

## 4.3 LINKS + CONNECTORS

Connectedness is a basic principle of good urban design. A network of high quality links and connections that are safe offer the community benefits including legibility, a variety of movement patterns and a choice of transport modes including a greater likelihood of people walking and cycling.

Urban design and landscape forms an important role in establishing attractive street network for people to use.

These key links are recognised within the UDLS:

### North South Connector

- Linear Park (including Urban Stream).

### Streets as Places

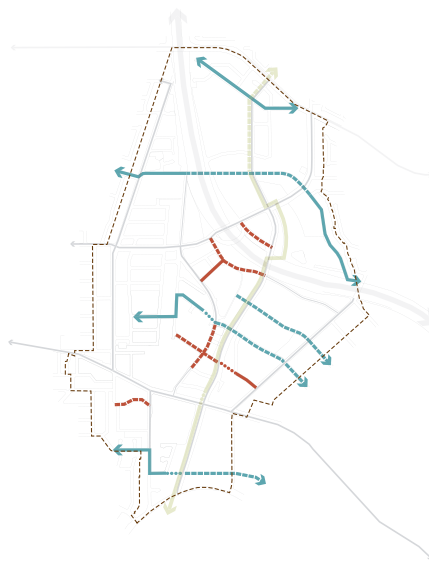
- Urban Place Streets; and
- Biophilic Place Streets.

### Streets for Movement

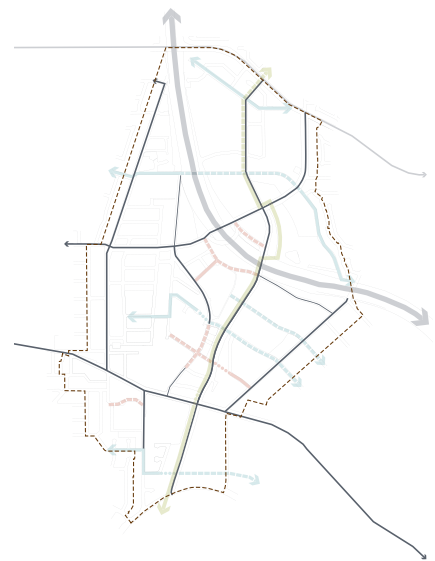
- High Traffic Volumes;
- Low Traffic Volumes; and
- Community Streets.



NORTH SOUTH CONNECTOR



STREETS AS PLACES



STREETS FOR MOVEMENT

LOCAL PARK (SUBJECT TO LAND ACQUISITION)

DISTRICT PARK

COMMUNITY PARK (CIVIC GARDENS)

URBAN STREAM CORRIDOR

LOCAL PARK (TALBOT WAY RESERVE)

**FIGURE 25: LINEAR PARK  
LEGEND**

- Site Boundary
- Linear Park
- Linear Park - Extension Subject to Land Acquisition

## NORTH SOUTH CONNECTOR

### Linear Park

The Linear Park is a continuous recreational and biodiversity link between the southern and northern edges of the Stirling City Centre which complements the urban stream and its functional role of providing water quality benefits to the catchment, flood protection and ecological enhancement.

The Linear Park comprises a continuous North South shared path and links recreational nodes across the POS hierarchy. The Linear Park:

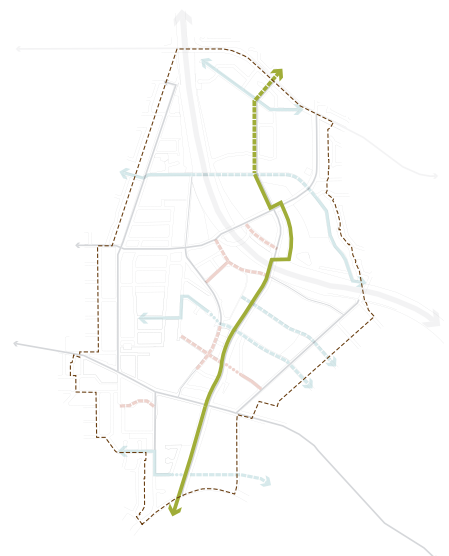
- Facilitates exercising, commuting and relaxation;
- Provides direct connection between key destinations and public spaces;
- Facilitates public interface and interaction with the urban stream with provision of pedestrian crossover points for continued access in large flood events; and
- Establishes an ecological corridor and enhances physical connections to Herdsman Lake and Lake Gwelup.

### Objectives

- Provide the main contribution to the identity and character of the Stirling City Centre;
- Provide a linear park connecting the southern and northern edges of the Stirling City Centre;
- Provide a continuous North South shared path connection that directly joins key destinations and public spaces;
- Provide a variety of park spaces and experiences for the local and surrounding communities;
- Provide healthy aquatic habitat and a biodiverse landscape that provide water quality benefits to the catchment and provide protection to life and property from flooding;
- Increases biodiversity within the urban environment and reduce negative impacts of a high density urban environment;
- Celebrate the cultural and ecological heritage of the site and contribute to the restoration of the original waterways; and
- Provide sensory richness, comfort, identify, and an opportunity for people to connect with each other and participate in their community.

### Activity

- Local community events and gatherings;
- Seating, eating lunch, meeting friends, informal play;
- Walking or cycling between destinations;
- Interactive water play;
- Nature play;
- Fitness / Walking the dog;
- Sitting and enjoying the gardens and local wildlife;
- Learning about the local environment (guided tours, school groups, and incidental); and
- Activities for all age groups.



NORTH SOUTH CONNECTOR



## NORTH SOUTH CONNECTOR - LINEAR PARK

Shaded alfresco, public seating and terraced steps to encourage the general public to sit, rest and gather

Buildings designed to maximise the activation of the Linear Park by locating balconies, major openings and major habitable areas towards the stream

Wide pedestrian promenade to accommodate shared use by pedestrians, joggers and cyclists

