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4.6 Precinct 3 - Monbulk Civic

Preferred Character

The Monbulk Recreation Reserve is the feature space of Precinct 3 (Monbulk Civic) and provides sweeping views to the hills to the north-east. It together with the Village Green to the west form the central open space spine for Monbulk.

The key landmark buildings: Wellington Cottage, Monbulk Living & Learning Centre (MLLC), and Monbulk Primary School frame the southern interface of the Monbulk Recreation Reserve. Space between these buildings allows for the buildings to be visually prominent in the streetscape, as well as the Monbulk Recreation Reserve to be visible from Main Road.

Consistent treatment of the space between the buildings and the Monbulk Recreation Reserve establishes the Monbulk 'Civic Hub'.

Precinct 3 also provides a range of multi-use and multi-function spaces that promote enhanced active uses throughout the precinct that are accessible for all to use throughout the year.

Raised crossing points across Main Road prioritise pedestrian movements and integrate the mixed use area on the south side and the Community Hub.

Interfaces with residential uses are treated appropriately to minimise overlooking and overshadowing. High canopy trees and lush vegetation throughout the precinct also manage this transition.

Structure

- 01** Responds to the existing landform and topography of Monbulk balancing drainage and movement networks.
 - 02** Connects key anchor uses together to form cohesive precinct.
- ### Public Realm
- 03** Provides a range of recreation uses to cater for the diverse needs residents and visitors.
 - 04** Integrates into the public realm of Main Road and the Village Green.
 - 05** Offers a mix of uses for different users to activate the open space 24 hours a day.

Movement & Access

- 06** Improves connectivity from Main Road with clear sight lines and generous paths.
- 07** Provides path connections through the open space areas that are user friendly for all.
- 08** Provides new accessible car parking areas in close proximity to key uses (i.e. playground).

Built Form

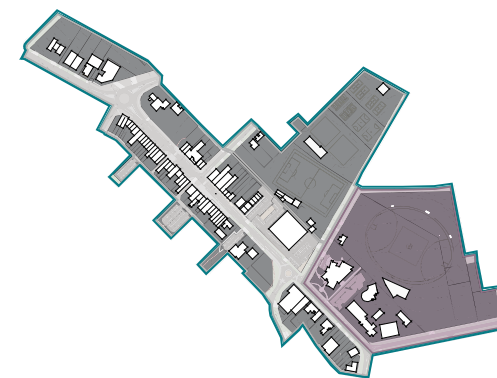
- 09** Minimises built form to celebrate openness of the precinct.
- 010** Responds to the natural topography and frames views to surrounding hills.

Key Development Opportunities

- A** Monbulk Recreation Reserve (south-east)

Key Places

- B** Main Road & David Hill Road Roundabout
- C** Monbulk Recreation Reserve Pavilion
- D** Monbulk Primary School
- E** Monbulk Living & Learning Centre
- F** Wellington Cottage
- G** Monbulk Skate Park



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- STRUCTURE**
- Contours (2m)
 - Property
 - Council owned
 - Waterway
 - Major view lines
 - Minor view lines
 - Anchor use / strategic site
 - New development potential

- PUBLIC REALM**
- Trees/vegetation
 - Open space interface (Inactive)
 - Passive recreation
 - Active recreation
 - Public toilets
 - Information hub
 - Potential public plaza
 - Streetscape upgrades
 - Gateway treatment

- MOVEMENT AND ACCESS**
- Signalised pedestrian crossing
 - Unsignalised pedestrian crossing
 - School crossing
 - Informal crossing
 - Informal pedestrian routes
 - Missing pedestrian routes
 - Key intersection/gateway
 - Bicycle priority
 - Bus Routes
 - Bus stops
 - Car parking area
 - New car park or upgrades

- BUILT FORM**
- Low scale built form
 - Built form consolidation
 - Built form interface (Inactive)
 - Active interfaces required
 - Higher density potential

