

STIRLING VILLAGE MAINSTREET

DESIGN GUIDELINES



Acknowledgement

The development of the Stirling Village Mainstreet Design Guidelines has been led by James Szabo and Marc Salver, with the input and expertise of Adelaide Hills Council staff members.

The Stirling Village Mainstreet Design Guidelines was developed by WAX Design, InfraPlan and Ian Robertson Design.

Acknowledgment goes to the Stirling community who have guided this project and provided significant input to the design guidelines. Special thanks is extended to:

- Stirling Business Association
- Stirling District Residents Association
- Key Property Owners
- The Stirling Market
- Local residents and visitors to Stirling

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infraPlan



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0_Executive Summary

Stirling is a significant district centre for the Adelaide Hills region with a diverse range of retail and commercial properties, numerous cafes and restaurants and essential civic and community services such as the Council offices and the library, set within a beautiful tree-lined main street.

Stirling is recognised as a major tourism destination with an increasing cultural focus that builds on the unique character of the Adelaide Hills and the idea that the Adelaide Hills is a place for everyone. The village is well connected to the wider council area via the freeway and established public transport routes.

These guidelines are intended to supplement the development controls contained in Council's Development Plan (shortly to be superseded by the new Planning and Design Code). These design guidelines are not prescriptive but are intended to provide ideas to achieve good development outcomes and maintain or enhance the iconic village character which the Stirling Village Mainstreet has become renowned for.

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

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

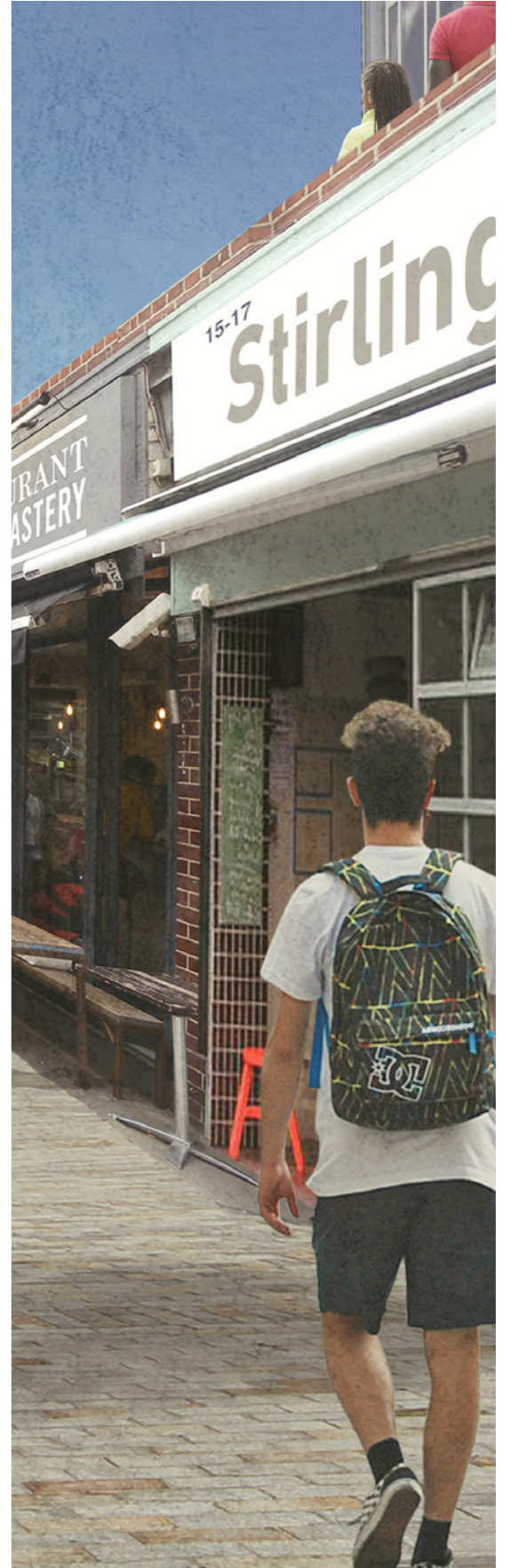
The guidelines aim to be neither prescriptive nor absolute. Instead, the intention is to use the guidelines as a visionary 'big picture' framework that demonstrates the potential of the Stirling Village Mainstreet. The aim is that redevelopment and future development is aligned, consistent and meets the community's vision for Stirling.

The guidelines allow the Council and property owners to identify potential opportunities and new partnerships which will enable a coordinated approach to be undertaken when redevelopment occurs. The document can also be used to guide the Council's public infrastructure investment decisions.

The guidelines may also influence the State and Council planning policy and encourage further economic development opportunities and investment. The document can also be used to identify the requirement for feasibility studies, guide future investigations or guide further detailed concept plans.

The analysis of the Stirling Village Mainstreet takes into consideration the notable physical, cultural and environmental factors of the District Centre. The document explores the development capacity of the Village Centre and considers how existing and proposed buildings can combine with open spaces, the public realm and vehicular access to create the Stirling Village Mainstreet.

Through the analysis, it is evident that there are distinct precincts within the Stirling Village Mainstreet., each with a different design, landscape and development potential. The precincts form the basis of the Stirling Village Mainstreet Concept Plan and recommend responsive design actions that reflect improvements to movement and access, increased community provisions and new development opportunities, as well as identifying new open spaces, laneways and plazas.



1_Principles and Vision

1.1 INTRODUCTION

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

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

Central to the Stirling Village Mainstreet Design Guidelines is the Stirling Village Mainstreet Concept Plan. The concept plan represents the urban character, open space and landscape potential of the village as a whole.