Ephemeral vegetated areas provide water quality improvement

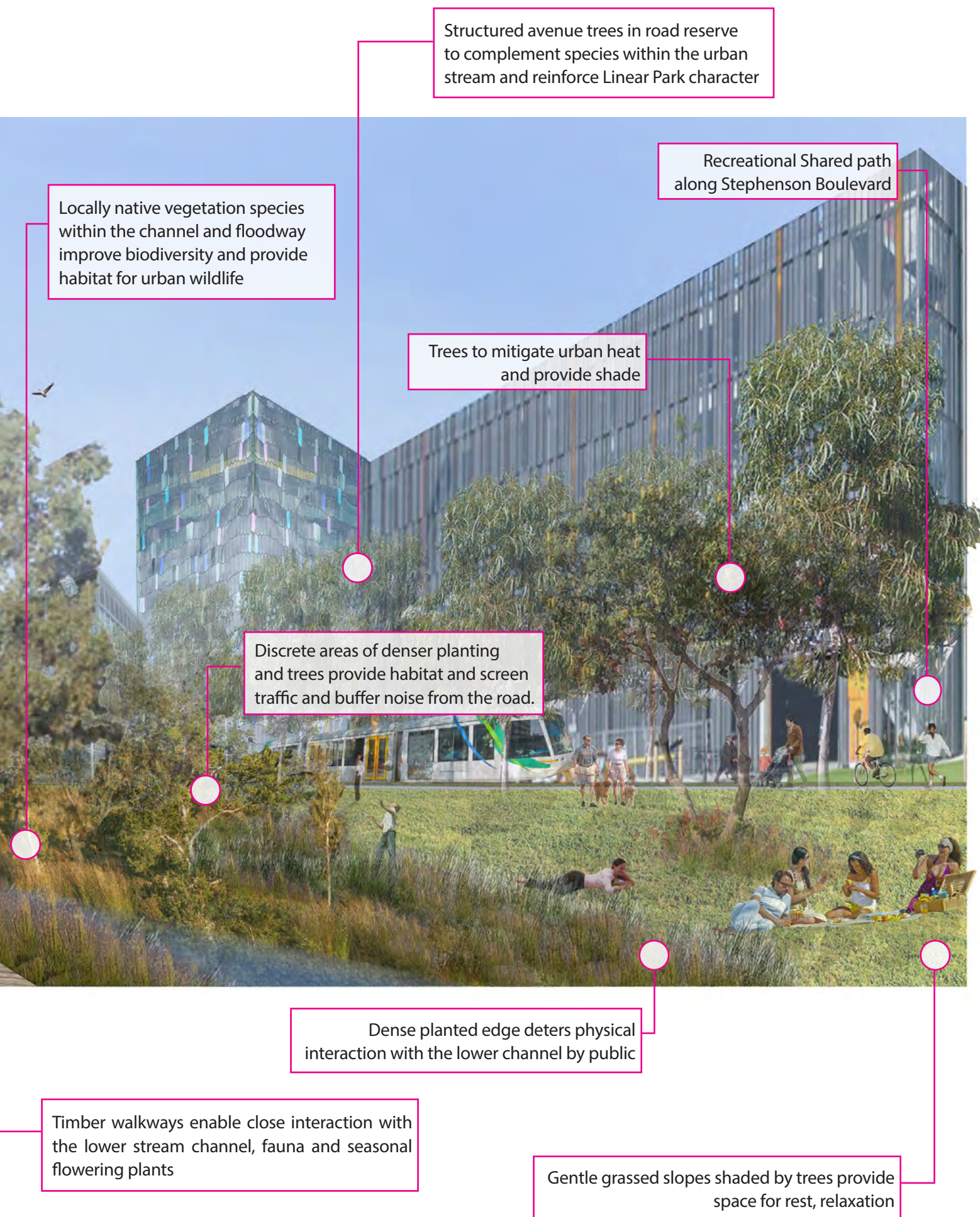
Seating, viewing platforms and sun decks integrated at key resting points along pathways

Seamless integration of rainwater fed – interactive water play areas with the urban stream and hard terracing

Cafes / restaurants should focus public activity onto the pedestrian promenade

Terraced landscape facilitating access in response to varying water levels within the floodway





Structured avenue trees in road reserve to complement species within the urban stream and reinforce Linear Park character

Recreational Shared path along Stephenson Boulevard

Locally native vegetation species within the channel and floodway improve biodiversity and provide habitat for urban wildlife

Trees to mitigate urban heat and provide shade

Discrete areas of denser planting and trees provide habitat and screen traffic and buffer noise from the road.

Dense planted edge deters physical interaction with the lower channel by public

Timber walkways enable close interaction with the lower stream channel, fauna and seasonal flowering plants

Gentle grassed slopes shaded by trees provide space for rest, relaxation



## NORTH SOUTH CONNECTOR - LINEAR PARK

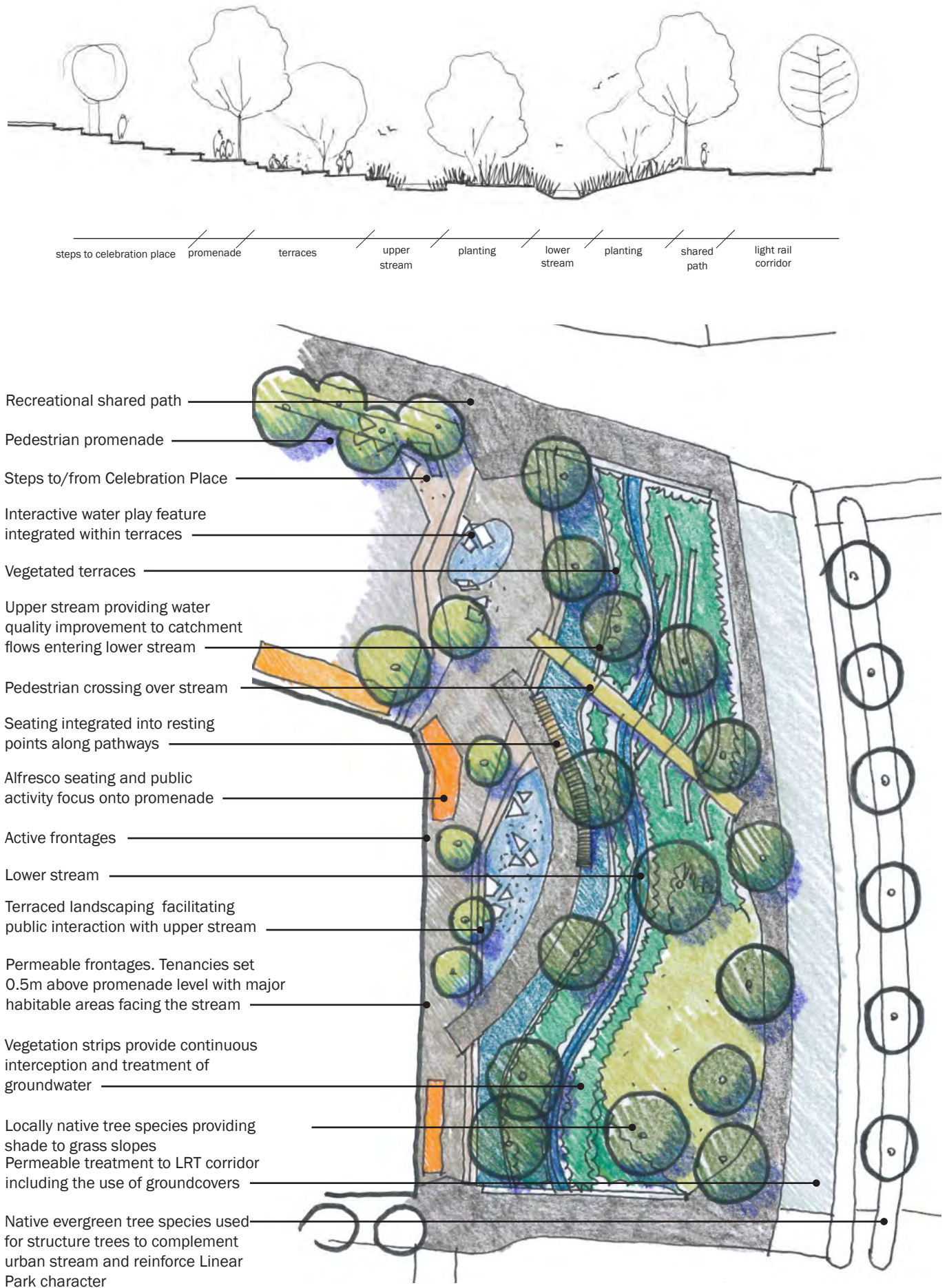
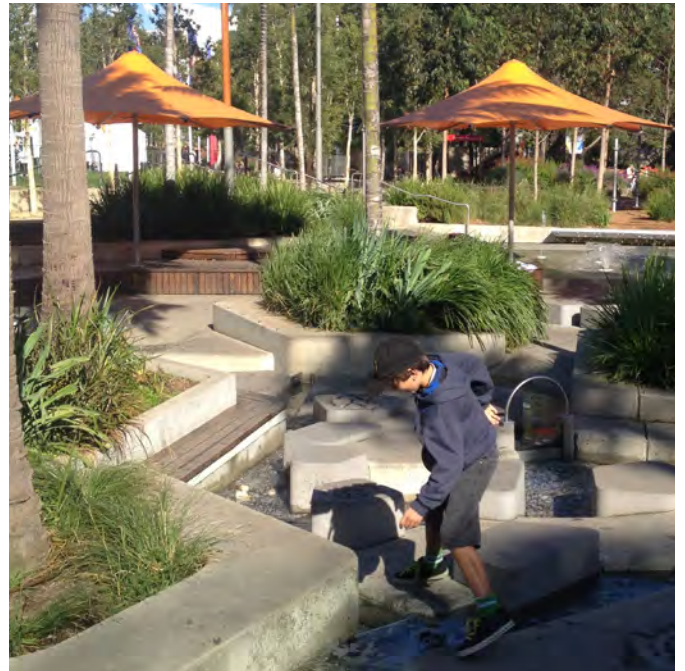