Plan 23 - Precinct 3 - Monbulk Civic Design Opportunities



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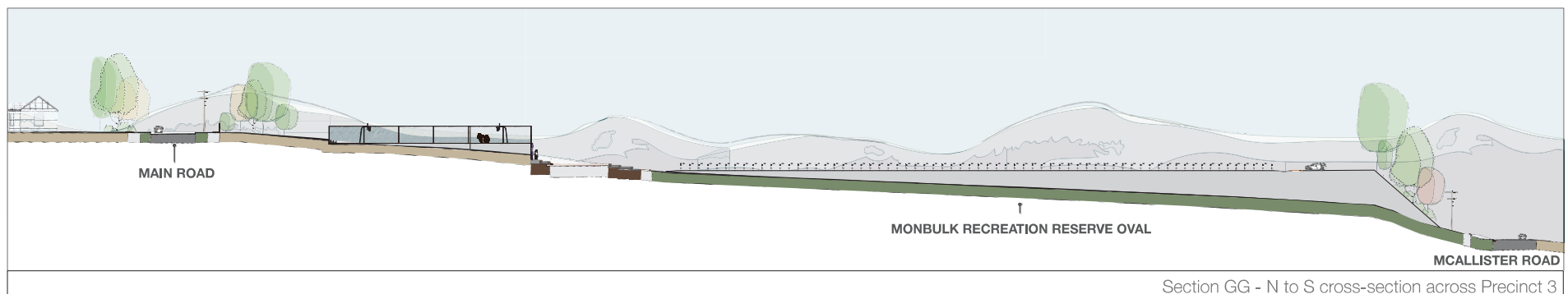
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4.6.1. Building Design

Built form is well separated but positioned to frame views towards the Monbulk Recreation Reserve and hilly backdrop. Buildings are also designed to respond to Monbulk's landscape qualities and topographical conditions. Heights are also responsive to land use and the vegetated character of the precinct.

New development will achieve this by:

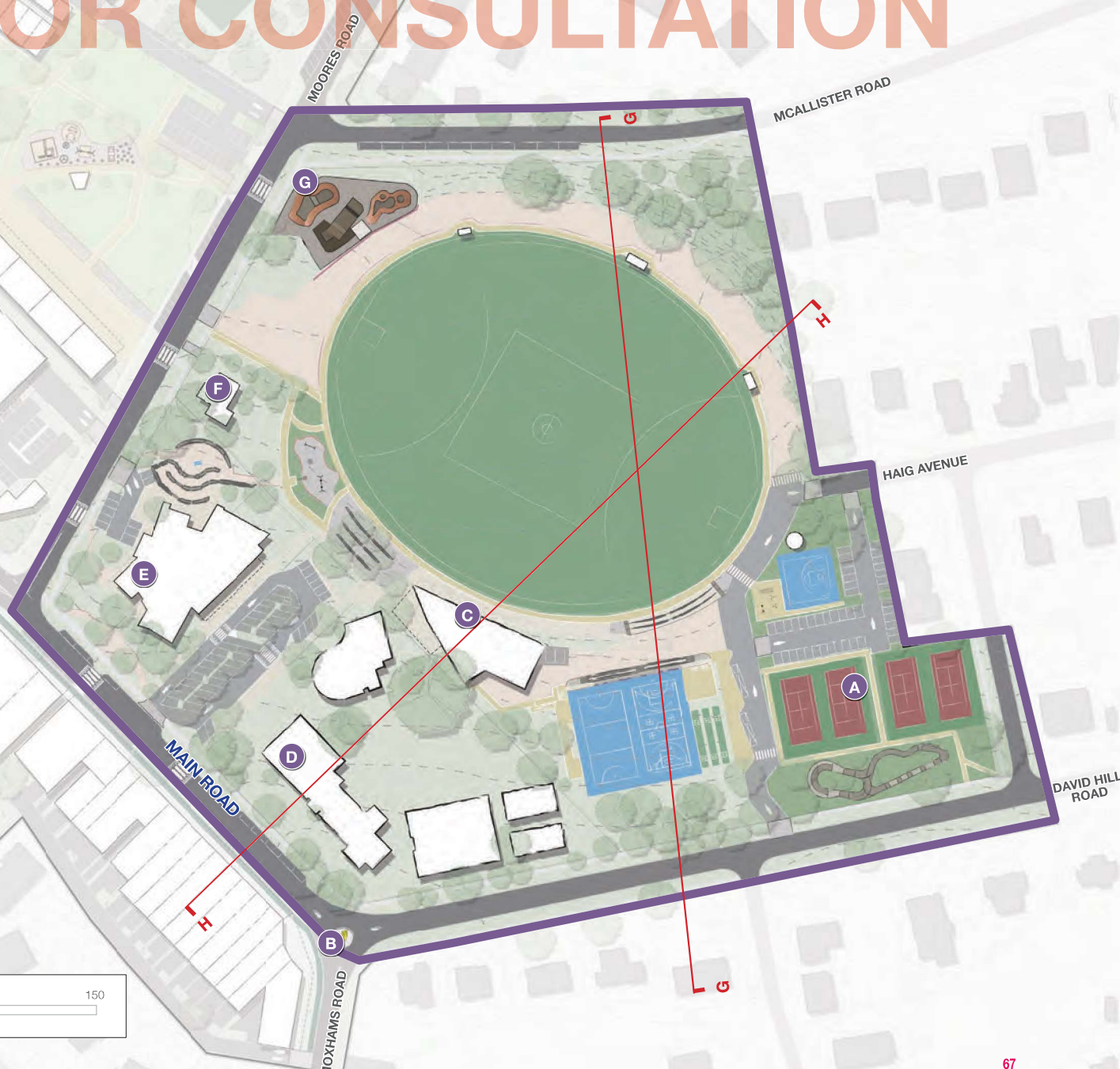
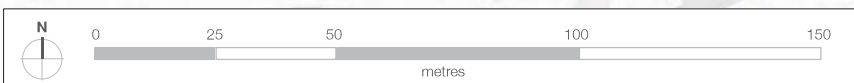
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|---|--|--|
| <p>4.6.1.a Locating and shaping the building to protect viewlines from streets and public spaces towards landmarks and surrounding landscape.</p> <p>4.6.1.b Locating and shaping the building to respond to local topography, natural, and cultural features of the site.</p> <p>4.6.1.c Shaping the building scale and form to support the preferred character of the area.</p> <p>4.6.1.d Making optimal use of natural light and ventilation.</p> | <p>4.6.1.e Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.</p> <p>4.6.1.f Allowing appropriate solar access to penetrate internal living areas, and private open spaces.</p> <p>4.6.1.g Complementing the existing heritage buildings and areas by respecting historic character, by adapting it or by contrasting with it without overwhelming heritage values.</p> <p>4.6.1.h Adapting and reusing existing buildings built form features, where practical.</p> | <p>4.6.1.i Using the building height and setbacks to frame views to landscape backdrop.</p> <p>4.6.1.j Requiring new development not exceed two storeys (7.5m).</p> <p>4.6.1.k Providing a typical height of 3.5 metres between levels, especially ground floor.</p> <p>4.6.1.l Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.</p> |
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STRUCTURE	
	Precinct 3 boundary
	Contours (2m)
PUBLIC REALM	
	Gravel surface
	Open space area
	Grassed sports field
	Hardcourt surface
	Retaining walls
	Pump track
	Skate park
	Amphitheatre
	Gateway treatment
	Raised planters
	Trees
MOVEMENT AND ACCESS	
	Existing paths
	Upgraded paths
	New paths
	Cycling paths
	Raised pedestrian crossing
	Car parking
	Laneway
	Crossover
	Bus stops
BUILT FORM	
	Building
	Awning