The concept plan is separated into the various planning and urban design layers. Each layer demonstrates specific responses and potential opportunities in relation to the following:

- **BUILT FORM**
- **MOVEMENT AND ACCESS**
- **PUBLIC REALM AND OPEN SPACE**

1.2 BUILT FORM

- Support the community's passion for the Stirling Village Mainstreet and provide well planned and desirable built form and public realm outcomes that maintain, enhance and deliver a wide range of land uses, functions and activities.
- Maintain the unique character of the main street and establish planning precincts that build on the village qualities of Stirling.
- Encourage development that creates opportunities for vibrant, high-quality mixed-use, and residential land uses.
- Create an authentic main street experience that is attractive, well designed and legible.
- Encourage new buildings of high architectural standards which incorporate sustainability principles and provide for mixed-use and adaptive development.
- Provide conveniently located car parking options that support the economic, social and recreational function of the village.

1.3 MOVEMENT AND ACCESS

- Provide legible and integrated movement and access options that integrate pedestrian, bicycle and vehicle connections.
- Create continuous, safe and easily accessible footpaths for all members of the public along the main street and across the village centre more broadly.
- Create a road network that allows for easy navigation of traffic along the main street and to car parking areas (on-street and off-street).
- Balance pedestrian and vehicular needs and establish well-planned spaces for both.



1.4 PUBLIC AND OPEN SPACE

- Ensure the Mainstreet is welcoming and inclusive for people of all ages, genders and cultures, creating a safe and friendly environment.
- Promote active main street frontages and laneways with verandahs, garden beds, small plazas and outdoor dining that supports human activity and social interaction.
- Reinforce the landscape character of the main street and continue to promote the impressive tree-lined avenue of the village.
- Create attractive and functional public spaces, laneways and streets that encourage community interaction, recreation and congregation.
- Encourage innovative development and high-quality landscape areas to create attractive public spaces, including water sensitive urban design (WSUD) responses, green roofs and green walls.
- Ensure that the public realm is safe, accessible and caters for the needs of all members of the community.
- Promote significant cultural representation in the design of new development, public realm, open spaces and public art.



1.5 VISION

“A thriving and walkable main street that celebrates the uniqueness of Stirling.”

“A well designed and vibrant village retaining its trees and open spaces while incorporating new high quality development.”

“A well defined main street with small open spaces, rest stops and public spaces that support community activity, congregation and events.”

“ A main street filled with large deciduous trees and attractive gardens.”

2_Stirling Village Mainstreet Concept Plan

2.1 CONCEPT PLAN





The Stirling Village Mainstreet Concept Plan provides a robust planning framework that will guide, maintain and encourage development within Stirling. The concept plan builds on the analysis, community vision and design principles, and recommends that the future planning of the village considers a fine grain approach that recognises the unique character of Stirling.

Based on four precincts, the concept plan illustrates potential actions that explore the future of Stirling. The precincts aim to reinforce the unique character of the village while responding to existing built form and landscape characters.

The concept plan does not advocate wholesale change of the village, rather a progressive, responsive and measured approach to development. This approach aims to be contextual, visionary, and meet the current demands for the 'preservation of the village' while delivering the 'potential for development'.











The adjacent figure (left) illustrates the location of each precinct and the existing properties that are contained within each precinct. The concept plan shows broad planning areas and future opportunities for development, as well as consideration of movement and access and the provision of open space, including laneways, plaza and small parks.




-  Village Mainstreet
-  Mainstreet Renewal
-  Civic Precinct
-  Heritage Precinct (preserve historic)

Village Concept Plan

Built Form Precinct

-  Village Mainstreet
-  Mainstreet Renewal
-  Civic Precinct
-  Heritage Precinct (preserve historic character)
-  Open Space
-  Mainstreet Gardens
-  Laneway
-  Plazas and small park
-  Car parking
-  Vacant Land (future development)





Function

-  Relocated bus stop
-  Potential undercroft car parking
-  Pedestrian crossing (refuge)
-  Pedestrian crossing (signalised)
-  Heritage sites
-  Bicycle parks and infrastructure




Landscape

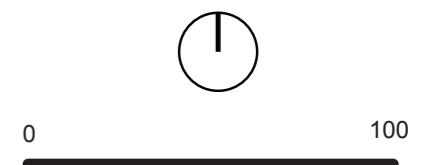
-  Landscape edge
-  Landmark trees

Access

-  Pedestrian connections
-  Key Vehicle access routes
-  Mainstreet
-  Roundabout

Urban Form

-  Potential building development in storeys (up to 10 metre total building height from mean ground level)
-  Verandah and covered walkways
-  Feature or landmark architecture or facade



3_Built Form

Reinforce the 'village' character along the main street through the establishment of quality development. Active frontages will characterise the built form with verandahs, gardens and outdoor areas that address the main street.

The new development will respond to the existing scale, bulk and architectural style of the main street with various setbacks creating new public spaces for congregation, socialisation and relaxation.

The existing laneways will become bustling pedestrian spaces with shop frontages, active plazas and public spaces, while new laneways will increase access, and provide new retail, hospitality and residential opportunities.

3.1 CONTEXT

The land use and built form character of Stirling is a mix of different styles and development forms that reflects the numerous built form changes that have occurred since settlement in the late eighteenth century. The village character is reflected in many of the existing buildings with several properties of Local and State Heritage significance.

A large portion of the northern side of the main street contains development with a distinct 'village' main street character, including a continuous verandah over the pedestrian walkway and single-storey buildings. The current land uses are predominantly retail, hospitality or service orientated businesses with active frontages that add to the village character of Stirling.

