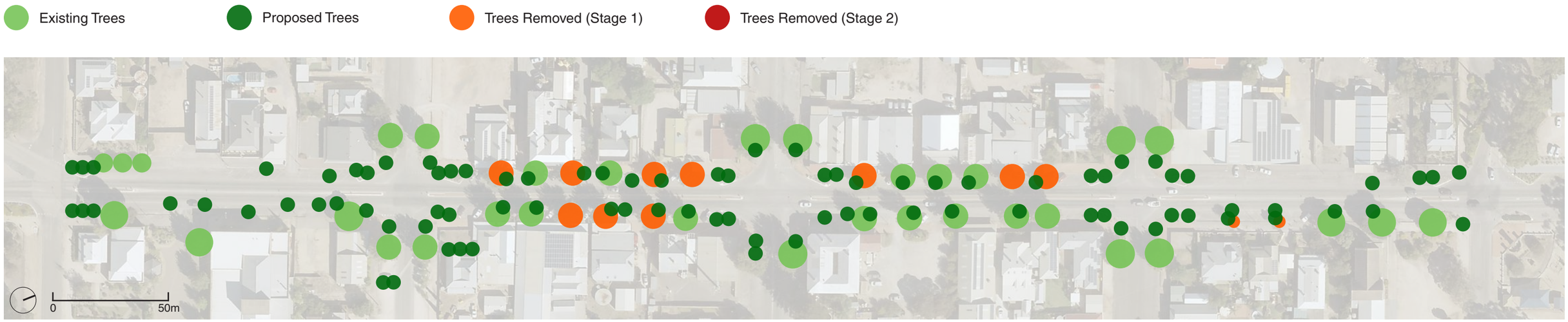
Celtis occidentalis
(Hackberry)

Hymenosporum flavum
(Native Frangipani)

Cupaniopsis anacardioides
(Tuckeroo)

Eucalyptus leucoxylon
'Euky Dwarf' (Gum Tree)

Pistacia chinensis
(Pistachio)



Stage 1 - Short Term Targeted Tree Removal And Replanting Based On Redesign And Existing Infrastructure Damage

Stage 2 - Medium Term Replacement Of Robert Street Plane Trees

Final Coverage (Long Term)

08 STYLE GUIDE

8.1 Introduction

The aim of the design guidelines is to attract more visitors to stay in Robert Street and Maitland for longer. The selection of street furniture, materials and landscapes must reflect the intent of the framework and the associated projects

The style guide does not propose to simply copy the historical context of the town or the iconic farming region of the Yorke Peninsula, but considers relevant design responses, which are unique, confident and progressive, and which deliver outcomes that match the future expectation of the community of Maitland

These materials reflect the history of Maitland and exhibit the idea of permanency and quality. New opportunities to reflect local stories and narratives within the public realm should be realised with considerate applications, wayfinding and interpretation

The following pages provide recommendations and examples of the suggested character in relation to the urban design and landscapes of Maitland

8.2 Surface Treatments

- 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) to highlight significant locations or reflect heritage architecture
- 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 across the public realm
- Future paving along the mainstreet should be high-quality brick paver with a lighter colour patterning (stone, brick, concrete paver). Aged steel edging and stone kerb detailing should be used to reinforce the main street. Consideration should be given to the impact of dust and wind blown material, with colour selections that reflect the limestone landscape
- Rustic elements such as aged steel, stone and timber can be incorporated to provide connections with the historical context of the town centre as edging and highlight details
- Artistic elements such as carved stone, mosaic tiles, shot blasted patterns or cast in details can be incorporated to provide interesting elements that highlight and recognise the indigenous and pioneer heritage of Maitland

8.3 Structures and Furniture

- Materials should be selected for their robust nature requiring little maintenance such as stone, seasoned timbers, brick and metal. Materials should be aesthetically pleasing, reinforce permanence, as well as feature weathered textures
- Structures and street furniture should be comprised of natural features and forms and respond to the surrounding rural landscape
- Proposed structures should be designed or selected to maximise the provision of shelter, comfort and amenity while maintaining an appropriate scale in relation to the built form of the Town Centre
- 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 stone, glass, stainless steel and ceramics that serve as both functionally and aesthetically pleasing art pieces