Figure 27: Indicative Plan and Section North South Connector - Linear Park





The Australian Garden, Melbourne Australia



Darling Quarter, Sydney Australia

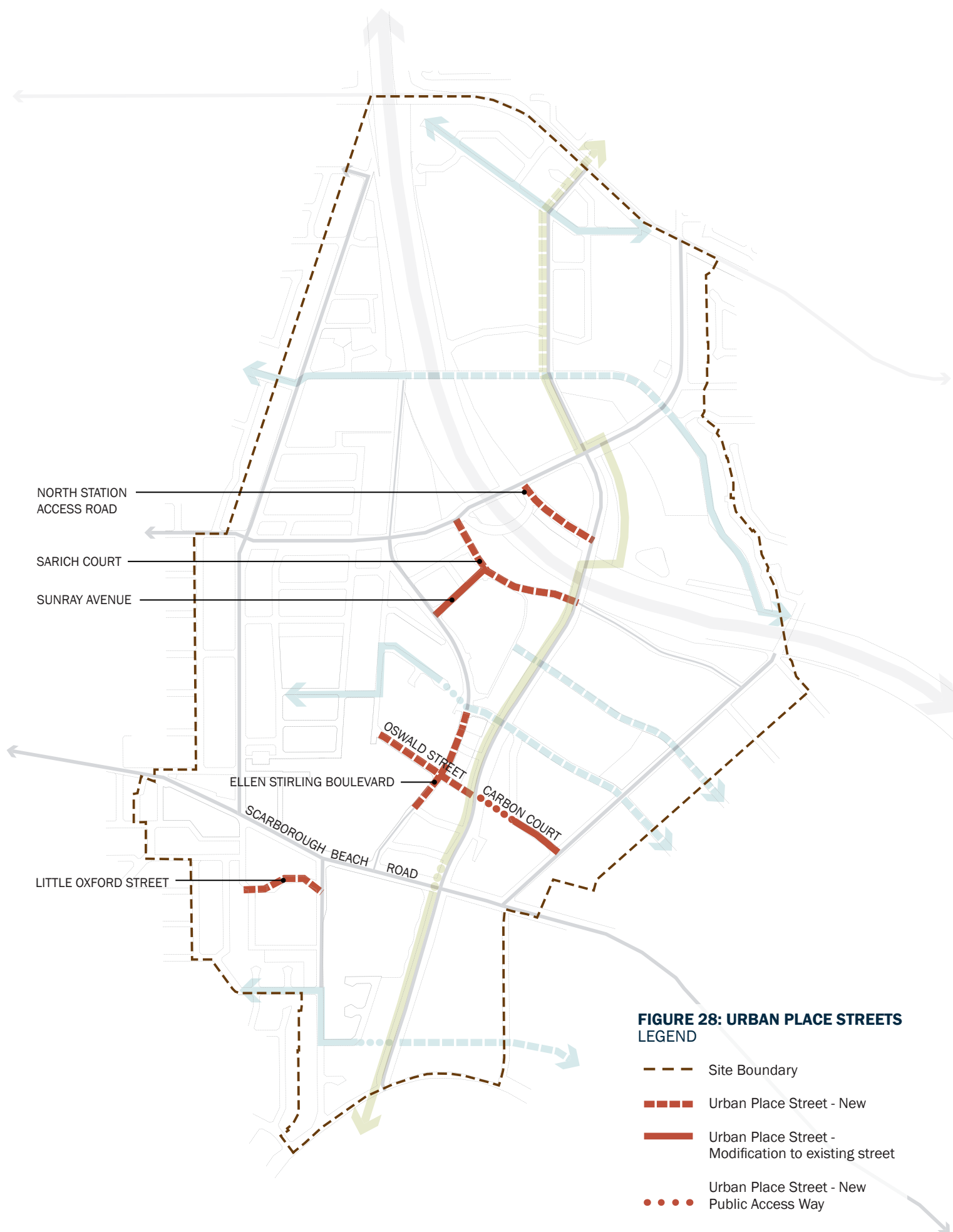


The High Line, New York



The High Line, New York





## STREETS AS PLACES

Some of the streets within the Stirling City Centre, while designed for movement, are also important places that contribute to the quality of life, support high levels of pedestrian activity, and have a strong identity and sense of community.

### Urban Place Streets

Urban Place streets are high amenity, slow traffic speed main streets in the urban centres of Stirling City.

Urban Place streets are the primary retail streets of each of the urban centres. They have an urban character, vibrant with activity, and very social.