The southern side of Mount Barker Road contains a variety of properties and is characterised by larger commercial floor plates, wide setbacks from street frontage boundaries, off-street parking fronting the main street and landscaped edges.

The scale and form of development throughout Stirling largely reinforces the 'village' character. There is a focus on single and double story buildings with shop windows and facades that encourage human interaction. The unique landscape character of the main street combines with the built form scale to create an attractive main street destination.

3.2 BUILT FORM GUIDELINES

- Respond to the existing 'village' character of the main street and encourage development with active frontages, verandahs and building setbacks that create public space.
- Promote and develop distinct precincts that reinforce and consolidate existing land uses and built form characters as well as new development potential.
- Maintain verandahs over footpaths; building frontages to the boundary lines and laneways.
- Encourage development up to two storeys in height which responds to the existing 'village' character and streetscape design of Stirling (based on the mean ground level of the existing development measured from each corner).
- Develop upper storey setbacks to limit the visual impact and overshadowing.
- Retain the heritage character of Stirling through sympathetic development that reflects existing built form, bulk, scale and detailing.
- Avoid development with large blank facades.
- Encourage activation of second storey development to allow over looking and passive surveillance of public spaces.
- Encourage mixed use planning vertically (commercial, retail, hospitality and residential land uses with potential offices and flats above ground floor premises).
- Explore the opportunity for landmark buildings in key locations to create gateways along the main street.
- Further refine the 'village heart' with new open spaces and development that caters for the community.
- Within new development provide opportunities for garden beds, tree planting and landscape treatments.
- Promote side boundaries with articulated 'in' steps, windows, facade treatment and landscaping.
- Ensure that new development provides car parking to the rear of the allotment.
- Encourage new development to more strongly address the main street.
- Develop active facades with 10 to 12-metre frontages and building forms that reflect the fine grain and scale of the precincts.
- Reduce the bulk of south-facing facades to limit overshadowing.
- Maintain diverse rooflines using hipped, skillion and gabled roof profiles to minimise uniformity (ensure rooflines reflect the existing character and rhythm of the main street).
- Encourage the development of verandahs with a minimum height of 2 metres and maximum width from the building line of 2.5 metres.
- Ensure facades express a balanced ratio of solid to void with doorways, windows and articulation increasing the permeability and activation of the built form.
- Create laneways, plazas and small parks with pedestrian access that promotes a permeable main street fabric for Stirling.
- Limit the impact of retaining walls and explore stepped floor plates and landscape treatments that reduce the visual impact of retaining (planting beds, climbing plants and green walls).
- Screen air conditioners, plant, antennas, towers, satellite dishes and other service facilities from streets and public spaces.
- Ensure service areas are integrated within the building form or screened from public view.
- Avoid concealed alcoves, dark areas and hidden entrances which limit passive surveillance.
- Encourage building construction with durable material of longevity, such as natural stone, rammed earth and brick.