8.4 Lighting

- Lighting selection that reflects the historical context of the Town Centre
- 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, mature trees and congregational spaces should be cohesive

8.5 Wayfinding and Signage

- Wayfinding should have a coordinated character utilising contextual colours, lettering style and forms
- Locate and design signage in such a way as to reflect and reinforce the character and function of the town centre
- Signage size and scale should compliment the scale of buildings and should not overpower or distort the visual appearance of the buildings
- Illuminate signage externally by means of a concealed top light or spotlight
- Be concise and efficient in communicating with the public to avoid the proliferation of confusing and cluttered information or numerous advertisements
- Look to incorporate public art approaches to enhance town centre character, in particular at intersections and corner buildings

08 STYLE GUIDE

8.6 Landscape - Typical Planting List

- Vegetation selected for seasonal attributes, hardiness, and should contribute to native species habitats.
- Hardy, drought and frost tolerant native species incorporated through landscape treatments.
- Promote climate resilience through appropriate vegetation selections.

Trees

Acer negundo ‘Sensation’
Agonis flexuosa
Allocasuarina verticillata
Cupaniopsis anacardiopsis
Eucalyptus camaldulensis
Eucalyptus gracilis
Eucalyptus leucoxylon ‘Rosea’
Eucalyptus leucoxylon ssp. megalocarpa
Eucalyptus macrocarpa ssp. macrocarpa
Eucalyptus odorata
Eucalyptus porosa
Hibiscus tiliaceus
Jacaranda mimosifolia
Lagerstroemia indica
Malus x floribunda
Metrosideros excelsa
Pyrus calleryana ‘Capital’
Purple Stick Box Elder
Western Australian Willow Myrtle
Drooping Sheoak (Southern Lofty)
Carrotwood
River Red-gum
Yorrell
Pink-flowered Blue Gum
Large-fruited Blue Gum
Rose of the West
Peppermint Box
Mallee Box
Bronze Cottonwood
Jacaranda
Crepe Mrytle
Japanese Flowering Crabapple
New Zealand Christmas Tree
Ornamental Pear