Plan 24 - Precinct 3 - Indicative Framework



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4.6.2. Building Frontages and Interfaces

Built form within the precinct is well separated, making visible the open space and landscaping from the street. Large windows, defined entry points and awnings activate public realm areas and also introduce articulation to the built form.

New development will achieve this by:

- 4.6.2.a** Providing entrance and window elements that form at least 70% of the ground floor facade surface.
- 4.6.2.b** Limiting expanses of blank front wall facades on the ground floor to a maximum width of 2 metres.
- 4.6.2.c** Considering the context of nil metre front setbacks to reduce visually dominant massing for developments adjacent to heritage places.
- 4.6.2.d** Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.
- 4.6.2.e** Requiring developments on corner lots to provide detail and visual interest from the secondary frontage, through articulation and clear glazing.
- 4.6.2.f** Requiring any built form above 7.5 metres be set back so no more than 25% is visible from the footpath on the opposite side of the road.

4.6.3. Building Performance

Development is designed to support functional use now as well as in the future. Buildings are designed to be adaptable to changing use patterns and demands. Buildings are cost effective, and deliver ongoing value through energy and maintenance performance throughout their lifecycle.

New development will achieve this by:

- 4.6.3.a** Designing buildings to be highly cost effective, and deliver ongoing value through energy and maintenance performance.
- 4.6.3.b** Using resilient and durable design to minimise maintenance costs and maintain quality over time.
- 4.6.3.c** Using durable and high quality materials to complement the building's context and function.
- 4.6.3.d** Designing buildings for the long term by minimising energy use and water consumption, and using materials with the least impact on the environment.
- 4.6.3.e** Responding to the local climate and impacts of bushfire in the building design.
- 4.6.3.f** Providing opportunities for adaptation of the building's use over its life cycle.
- 4.6.3.g** Incorporating stormwater and recycled water infrastructure into new development.
- 4.6.3.h** Incorporating durable, sustainable and attractive materials that minimise maintenance and contribute to the preferred character of the area.