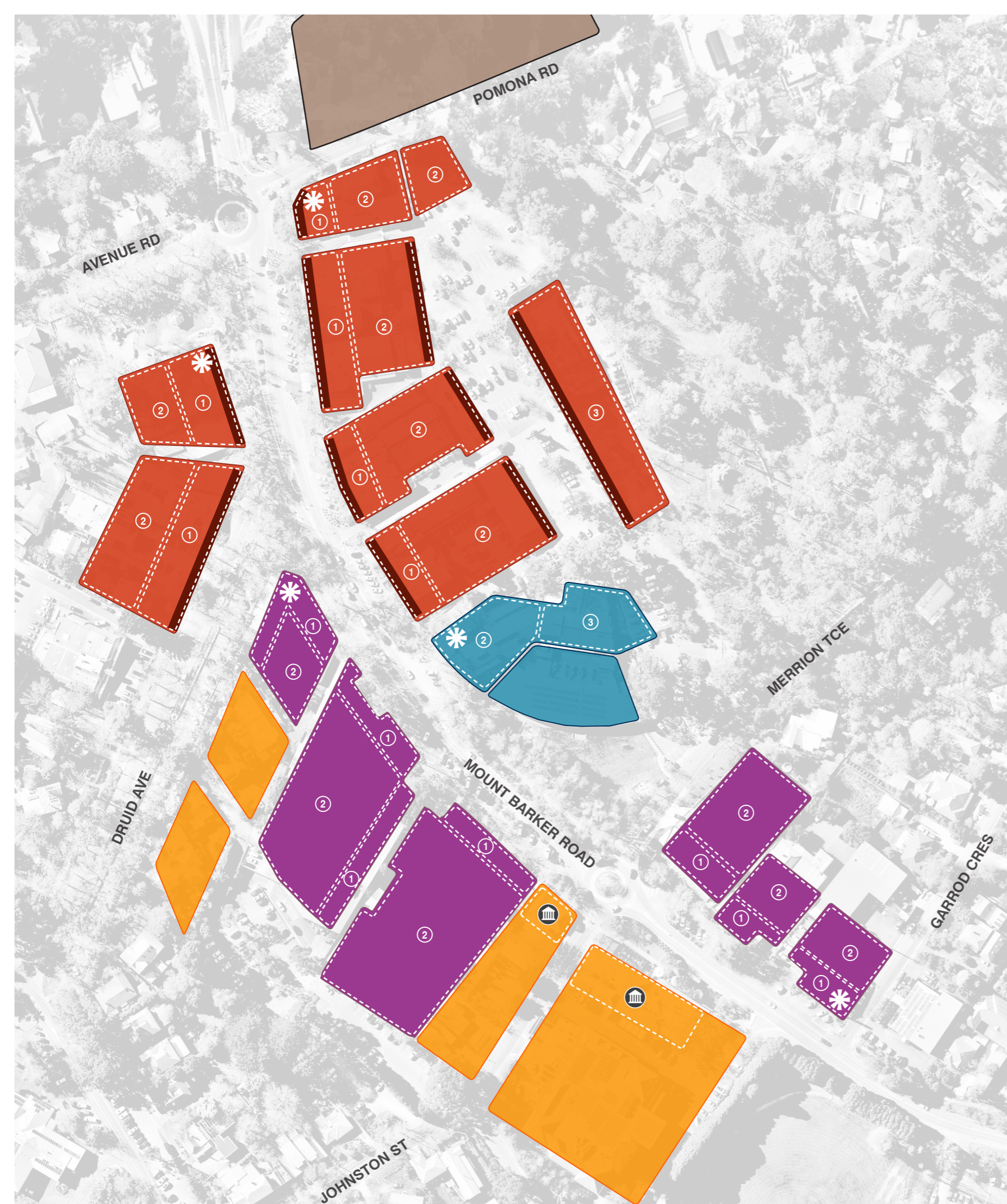
Built Form

Precinct

- Village Mainstreet
- Mainstreet Renewal
- Civic Precinct
- Heritage Precinct (preserve historic character)
- Vacant Land (future development)

Urban Form

- Potential building development in storeys (up to 10 metre total building height from mean ground level)
- Verandah and covered walkways
- ✱ Feature or landmark architecture or facade



4_Movement and Access

Create an accessible main street with well-designed and generous footpaths and walkways.

Visitors and residents will be encouraged to enjoy and explore the laneways, plazas and open spaces of Stirling.

The pedestrian connection will be high-quality with verandahs, trees and gardens beds providing significant levels of amenity.

Vehicular access will be easy and well-signed with car parking consolidated across existing and new development sites and located at the rear of the main street.

The opportunities for cycling will be improved with extensions to existing cycle lanes and additional bike parking facilities.

4.1 CONTEXT

The main street has good pedestrian infrastructure provision along the entire length of the street, with consistent footpaths on either side of the road. However, there are numerous locations where conflicts are created with vehicles entering car parks and laneways.

In addition, connections across Mount Barker Road are limited to the southern half of the main street. There are two crossings with a median refuge point and a signalised pedestrian crossing, all located in the northern portion of the street.

Car parking consists of on-street parking that flanks the north eastern side of the main street and along side streets (angled and parallel). Large areas of off-street parking also run parallel to the main street with car parking at the rear of buildings (particularly on the northeast side of Mount Barker Road).

An assessment of the current parking provision indicates that the number of parking spaces is greater than the demand required most of the time. Previous studies and consultations have identified that car parking is abundant in Stirling; however, improved access and signage is required.

The two major access points to the rear off-street parking areas are from Pomona Road and Merrion Terrace. These entrances are not well-signed for motorists entering the precinct. This results in unnecessary vehicle circulation through the streets while looking for an on-street park, as many drivers are not aware that these spaces exist.

There are four one-way vehicular access lanes from Mount Barker Road leading to the rear car parks which are also not well-signed. These access points are narrow with limited parking, and each creates potential conflict points for pedestrians along the footpath.

Several side streets connect to the main street, offering additional vehicular access, parking, as well as connecting to other commercial areas. Reinforcing access to the side streets and balancing these intersections with pedestrian access will achieve better integrated outcomes.

4.2 PEDESTRIAN

- Establish a hierarchy of footpaths that provide continuous access along and across the main street, ensuring that pathways are accessible for people of all abilities.
- Promote the widening of footpaths to a minimum of 1.5 metres to improve pedestrian mobility.
- Improve pedestrian access across the main street by incorporating new crossing points, each with a central refuge, adjacent to the Druid Avenue intersection, the library lawns and opposite the Stirling Hotel.
- Progressively close vehicle access to all laneways to improve pedestrian access throughout the village centre and improve access to rear car parking.
- Upgrade the laneways to increase the amenity for pedestrians, including seating, trees and garden beds.
- Establish a pedestrian connection to Apex Park capitalising on the upgrade of the laneways and the improvement of car parking areas in Stirling.
- Select high quality, durable materials and finishes to pedestrian paths that are sympathetic with the character of the village and will provide a significant open space legacy for Stirling.
- Improve all ability pedestrian access to existing and new built form.
- Provide consistent lighting and clear sightlines to ensure that safe pedestrian routes are maintained.

4.3 VEHICULAR

- Seek to establish clear and legible access to parking areas in Stirling with a focus on Pomona Road, Druids Avenue, Johnstone Street and Merrion Street.
- Encourage efficient parking and reduce traffic circulation by providing wayfinding signage to rear car parks.
- Explore the potential to relocate bus stops to increase public transport connections with the village, laneways and improve the experience of users.
- Encourage larger, more efficient parking areas by amalgamating rear allotments.
- Explore the potential undercroft and multi-deck parking (consider existing topography, landscape treatments and materiality to increase landscape amenity and reduce visual impacts).
- Enhance safety for all road users by reducing the speed limit (which was recently done) and removing street sign clutter.
- Examine the potential to progressively reduce on-street parking and increase public space along the main street.
- Increase landscape treatment and tree planting with parking areas to reinforce the landscape character of the main street and improve the amenity for pedestrians.
- Promote overflow car parking areas during events, particularly Stirling Oval.

4.4 CYCLING






- Provide and increase bicycle parking at strategic locations along the main street.
- Increased availability and prominence of cycling lanes along the main street (review provision of lanes with the possible removal of on-street parking).
- Facilitate cycling connections with destinations outside Stirling (i.e. Crafers and Aldgate).