### Objectives

- Create a highly accessible people-oriented street that makes people feel like they belong and encourages them to use the space;
- Create a special urban identity that give the place a 'personality' relating to Stirling City Centre, the urban setting and the main uses of retail, and food and drink;
- Provide a high level of activity and interest at the street level including highly visible shop fronts, and alfresco dining areas;
- Create human scaled street, which is welcoming, interesting, comfortable and safe;
- Create a slow vehicular traffic environment to ensure a pedestrian priority; and
- Provide easy access to public transport, pedestrian links and public car parking.

### Activity

- Window shopping;
- Meeting friends;
- Eating and drinking; and
- Activities for all age groups.



## STREETS AS PLACES - URBAN PLACE STREET

3 storey perimeter buildings with zero street setback to provide a human scale to the street.

Trees to improve biodiversity and provide habitat for urban wildlife, and mitigate urban heat, and provide pedestrian shade.

Highly active building interface of shops, cafes and restaurants with clearly visible entries (at grade), visually permeable shop fronts, and high quality and interesting finishes

Footpaths provide safe, convenient and comfortable network for people to go to work, school and other destinations by walking and cycling

Inclusive streets offer joyful and memorable experiences for people of all ages, genders and mobilities





Built form enables good passive surveillance.

Generous uncluttered footpaths with sufficient space for alfresco seating and pedestrian movement

Small shop frontages to give the street interest and vibrancy

Continuous awning for pedestrian shade and shelter and a human scale

Opportunity for social interaction and incubation of local businesses

Pedestrian and cyclist friendly road geometry including tight radii on corners, crossovers aligned with pedestrian movement and narrow streets with street trees to slow traffic

Integrated WSUD to mitigate stormwater impact and reduce use of the potable water for irrigation



## STREETS AS PLACES - URBAN PLACE STREET

Allow for seasonal celebrations including banners, catenary street decorations and lighting and flowering plants and pot plants

Zero and continuous setback to avoid hidden spaces

Continuous visually permeable shop fronts with clearly visible shop entries

Grade access between shops and street

Towers setback from street minimise visual and physical presence from the street and to allow solar access

3 storey perimeter buildings along the street edge

Ground floor activities of retail, cafes and restaurants with alfresco dining space on adjoining the pavement

footpath parking bay carriage way footpath

Continuous fixed awnings on buildings facing the street

Short term on street car parking

Generous deep soil zones for trees and landscaping

Feature pavement

Integrated WSUD

Bike parking on the street in convenient locations

Regular pedestrian crossings

Driveway access on Urban Streets are not permitted

A uniform avenue of structure trees (single species) along the road spaced a max. of 10m apart

Extend footpath to roadway for additional alfresco area or and seating nodes every third embayment

Feature summer shade elements including arbors, umbrellas and deciduous trees

A mix of 15 separate tenancies per 100m with an average width of 5 – 8m

No blank walls, fire hydrant cabinets, bin stores, and servicing on Main Street frontages

Street furniture including bins, benches in convenient locations

Pedestrian friendly road geometry (including tight radii and crossovers aligned with pedestrian movement)

Public art including permanent sculptures, unique furniture elements, temporary installations and flower displays