Plants

Acacia hakeoides
Acacia montana
Acanthus mollis
Ajuga australis
Atriplex cinerea
Atriplex semibaccata
Austrodanthonia caespitosa
Austrostipa elegantissima
Austrostipa eremophila
Bossiaea prostrata
Brachyscome multifida
Carpobrotus rossii
Cassinia laevis
Ceanothus ‘Blue Cushion’
Choisya ternata
Chrysocephalum apiculatum
Correa decumbens
Correa pulchella ‘Dusky Bells’
Correa pulchella ‘Pink Mist’
Correa reflexa
Cymbopogon ambiguus
Dianella ‘Border Silver’
Dianella brevicaulis
Dietes bicolour
Dietes grandiflora
Dodonaea bursariifolia
Dodonaea hexandra
Dodonaea humilis
Dodonaea viscosa ssp. cuneata
Enchylaena tomentosa
Eremophila crassifolia
Eremophila glabra
Ficinia nodosa
Gahnia filum
Goodenia blackiana
Goodenia ovata
Goodenia varia
Grevillea thelemanniana ‘Spriggs Form’
Hakea rostrata
Hardenbergia violacea alba
Hardenbergia violacea ‘Happy Wanderer’
Helichrysum petiolare
Hibbertia riparia
Hibbertia sericea
Indigofera australis
Isolepis nodosa
Isopogon ceratophyllus
Juncus usitatus
Kennedia prostrata
Kunzea pomifera
Leucophyta brownii
Liriope muscari
Lomandra longifolia
Lomandra longifolia ‘Tanika’
Muehlenbeckia florulenta
Myoporum insulare
Myoporum parvifolium
Poa labillardieri
Rhagodia candolleana ssp. candolleana
Rhagodia parabolica
Rhagodia spinescens
Rosa ‘Howard Florey’
Rosa ‘Mawson’
Rosmarinus officinalis
Russelia equisetiformis
Scaevola aemula
Teucrium fruticans
Themeda triandra
Trachelospermum jasminoides
Viburnum tinus
Wahlenbergia stricta ssp. stricta
Westringia fruticosa
Westringia rigida
Xanthorrhoea quadrangulata
Xanthorrhoea semiplana ssp. semiplana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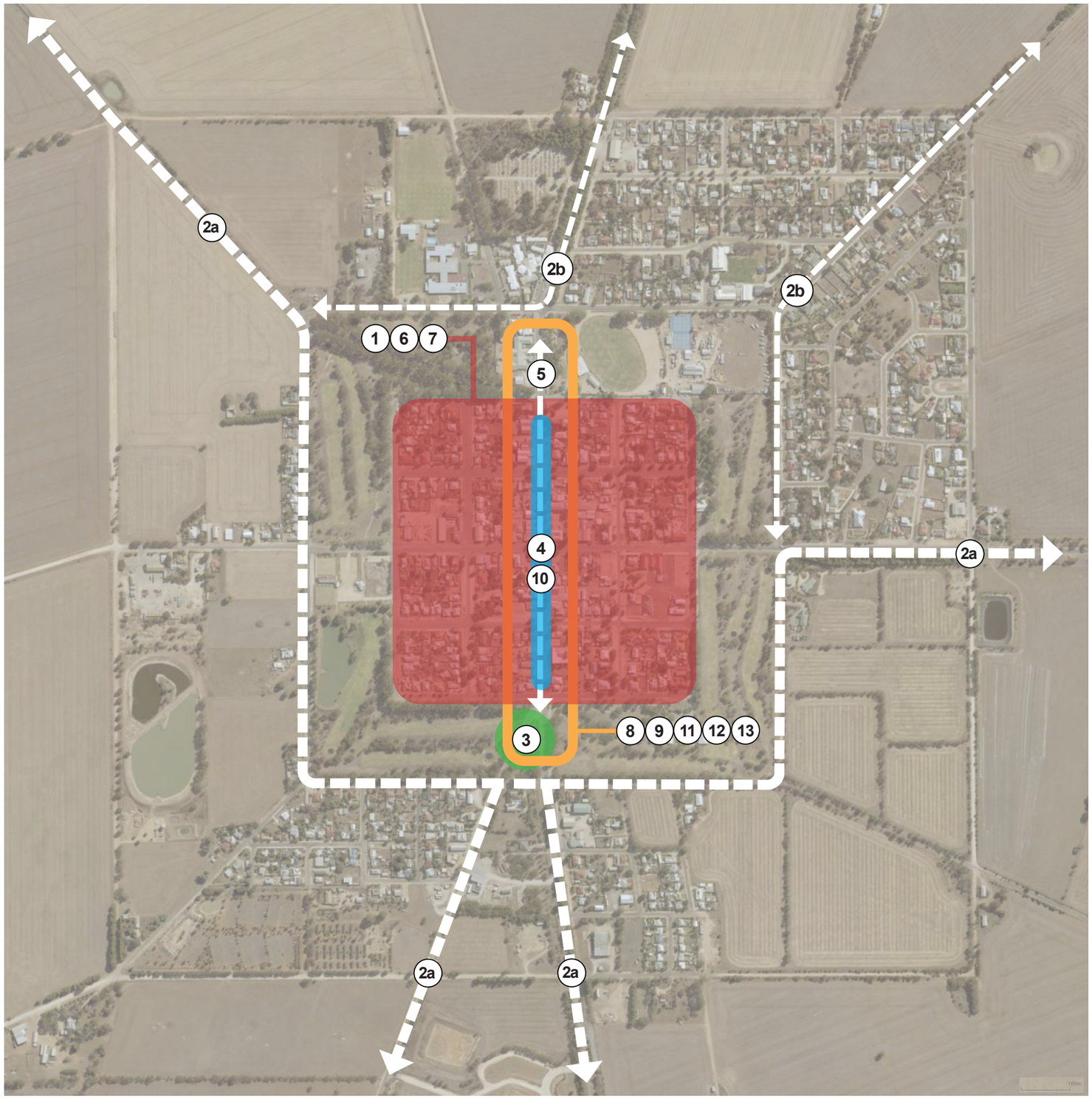
09 FUTURE CONSIDERATIONS