Movement and Access




Land Use

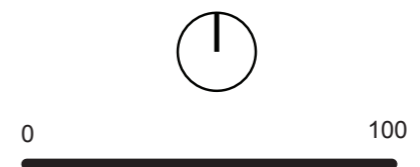
 Car parking

Function

-  Relocated bus stop
-  Potential undercroft car parking
-  Pedestrian crossing (refuge)
-  Pedestrian crossing (signalised)
-  Bicycle parks and infrastructure

Access

-  Pedestrian connections
-  Key Vehicle access routes
-  Mainstreet



5_Public Realm and Open Space

Reinforce the vegetated and green character of Stirling with the enhancement and creation of spaces which provide the opportunity for the public to sit and linger in the main street.

Foster the creation of a high-quality public realm with active frontages, verandahs and gardens beds to both sides of the street to form continuous landscape setting along the main street.

The quality and character of the main street will be enhanced through the progressive replacement and planting of appropriate plants and trees.

The creation of new public spaces, plazas, small parks and laneways will reinforce the village character of Stirling and enhance the experience of visitors and residents.

5.1 CONTEXT

Mount Barker Road is flanked with large trees and extensive gardens beds that give Stirling its unique landscape character. The result of a significant beautification programme during the late 1980's and early 1990's, the main street trees and gardens create a major landscaped public realm space which runs through the centre of Stirling.

Opportunities for sitting and congregation are limited along the main street, and the majority of Stirling's open space is provided in front of the library and at Steamroller Park. The current vehicular access along the various laneways creates numerous conflicts, as well as limiting the potential to redevelop these areas as pedestrian-focused public spaces.

The large trees that line the main street are the village's greatest asset and provide shade, colour, amenity and beauty. These trees, some planted several decades ago, are becoming senescent and appropriate succession planning will be required to maintain the landscape character of the street. Also, the selection of replacement trees will need to consider the impacts of climate change to ensure the ongoing adaptation of Stirling's landscape character.

The topography and the resulting forms of development required large retaining walls and constructed edges. These urban responses often detract from the village character of Stirling, and greater emphasis needs to be placed on the design and treatment of these urban elements.

Apex Park is a valuable open space asset. However, connections to the main street and the adjacent car park are limited. With significant topographic level changes between the main street and Apex Park, new pedestrian links will be required.





Steamroller Park is the only playspace within the town and has recently been upgraded. There exists an opportunity to increase the community value of this area and provide opportunities for young adults and the youth in the community.

5.2 PUBLIC REALM GUIDELINES



- The public realm should enhance the village character of Stirling through the sophisticated, stylish and sympathetic design and detailing of external spaces.
- Provide public spaces approximately every 100 metres along the main street to allow socialisation and enjoyment of the surrounding landscape character.
- Provide 'all access' and Disability Discrimination Act compliant ramps as part of the public realm where appropriate to ensure accessibility for all.
- Minimise the impact of blank facades and retaining walls through utilisation of garden beds, climbing plants and green walls to provide screening and green edges.
- Provide visual interest for pedestrians through a more human scale design and the detailing of street frontages.
- Consider shelter and shades, including covered walkways to enhance pedestrian experiences.
- Provide consistent lighting and clear sightlines along laneways and streets as well as across parking areas to ensure safe pedestrian routes.
- Develop street furniture and public realm features that reflect the Stirling character and enhance the use of public spaces.
- Ensure that plant selections are reminiscent of the exotic European character present within Stirling while also suiting the local environmental conditions and future climate impacts.
- Maintain the existing trees and develop a succession plan for senescent trees with an appropriate replacement time frame and species selection.
- Promote pedestrian and landscape connections to the 'Village Heart' (library lawn) and Apex Park through the modification or relocation of existing car parking.
- Provide access to water, power and data within civic spaces and plazas to maximise the potential of areas for events.
- Explore public artworks that commemorate the history and sense of community within the village, consider both Aboriginal and European histories, stories and narratives.
- Establish tree planting and garden beds within car parks to reinforce the landscaped character of Stirling, incorporate large canopy trees every 4 to 6 car spaces with 2m wide tree pits.
- Maintain all bases of tree crowns along Mount Barker Road to a height of 2 to 3 metres above pedestrian level to increase sightlines and passive surveillance.
- Employ water sensitive urban design (WSUD) techniques where possible within road reserves, car parks and public open space areas to enhance the collection and treatment of stormwater.
- Develop a hierarchy of landscape treatments that respond to the Stirling Precincts, public realm character and function.
- Provide natural surveillance, through viewing opportunities and vista to streets and public open space areas.
- Promote the use of porous surfaces to allow water to permeate and increase stormwater inundation.
- Ensure that landscape areas provide habitat for local native fauna.

Open Space and Public Realm

Land Use

-  Open Space
-  Mainstreet Gardens
-  Laneway
-  Plazas and small park

Landscape

-  Landscape edge
-  Important trees (to be retained as part of future development)