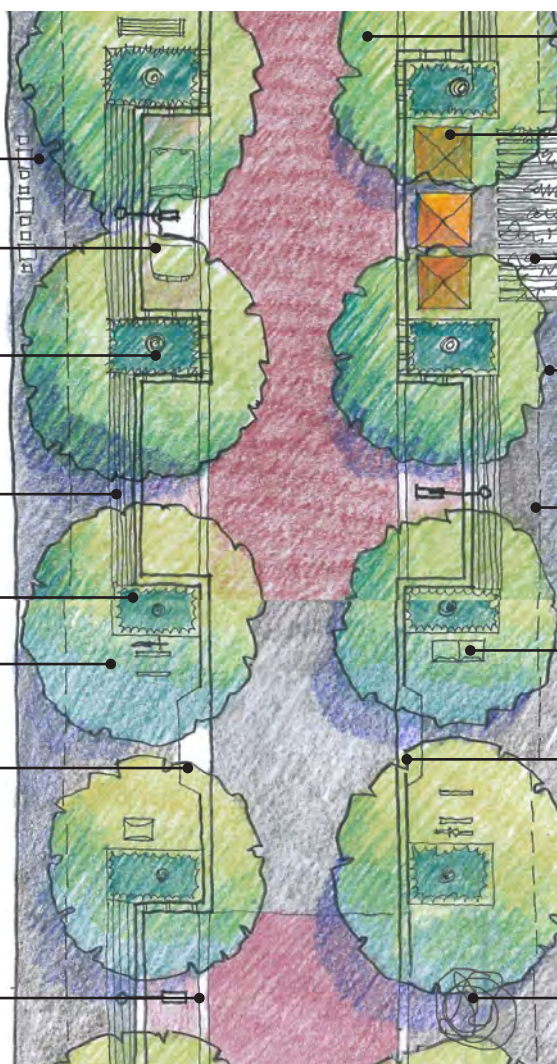


Figure 29 Indicative Plan and Section Urban Street - Ellen Stirling Boulevard



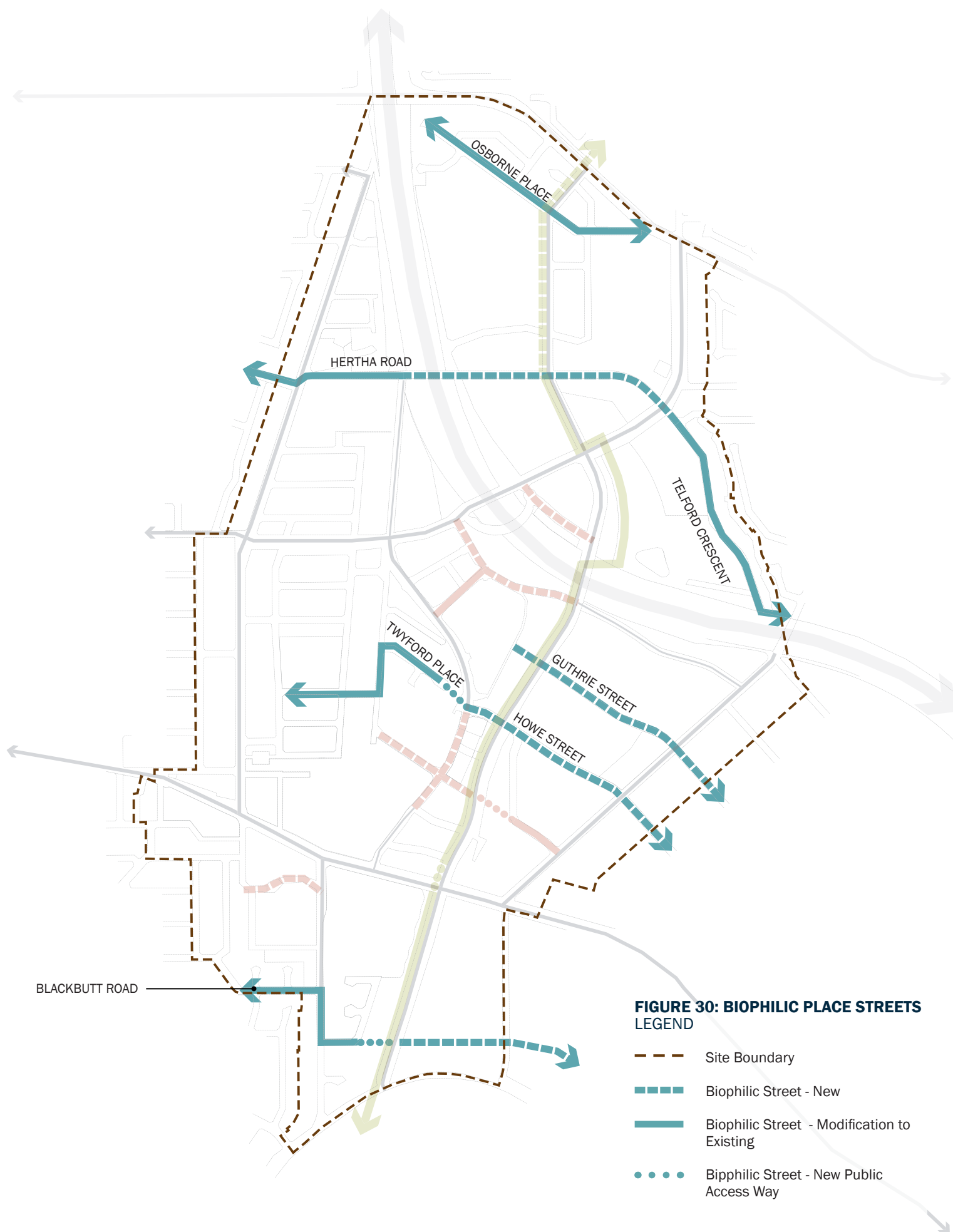


Rokeby Road, Subiaco



Rouse Hill, NSW





## STREETS AS PLACES

### Biophilic Place Streets

The Biophilic Streets are high amenity, slow traffic speed streets within predominantly residential mixed use areas. They form important east west links that connect the surrounding residential areas to the urban stream. The Biophilic Streets are an opportunity to showcase the WSUD and other development initiatives.

### Objectives

- Create a highly accessible people-oriented street that makes people feel like they belong and encourages them to use the space;
- Provide a high level of activity and interest at the street level;
- Create a special character for the street that differentiates it from other streets and articulates the environmental values and systems of Stirling City Centre;
- Create human scaled street, which is welcoming, comfortable and safe;
- Create a slow vehicular traffic environment to ensure a pedestrian priority; and
- Provide easy access to public transport, pedestrian links and public car parking.

### Activity

- Walking or cycling between destinations;
- Maintaining gardens (community busy bee or individual input);
- Fitness/ Walking the dog;
- Sitting and enjoying the gardens and local wildlife;
- Picking produce for cooking;
- Learning about the local environment (guided tours, school groups, and incidental discovery); and
- Activities for all age groups.



## STREETS AS PLACES - BIOPHILIC PLACE STREET



Built form enables good passive surveillance and allows for solar access

Vehicle access is located on secondary access roads to limit number of crossovers

Building setbacks support large street trees and existing trees

Trees to improve biodiversity and provide habitat for urban wildlife, and mitigate urban heat, and provide pedestrian shade

Narrow traffic lanes and street trees to slow traffic

Footpaths provide safe, convenient and comfortable network for people to go to work, school and other destinations by walking and cycling

Streets provide a place for people to work together and socialize - productive verges





Building design supports green roofs and green walls

Central median with integrated WSUD and street trees to mitigate urban heat island effect and stormwater impacts

Opportunity for social interaction and incubation of small local businesses

Pedestrian and cyclist friendly road geometry including tight radii on corners, crossovers aligned with pedestrian movement and narrow streets with street trees to slow traffic

Integrated WSUD to mitigate stormwater impact and reduce irrigation demand including swales and permeable road pavements



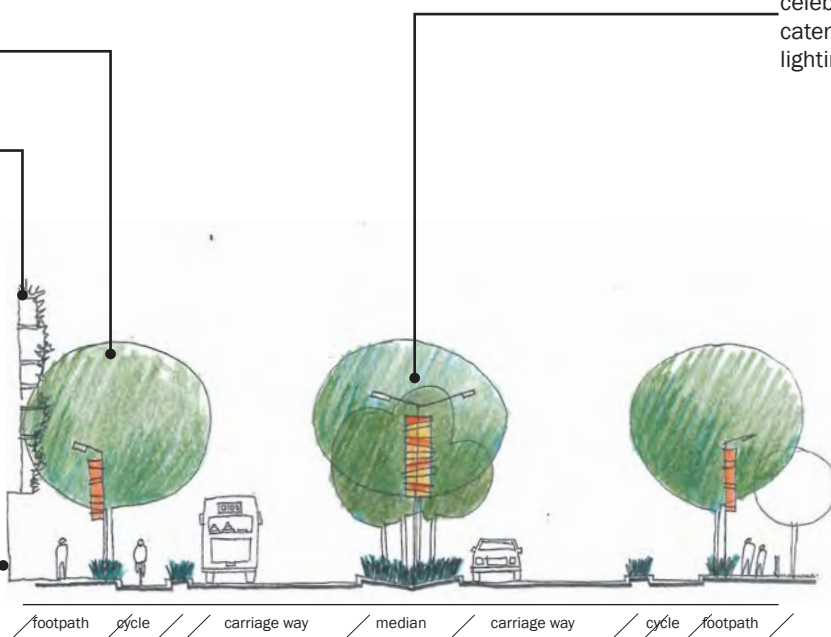
## STREETS AS PLACES - BIOPHILIC PLACE STREET

Buildings setback to support the development of large street trees

Greenwalls, podium level courtyards and roof gardens are visible from the street

Residential ground floor level are no greater than 1.2m above the street level (to allow for natural ventilation to basement carparking as required) and any commercial or retail tenancies are flush with the street level

Make allowance for seasonal celebrations including banners, catenary street decorations and lighting



Planting strip located between footpath and cycle path with generous planting zones for trees and landscaping