9.1 Introduction

As part of the Robert Street Concept Plan and in response to several comments raised during the community engagement process, the following additional investigations are suggested to achieve the desired outcomes of the report:

1. Continue footpath upgrade and public realm improvement to the footpath network of the town.
2. Explore potential 'truck by-pass' routes around the town to reduce the impacts of large vehicle movements on the mainstreet and town centre (2a) 30m Road Train (2b) 26m B-double.
3. Explore reconfiguration of Port Victoria intersection to remove the 5-way junction (consider as part of haul route review).
4. Continue storm water upgrades and infrastructure improvements including water sensitive urban design recommendations.
5. Investigate potential council care and control of Robert Street following establishment of truck by-pass.
6. Investigate cycle path connections and routes within the town in response to the future establishment of a new truck by-pass.
7. Develop Caravan and RV parking strategy for side streets to encourage tourist visitation.
8. Undertake a signage strategy to support public realm upgrades.
9. Undertake a public art and cultural mapping strategy to support the objectives of the Concept Plan.
10. Liaise with Department for Infrastructure and Transport (DIT) to coordinate future upgrades and resealing of Robert Street.
11. Review existing lighting and potential upgrades as part of the streetscape improvements.
12. Explore upgrade and grant programs to assist building improvements and maintenance.
13. Undertake town-wide parking strategy to understand future demand.



10 IMPLEMENTATION PLAN

10.1 Introduction

The action and projects identified in the Concept Plan will need to be developed progressively over the next 10+ years. These actions will be considered in terms of priority: high (0-2 years), medium (3-5 years) and low (beyond 6 years).

These actions are considered in terms of estimated project value to allow for staging of works, grant funding opportunities and budgets to be developed.

The total cost of the masterplan is anticipated to be a range of **$5,327,500** to **$6,811,000.**

Using current cost rates of between $525/m^2 to $630/m^2 for urban design regeneration projects and $200/m2 to $350m2 for parking areas and based on a public realm area of 8700m2 and new parking areas (including kerb buildouts) of 3800m2.

$	$0 - $50,000
$$	$50,001 - $200,000
$$$	$200,001 - $500,000
$$$$	$500,001 - $1,000,000
$$$$$	$1,000,001+

High Priority (0-2 years)

Medium Priority (3-5 years)

Low Priority (6 years+)

10.2 Actions

Concept Plan Reference No.	Description	Probable Opinion of Costs	Priority
	Robert Street Concept Plan (Refer pages 24 & 25)		
1	Reconfiguration of intersection to improve vehicle safety	$$$$$	
2	Town entry statement landscape and wayfinding	$-$$	
3	Compliant pram ramp crossing located to edge of new protuberances to minimise crossing distance	$$-$$$	
4	2.4m wide central median with low amenity planting and compliant pedestrian crossing refuge	$$$-$$$$	
5	Large vehicle parking/parallel parking bays for access to information centre	$$	
7	Garden build-out to accommodate existing significant native tree	$	
8	Driveway crossovers retained and formalised	$-$$	
9	60 degree angled parking bays (entire street length)	$$$$$	
10	Review driveway requirements with private land owner - potential for reconfiguration to increase parking opportunities	$	
12	Open space (lawn) to accommodate informal dining, gathering and events	$	
13	Open space to accommodate outdoor dining and events	$$-$$$	
15	Explore redevelopment potential including public realm and off-street parking opportunity (potential land purchase)	$$$	
16	Formalised parking to Alice Street	$$	
17	Native garden beds with low planting, rain garden strips to intersection edges and integrated sculptural/street furniture overlay	$$-$$$	
18	Parallel parking with rollover kerb and bollards to create level parking area flush with pedestrian footpath (increased opportunities for accessible parking, outdoor dining, temporary event space, and large vehicle parking)	$$	
19	Central plaza to main shopping district with footpath level angled parking (rollover kerb and bollards) with dedicated accessible parks, increased opportunities for temporary event space	$$-$$$	
20	Concrete overrun kerb (annular) to tighten and slow small vehicle movements while accommodating turn paths of large vehicles	$$	
21	Permeable paving and modified footpath levels (to provide overland flowpath) to reduce impact of localised flooding	$$	
22	Pedestrian crossings set back from intersection to increase safety amongst large vehicle turnpaths and increase activation to edges of town centre	$$	
23	Public art opportunities in the centre of the intersection	$$	
25	Redundant crossovers and infrastructure removed to increase parking availability	$	
26	Rollover kerb to define edge of light industrial hub	$-$$	
27	Timed parking to encourage short stay, delivery, and collection	$	
28	Consistent sealed footpath treatment to whole street	$$$	
29	Caravan and RV parking to side streets, wayfinding and sealed footpaths to reinforce connections to mainstreet	$-$$	