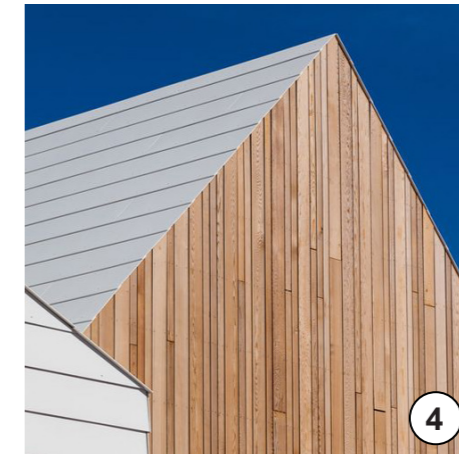


6_Village Mainstreet Precinct



6.1 ACTION PLAN





- ① Create a defined main street frontage with single storey development, continuous verandah and footpath treatments.
- ② Encourage new two storey development with main street setback and active frontages to adjacent laneways and rear car parking areas.
- ③ Reinforce the Pomona Road streetscape and define vehicular entrance to car park with new two storey development.
- ④ Create a new development edge to Apex Park with on-site parking and landscape treatment to reduce the visual impact on Apex Park and explore opportunities for lift access [4a].
- ⑤ Develop stepped access to Apex Park with landscaping treatments.
- ⑥ Develop pedestrian laneways and encourage active frontages, outdoor dining and seating.
- ⑦ Maintain the significance of main street gardens and limit development associated with outdoor dining areas.
- ⑧ Increase signage and vehicular access to off-street parking.
- ⑨ Develop landscape treatments including green walls, planters and climbers to reduce the visual impact of road and parking infrastructure.
- ⑩ Review directional and information signage to assist with legibility and sense of arrival.
- ⑪ Develop pedestrian access across car parks with designated walkway and landscape treatments.







Note: the numbering corresponds to the numbers on the plan.

Village Mainstreet


Land Use

-  Village Mainstreet
-  Open Space
-  Mainstreet Gardens
-  Laneway
-  Car parking




Function

-  Undercroft car parking
-  Pedestrian crossing (refuge)
-  Pedestrian crossing (signalised)
-  Bicycle parks and infrastructure




Landscape

-  Landscape edge (vegetated infrastructure to provide landscape separation to adjacent areas)

Access

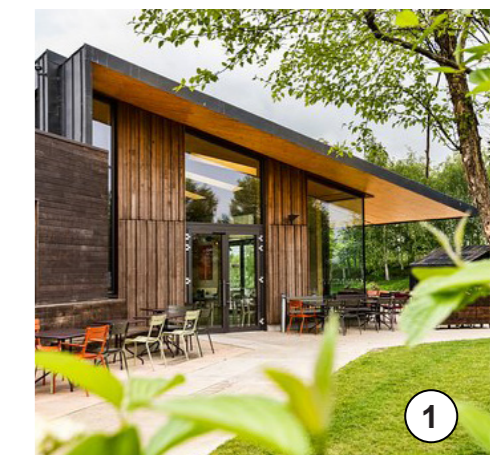
-  Pedestrian Connections
-  Key Vehicle Access
-  Mainstreet

Urban Form

-  Potential building development in storeys (up to 10 metre total building height from mean ground level)
-  Verandah to front of development
-  Feature or landmark architecture or facade



7_Mainstreet Renewal Precinct









7.1 ACTION PLAN






- ① Redevelop parking and encourage new development that capitalises on the main street frontage (explore the development potential of the road reserve with single storey development that reinforces the village character of Stirling).
- ② Establish two-storey development with large floor plates, loading areas to the rear and south facing setbacks to increase solar access to adjacent laneways [2a].
- ③ Develop car parking to the rear and explore potential for deck and undercroft parking.
- ④ Develop building setbacks that create plazas and small parks (10 metres wide) along the mainstreet.
- ⑤ Create laneways that fragment the development pattern of the mainstreet renewal precinct and provide access to off street parking.
- ⑥ Maintain the significance of the main street gardens and limit the impact of outdoor dining areas to maintain the built form character of the mainstreet.
- ⑦ Establish designated pedestrian crossing points that link the main street.
- ⑧ New bus stops to improve connections to village centre [8a] and improvements to existing bus stops [8b].
- ⑨ Increase signage and vehicular access to off-street parking areas.
- ⑩ Develop landscape treatments including green walls, planters and climbers to reduce the visual impact of road and parking infrastructure.
- ⑪ Ensure that new development responds to the historic character of adjacent precincts/ buildings.

Mainstreet Renewal



Land Use

-  Mainstreet Renewal
-  Open Space
-  Mainstreet Gardens
-  Laneway
-  Plazas and pocket park
-  Car parking




Function

-  Relocated bus stop
-  Undercroft car parking
-  Pedestrian crossing (refuge)
-  Pedestrian crossing (signalised)
-  Bicycle parks and infrastructure



Landscape

-  Landscape edge (vegetated infrastructure to provide landscape separation to adjacent areas)
-  Landmark tree

Access

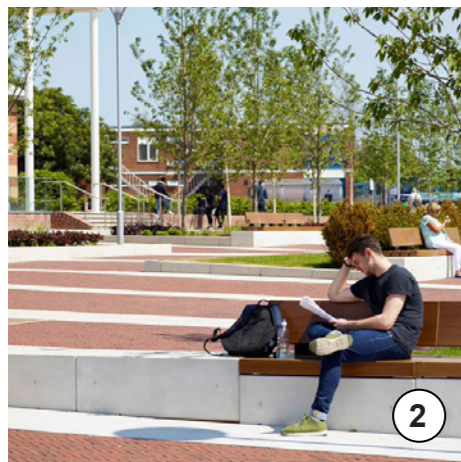
-  Pedestrian Connections
-  Key Vehicle Access
-  Mainstreet

Urban Form

-  Potential building development in storeys (up to 10 metre total building height from mean ground level)
-  Feature or landmark architecture or facade



8_Civic Precinct









8.1 ACTION PLAN

- ① Explore the potential redevelopment of the Council offices to increase the civic function and community value of the site and increase the library lawns [1a] with potential for a youth play area.
- ② Develop a new plaza to the Council offices and build on civic character of the precinct.
- ③ Develop a large open space plaza in front of the Council offices and ensure the protection of the existing trees on site.
- ④ Develop a major laneway (8-10 metres wide) between the main street and open space plaza to the north of the precinct.
- ⑤ Promote pedestrian links to Apex Park.
- ⑥ Maintain the open space significance of the library lawns.
- ⑦ Maintain the significance of the main street gardens and tree planting.
- ⑧ Establish designated pedestrian crossing points that link the main street.
- ⑨ Relocate existing bus stop to improve connections to the civic precinct.
- ⑩ Increase signage and vehicular access to off street parking areas.
- ⑪ Develop landscape treatments including green walls, planters and climbers to reduce the visual impact of road and parking infrastructure.
- ⑫ Modification of parking and development of undercroft parking to meet future requirements.