Bus stop with shelter and seating

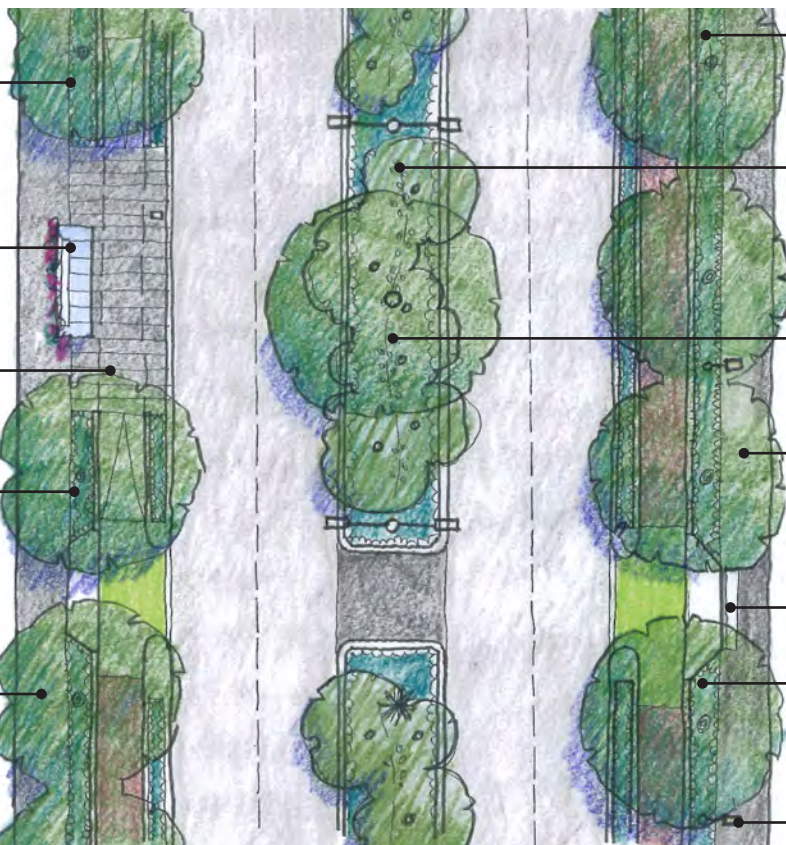
Raised cycle path in front of Bus Stop/ LRT stop

Integrated WSUD in planting strip between footpath and cycle path

Min. 2m wide footpath adjoining lot boundary

Car parking is accessed on side streets to ensure footpaths are not broken by driveways

All trees and other vegetation shall be locally native or native evergreen.



A uniform avenue of structure trees along the road with a max. 10m spacing

Central median to accommodate storm water and provides an overland flow to Urban Stream

Group planting and vegetation in median (multiple species)

Min. 2m wide footpath adjoining lot boundary

Regular pedestrian crossing

Street furniture including bins, benches in convenient locations.

Feature lighting to light footpath

Figure 31: Indicative Plan and Section Biophilic Street - Oswald Street (East)



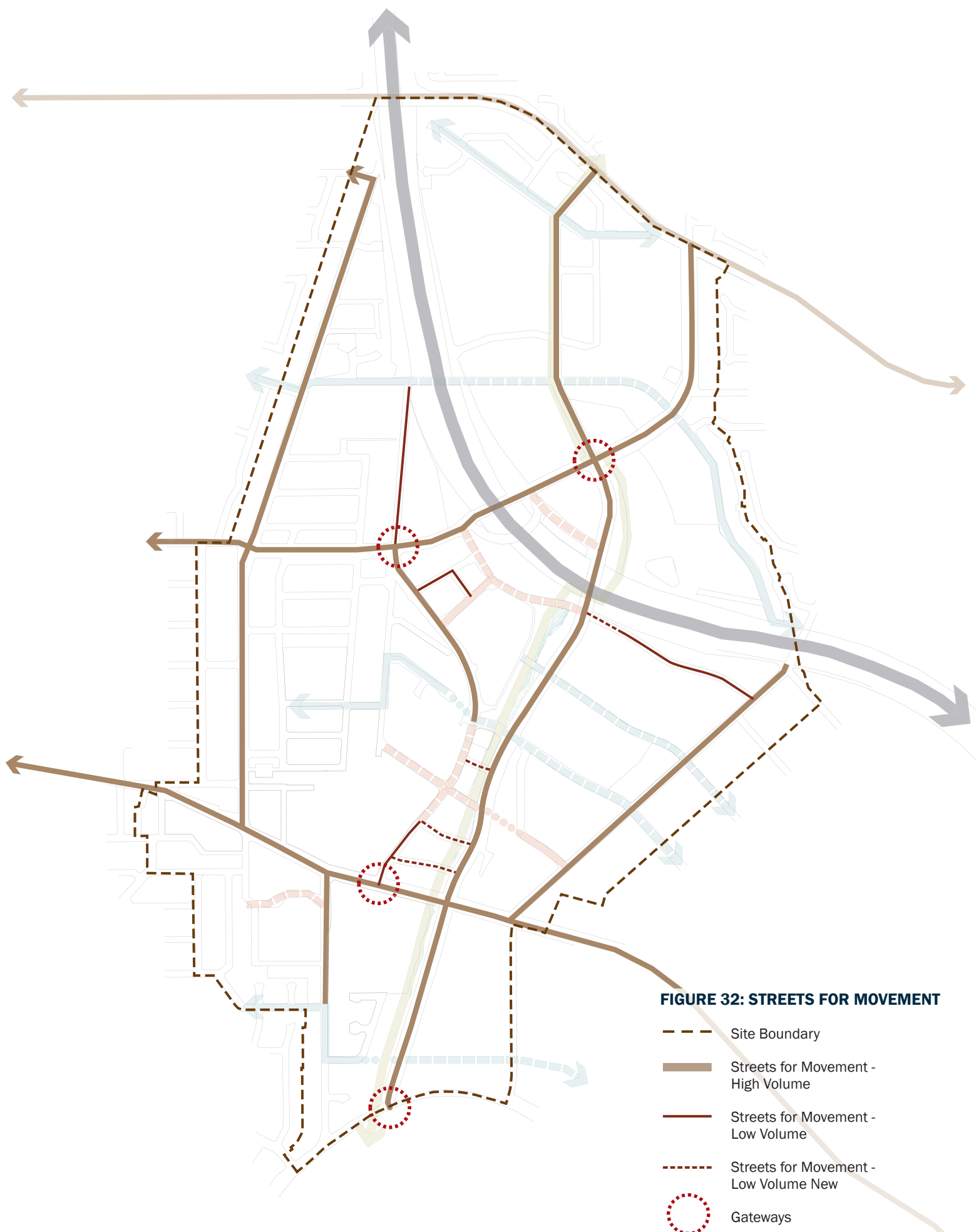


Street planting, Victoria Park, NSW



Seasonal planting to activate the streets, Jellicoe Street & North Wharf, Auckland







## STREETS FOR MOVEMENT

Streets with a primary function to facilitate easy and direct vehicular movement are classified as Streets for Movement. Creating a safe and attractive pedestrian/ cycle environment along these roads is important for the promotion of walking and cycling as the preferred mode of transport within the Stirling City Centre. The movement streets act as the main points of arrival and their character enhances the overall City Centre identity.

There are 3 types of movement streets:

- Low Volume Streets;
- High Volume Streets; and
- Community Streets in the neighbourhoods.