4.6.4. Car Parking and Access

Car parking is integrated within public realm by locating on-site parking in discrete locations and embellishing with landscaping. Car parking is located in proximity to high use areas but does not compromise activity or pedestrian access and movement.

New development will achieve this by:

- 4.6.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.6.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.6.4.c** Restricting the amenity and aesthetic impacts of car parking areas and service.
- 4.6.4.d** Locating car parking to the rear of building envelopes.
- 4.6.4.e** Designing car parks to be responsive to the topography and land form of the site.
- 4.6.4.f** Incorporating high canopy trees and landscaping in car parking areas for every 8th car parking space.
- 4.6.4.g** Designing car parking access points to minimise disruption to the continuity of the public realm.
- 4.6.4.h** Incorporating water sensitive urban design elements into car park design.
- 4.6.4.i** Providing electric charging for vehicles, bicycles and mobility scooters, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.6.4.k** Designing car parks for other activities such as markets and community events that could be held on the site.
- 4.6.4.l** Locating vehicle and service access to the rear or side of the building.

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4.6.5. Servicing

Servicing needs such as waste collection, heating and cooling infrastructure, and stormwater collection are incorporated within any new development without detracting the building's presentation to the street, open space or impacting the active edges of the development.

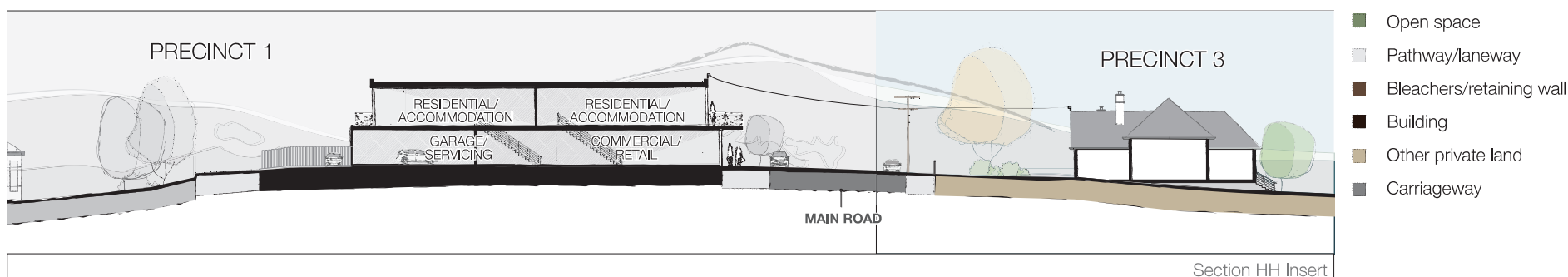
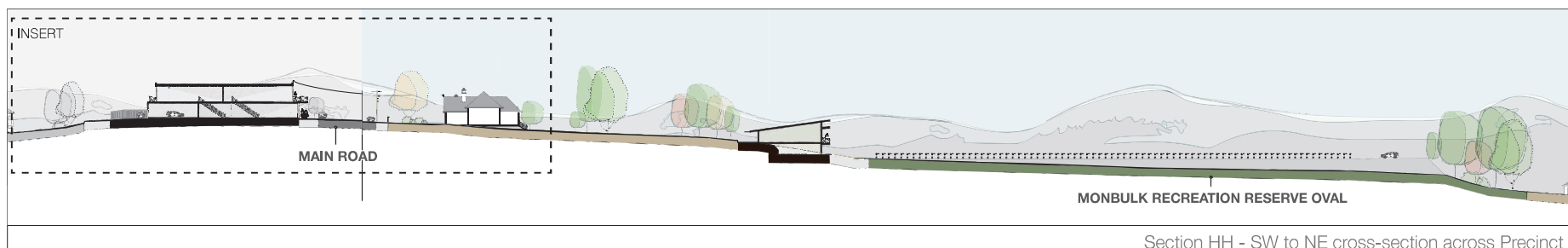
New development will achieve this by:

4.6.5.a Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.

4.6.5.b Locating and arranging utility service installations to minimise their impact on the building's active street frontage.

4.6.5.c Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.

4.6.5.d Providing efficient storage, separation and removal of waste and recycled materials from buildings.



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4.6.6. Public Realm

The public realm will strengthen the place value of the Monbulk Recreation Reserve as recreational heart of Monbulk. The design of these spaces are useable and marketable to people with diverse abilities through legible design that clearly articulates the role and identity of the different uses and users within the precinct.