Civic Precinct



Land Use

-  Open Space
-  Civic Precinct
-  Mainstreet Gardens
-  Laneway
-  Plazas and pocket park
-  Car parking




Function

-  Relocated bus stop
-  Undercroft car parking
-  Pedestrian crossing (refuge)
-  Pedestrian crossing (signalised)
-  Bicycle parks and infrastructure



Landscape

-  Landscape edge (vegetated infrastructure to provide landscape separation to adjacent areas)
-  Landmark tree

Access

-  Pedestrian Connections
-  Key Vehicle Access
-  Mainstreet

Urban Form

-  Potential building development in storeys (up to 10 metre total building height from mean ground level)
-  Feature or landmark architecture or facade



9_Heritage Precinct







9.1 ACTION PLAN




- ① Maintain the significance of State and Local heritage listed properties.
- ② Promote renewal and new development that responds to the existing character of the precinct and restrict development that is dominant in bulk, scale and materiality.
- ③ Manage the landscape character of Druid Avenue through progressive tree replacement and appropriate management.
- ④ Maintain the open space significance of the Stirling Hotel garden and improve pedestrian access.
- ⑤ Develop new gardens to the Heritage Precinct as part of progressive development of the Mainstreet Renewal Precinct and develop continuous footpath access.
- ⑥ Increase signage and vehicular access to off street parking.
- ⑦ Establish designated pedestrian crossing points that link the main street.
- ⑧ Develop landscape treatments including green walls, planters and climbers to reduce the visual impact of road and parking infrastructure.

Heritage Precinct


Land Use

-  Heritage Precinct (preserve historic character)
-  Mainstreet Gardens
-  Plazas and pocket park
-  Car parking




Function

-  Relocated bus stop
-  Pedestrian crossing (refuge)
-  Heritage/Historic Sites

Landscape

-  Landscape edge (vegetated infrastructure to provide landscape separation to adjacent areas)

Access

-  Pedestrian Connections
-  Key Vehicle Access
-  Mainstreet



10_Design Palette

The need to create a cohesive public realm will be critical to the success of the Stirling Village Mainstreet Design Guidelines. By applying a considered approach to the design and selection of elements, objects and materials in the public realm, quality outcomes can be delivered. The analysis has demonstrated the important and unique character of Stirling. This character is expressed and reinforced in the forms, aesthetics and function of the constructed environment, landscapes and features which exist in Stirling.

Much of the character of Stirling is contained in the landscape and built form of the public realm. The future aesthetic of Stirling responds to ideas of quality, longevity and authenticity. The Stirling Village Mainstreet Design Guidelines do not propose a simple copying of the historic and village characteristics, thereby creating a fake or kitsch environment. Instead, these guidelines consider relevant design responses which are unique, confident and progressive, and that will deliver outcomes that match the future expectation of Stirling's community.

The following represent ideas and opportunities in relation to the design of the Stirling main street. The design palettes considers:

- Materials
- Street Furniture
- Paving
- Landscape

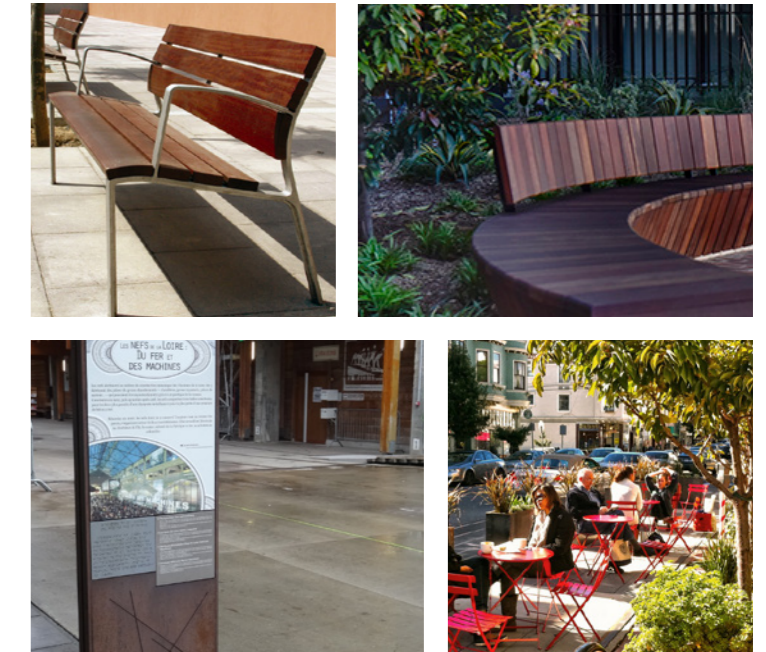
MATERIALS

By developing a palette of materials, continuity across Stirling can be achieved. Materials can be used to create highlights to reinforce the context of areas and increase the function of a space.



STREET FURNITURE

Street furniture and community facilities can be used in the realisation of the Design Guidelines. Consideration should be given to the potential for public spaces within the public realm which provide seating and spaces to relax and socialise.