## Objectives

- Create streets that promote public transport, walking and cycling as the preferred mode of movement;
- Ensure pedestrian footpaths and cycle paths seamlessly and directly connect to “Streets as Places’ and key destinations;
- Provide a high level of comfort, amenity and safety that ensures that pedestrians and cyclists feel welcome;
- Create a streetscape character that enhances the overall Stirling City Centre identity;
- Provide easy access to public transport, pedestrian links, cycle network and public car parking; and
- Integrate biophilic principles where possible including WSUD, greenwalls and water reuse.

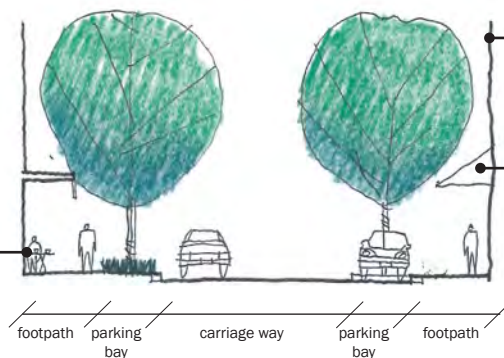
## Activity

- Walking or cycling between destinations including shops, school, sport or the train station;
- Fitness;
- Walking for leisure; and
- Walking the dog.

## STREETS FOR MOVEMENT - LOW VOLUME STREETS

Greenwalls, podium level courtyards and roof gardens are visible from the street;

Residential ground floor level are no greater than 1.2m above the street level (to allow for natural ventilation to basement carparking as required) and any commercial or retail tenancies are flush with the street level



Zero and continuous setback to avoid hidden spaces;

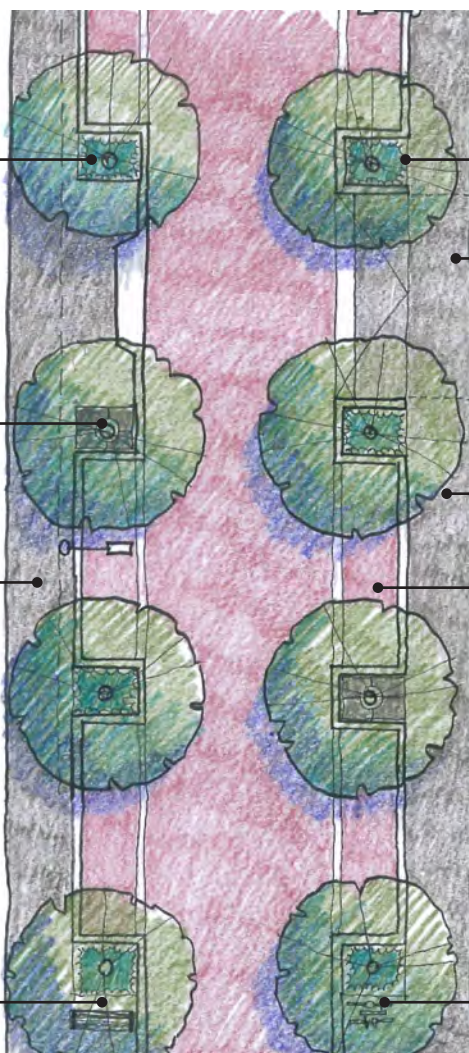
Canopies and awnings over the footpath

Generous deep soil zones for trees and landscaping between every parking embayment

Integrated WSUD in tree wells - using either planted areas or tree grate

Min. 2m wide footpath adjoining lot boundary

Extend footpath to roadway for seating nodes and WSUD rain gardens every fourth parking embayment



A strong avenue of structure shade trees along the road with a max. 10m spacing

Footpaths has visual/physical precedence and priority where driveway crossovers occur

Min. 2m wide footpath adjoining lot boundary

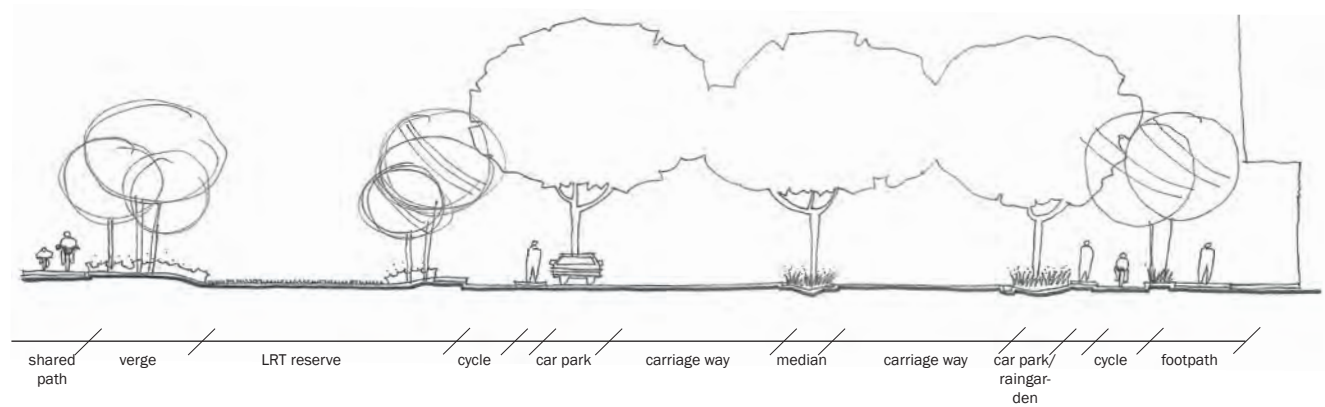
No street parking is to be provided within the Living Stream corridor