New development will achieve this by:

- | | | | | | |
|----------------|--|----------------|--|----------------|--|
| 4.6.6.a | Ensuring the design of spaces are legible (easy to understand), to a wide range of users. | 4.6.6.g | Ensuring paths are built at grade and provide universal access. | 4.6.6.m | Designing with existing key environmental features as part of the open space including waterways, vegetation and topography. |
| 4.6.6.b | Using landscape treatments to reduce the visual impact of blank walls. | 4.6.6.h | Programming open spaces with a variety of activities to accommodate more users. | 4.6.6.n | Ensure materials, colours, furniture and landscaping respect the character of Monbulk's heritage and location. |
| 4.6.6.c | Providing convenient and direct pedestrian and cyclist access from Monbulk Recreation Reserve to public transport stops. | 4.6.6.i | Considering year-round use of the public space. | 4.6.6.o | Sensitively design paths and spaces to transition gradually into natural contours |
| 4.6.6.d | Providing designated pedestrian links between Monbulk Recreation Reserve and the Village Green | 4.6.6.j | Demonstrating appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design. | 4.6.6.p | Designing pathways around key canopy trees. |
| 4.6.6.e | Providing designated pedestrian links between Main Road and Monbulk Recreation Reserve | 4.6.6.k | Incorporating Water Sensitive Urban Design elements into the Public Realm where appropriate | 4.6.6.q | Designing pathways to align with visual landmarks. |
| 4.6.6.f | Providing visitor bicycle parking near to pedestrian entries to buildings. | 4.6.6.l | Ensuring the public spaces contribute to improving the urban tree canopy of the precinct. | | |

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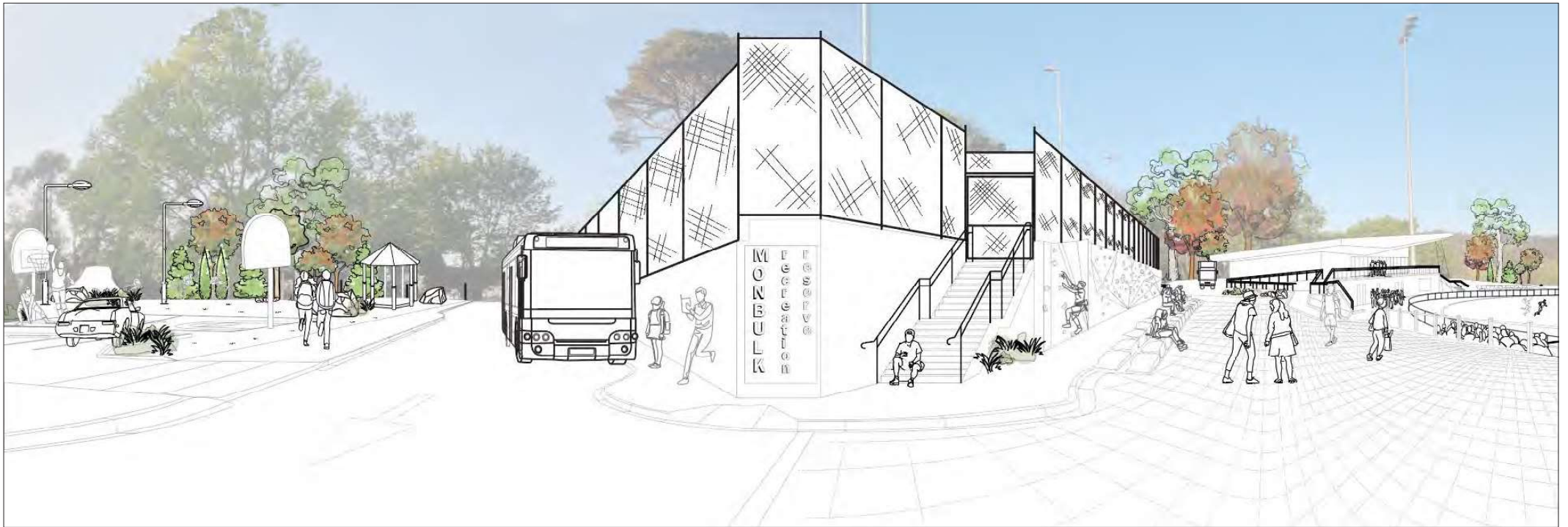


Diagram 7 - Precinct 3 - Indicative Monbulk Recreation Reserve image