PAVING

By developing a paving palette, continuity across Stirling can be achieved. Paving can be used to create highlights to reinforce the context of areas and increase the function of a space.



LANDSCAPE

The trees and landscapes of Stirling create the living fabric of the town. Landscapes and vegetation can have a positive effect on the social well-being of a community as well as aesthetic benefits. The need to maintain a strong landscape structure within Stirling is extremely important.



11_Design Considerations

The future built form of Stirling will be critical in maintaining and enhancing the village character. Encouraging the development of new buildings that add to the urban fabric in terms of form, scale and details is necessary. The following guidelines demonstrate the urban design responses that will be required.

- ① Continuous verandah (2m wide x 2.5m high)
- ② Single story frontage addressing the main street (up to 4m)
- ③ Second storey setback to provide activation of upper storey and allow solar access (2 to 2.5m)
- ④ Second storey (up to 4m)
- ⑤ Entire building not exceeding 10m (based on mean ground level from each corner of the existing property)
- ⑥ Building setback to provide public space (5 to 10m setback) where possible



Illustration of plaza and building setback



Illustration of built form to main street frontage

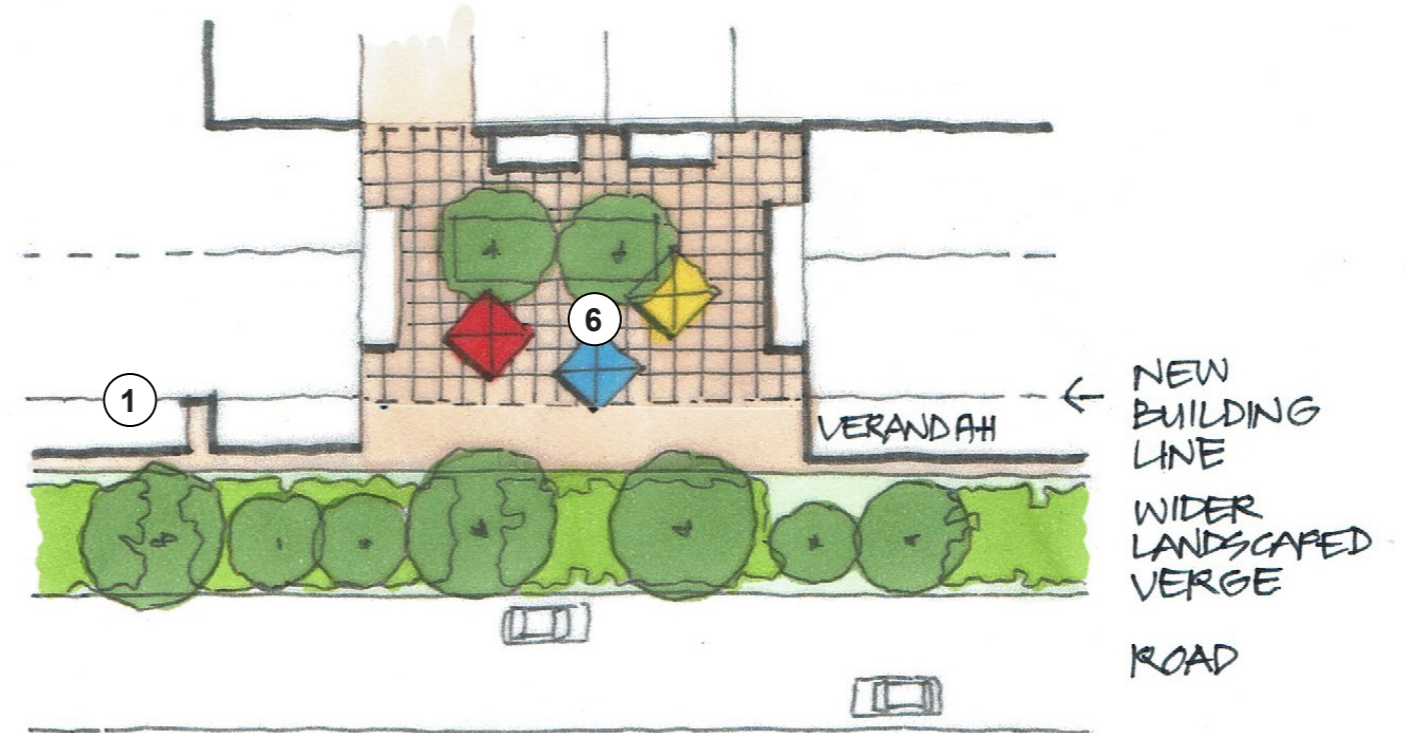


Illustration of plaza and development potential of existing car park (Mainstreet Renewal Precinct)

12_Future Considerations

As part of the Stirling Village Mainstreet Design Guidelines and in response to several comments during the community engagement process, the following additional investigations are suggested for further consideration to achieve the desired outcomes of these guidelines.

- 1 Review the outcomes of the forthcoming stormwater management study.
- 2 Ongoing review of traffic movements in the village centre, particularly from the impacts of development.
- 3 Review and audit signage and wayfinding throughout the village centre.
- 4 Complete a traffic assessment of freeway off-ramp and village entry.
- 5 Continue work to monitor and manage tree management and replacement plan.
- 6 Explore the redevelopment opportunity of the existing council offices to enhance civic function and administration efficiency.
- 7 Explore the potential of development adjacent to Apex Park and undercroft car parking.
- 8 Explore the further temporary and/or permanent closures of the existing laneways to traffic and develop an activation programme to further support the 'Stirling Laneways' and other events.
- 9 Investigate modification of vehicle access to the Mall car park (opposite police station) to reduce conflicts associated with existing the roundabout.