10.3 Priorities

Concept Plan Reference No.	Description	Probable Opinion of Costs	Priority
	Robert Street Concept Plan (Refer pages 24 & 25)		
2	Town entry statement landscape and wayfinding	$-$$	
4	2.4m wide central median with low amenity planting and compliant pedestrian crossing refuge	$$$-$$$$	
7	Garden build-out to accommodate existing significant native tree	$	
12	Open space (lawn) to accommodate informal dining, gathering and events	$	
17	Native garden beds with low planting, rain garden strips to intersection edges and integrated sculptural/street furniture overlay	$$-$$$	
21	Permeable paving and modified footpath levels (to provide overland flowpath) to reduce impact of localised flooding	$$	
25	Redundant crossovers and infrastructure removed to increase parking availability	$	
27	Timed parking to encourage short stay, delivery, and collection	$	
28	Consistent sealed footpath treatment to whole street	$$$	
3	Compliant pram ramp crossing located to edge of new protuberances to minimise crossing distance	$$-$$$	
5	Large vehicle parking/parallel parking bays for access to information centre	$$	
9	60 degree angled parking bays (entire street length)	$$$$$	
16	Formalised parking to Alice Street	$$	
18	Parallel parking with rollover kerb and bollards to create level parking area flush with pedestrian footpath (increased opportunities for accessible parking, outdoor dining, temporary event space, and large vehicle parking)	$$	
22	Pedestrian crossings set back from intersection to increase safety amongst large vehicle turnpaths and increase activation to edges of town centre	$$	
29	Caravan and RV parking to side streets, wayfinding and sealed footpaths to reinforce connections to mainstreet	$-$$	
1	Reconfiguration of intersection to improve vehicle safety	$$$$$	
8	Driveway crossovers retained and formalised	$-$$	
10	Review driveway requirements with private land owner - potential for reconfiguration to increase parking opportunities	$	
13	Open space to accommodate outdoor dining and events	$$-$$$	
15	Explore redevelopment potential including public realm and off-street parking opportunity (potential land purchase)	$$$	
19	Central plaza to main shopping district with footpath level angled parking (rollover kerb and bollards) with dedicated accessible parks, increased opportunities for temporary event space	$$-$$$	
20	Concrete overrun kerb (annular) to tighten and slow small vehicle movements while accommodating turn paths of large vehicles	$$	
23	Public art opportunities in the centre of the intersection	$$	
26	Rollover kerb to define edge of light industrial hub	$-$$	

11 CONCLUSION

Robert Street, Maitland currently faces challenges and opportunities concerning the condition of existing infrastructure, tourism capacity, and social, economic and environmental impacts. There is an intense desire within the community for Robert Street to be enhanced, strengthened and grow as a local asset and a significant destination. The design concept aims to deliver a vision for Robert Street as a vibrant main street, filled amenity and layered with unique cultural and heritage stories.

The Robert Street concept design provides a roadmap and long-term strategic directions to ensure that future actions, proposed developments, public and private investment, and capital works contribute to achieving the community's vision for Robert Street.

The concept is designed to encourage continued community engagement – community engagement will lead to progressive activation and placemaking – activation and placemaking increase business development – retail and commercial development create a thriving main street. By creating better places for people to meet, interact and live, the proposed design concept will ultimately ensure that Robert Street can incorporate all community needs while ensuring its sense of place and intrinsic character remain intact.

The analysis, concept design, urban design principles and materials palette illustrate a progressive framework of positive actions for Robert Street. The recommendations in this document will require ongoing commitment from the community, Council, key stakeholders, investors and State Government to succeed.


DON'T
BE AFRAID
TO FAIL
BE AFRAID
NOT TO
TRY