Street furniture including bins, benches in convenient locations

Figure 33: Indicative Plan and Section Low Volume Streets - Road 2



## STREETS FOR MOVEMENT - HIGH VOLUME STREETS

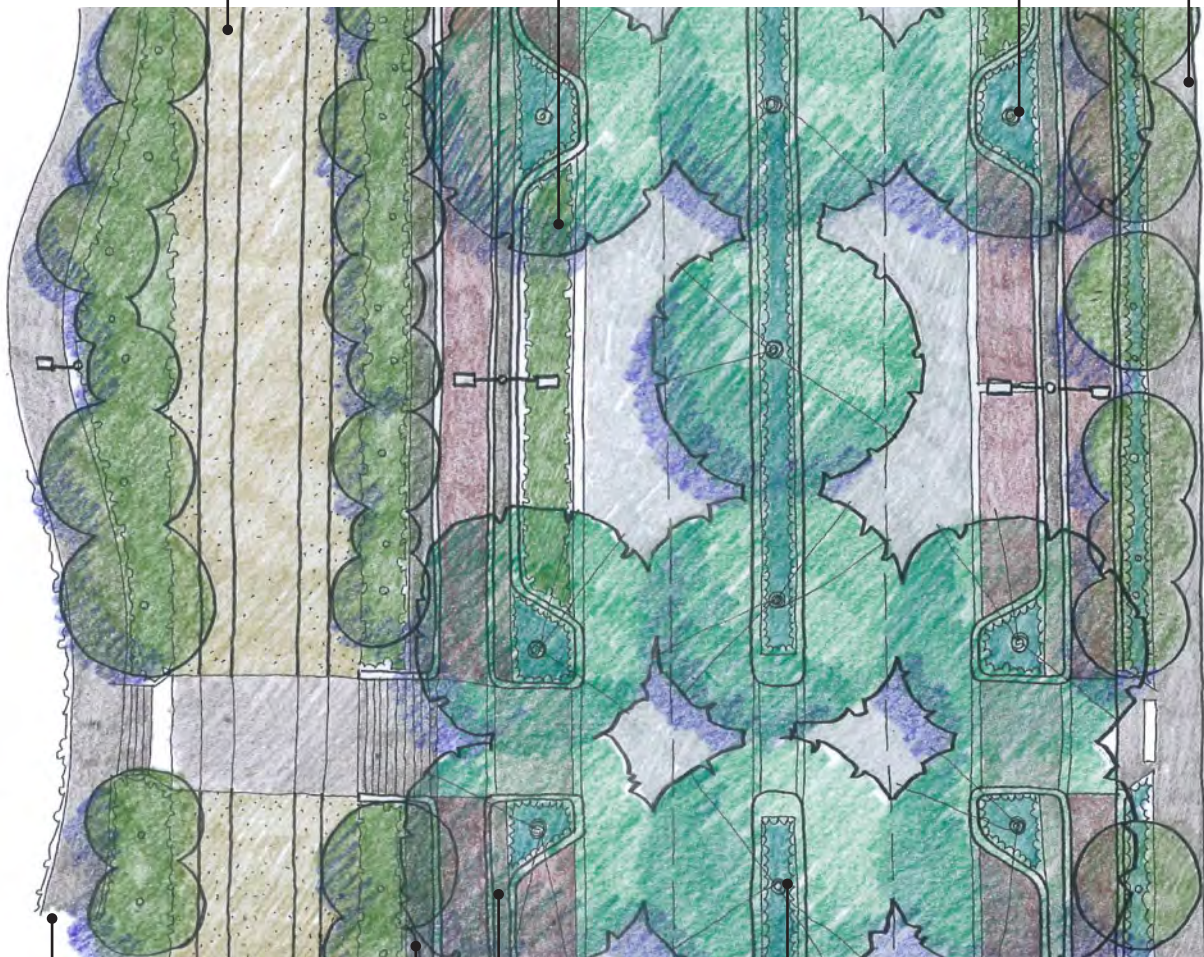


Permeable treatment to LRT corridor including the use of low groundcovers

Integrated WSUD in tree wells and rain gardens located between every 3rd parking embayment

A strong avenue of structure shade trees planted between parking embayments (20m spacing)

Min. 2m wide footpath adjoining lot boundary



Accent and Group Trees adjoining footpaths

Paved strip between cycle path and parking bays

A strong avenue of structure shade trees in median (10m spacing)

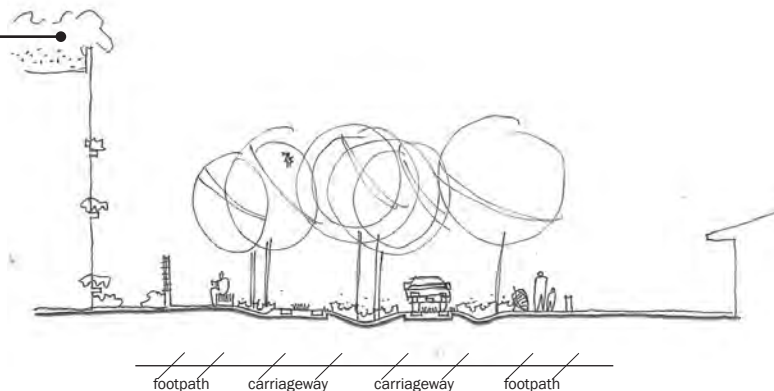
Shared path within Living Stream or POS reserve.

Note: Where street typology is within Biophilic character precinct, all trees and vegetation shall be locally native or native evergreen

Figure 34: Indicative Plan and Section High Volume Streets - Stephenson Avenue

## STREETS FOR MOVEMENT - COMMUNITY STREETS

Greenwalls, podium level courtyards and roof gardens are visible from the street;



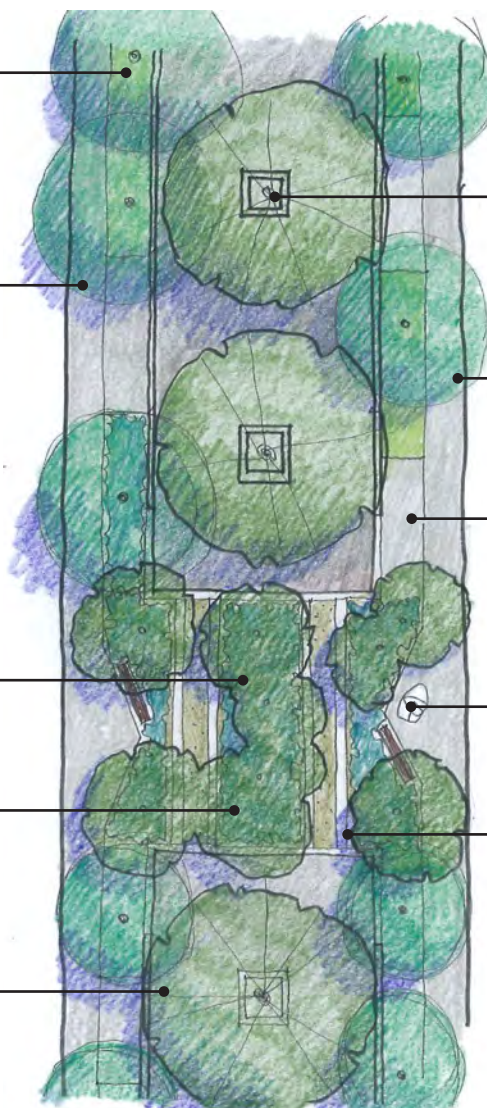
Structure street trees: optimum 2 per lot, minimum 1 per lot

Min 2m wide footpath adjoining lot boundary

Vegetated WSUD swales and buffer strips

Group tree planting in nodes using multiple species, locally native or native evergreen

Onstreet parking in roads with sufficient width



Structure street trees planted in centrally located tree wells

Min. 2m wide footpath adjoining lot boundary

Footpaths has visual/physical precedence and priority where driveway crossovers occur

Narrowing of street to create community nodes and slow traffic  
Nodes with street furniture including bins, benches and sculpture.

Sections of permeable road treatments with gravel and vegetated swales with paved trafficable areas (tyre tracks)

Figure 35: Indicative Plan and Section Community Streets





Victoria Park, Sydney Australia



Darling Quarter, Sydney Australia



Little Hay Street, Sydney Australia



Surrey Hills, Sydney Australia

