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4.4 Precinct 1 - Main Road

Preferred Character

Precinct 1 (Main Road) is a classic and attractive country town main street. The heart of Main Road is bookended by two major gateways that frame views towards the hilly landscape backdrop.

The streetscape is enclosed by low scale, narrow fronted, mixed use built form on both sides of Main Road. At ground level, built form interfacing with Main Road presents a zero setback. Entrances to buildings (including upper floors) are located on Main Road to prioritise pedestrian activity.

Existing heritage buildings and landmarks remain visually prominent in the streetscape. All development is scaled and sited appropriately to complement the topography of the street and maintain the country town feel of Monbulk.

Interfaces with residential uses are treated appropriately to minimise overlooking and overshadowing. Interfaces to the public realm and open space are activated to maximise their use.

As Precinct 1 is the major focus for commercial and retail uses in Monbulk, it provides a high quality and accessible public realm. The low maintenance streetscape provides generous footpaths adorned with low scale vegetation and enhances the amenity of the township.

Access to, and within the precinct utilises safe raised pedestrian crossings and footpaths as key public spaces. Car parking and sustainable transport modes are convenient and accessible for a wide range of users.

Rear laneways service buildings and along with car parking are screened by built form or landscaping from Main Road and public realm areas to maximise streetscape presentation.

Structure

- O1** Captures and frames key viewlines to Mount Dandenong and the surrounding hilltops from Main Road.
- O2** Responds to the existing landform and topography of Monbulk balancing drainage and movement networks.

Public Realm

- O3** Establishes Monbulk Road Roundabout as the primary gateway by providing a recognisable treatment.
- O4** Provides a consistent streetscape appearance throughout the Main Road corridor to celebrate its prominence.
- O5** Provides increased opportunities for outdoor dining and other programs to extend the activation of Main Road.

Movement & Access

- O6** Improves movements across Main Road with raised pedestrian crossings at desired locations.
- O7** Improves public transport and cycling infrastructure to diversify access options into the Town Centre.
- O8** Provides new and upgraded path connections into adjoining areas to integrate the Town Centre to wider Monbulk.

Built Form

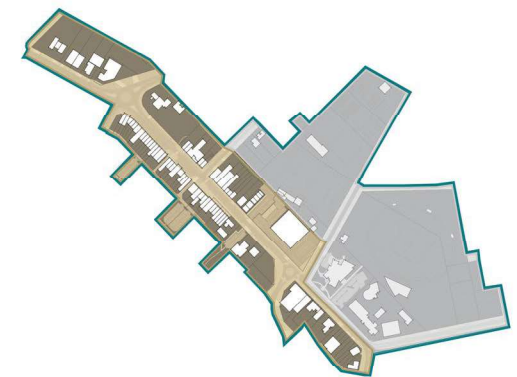
- O9** Activates Main Road and adjoining laneways.
- O10** Responds to the natural topography and frames views to surrounding hills.

Key Development Opportunities

- A** Central Main Road
- B** St Georges Anglican Church Forecourt
- C** Monbulk Supermarket
- D** 43 Main Road

Key Places

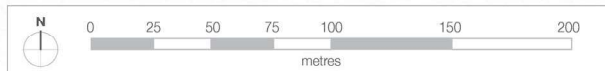
- E** Main Road & Monbulk Road Roundabout
- F** Nugent Street Car Park West
- G** Nugent Street Car Park Central
- H** Monbulk RSL Club
- I** Monbulk Sanctuary
- J** Main Road & Emerald-Monbulk Road Roundabout
- K** Main Road & David Hill Road Roundabout



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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 19 - Precinct 1 - Main Road Design Opportunities



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4.4.1 Building Design

High quality new development activates Main Road and improves the built environment interface with adjoining residential and public realm areas. The existing country town character is retained and enhanced by the design of new development that responds to local conditions.

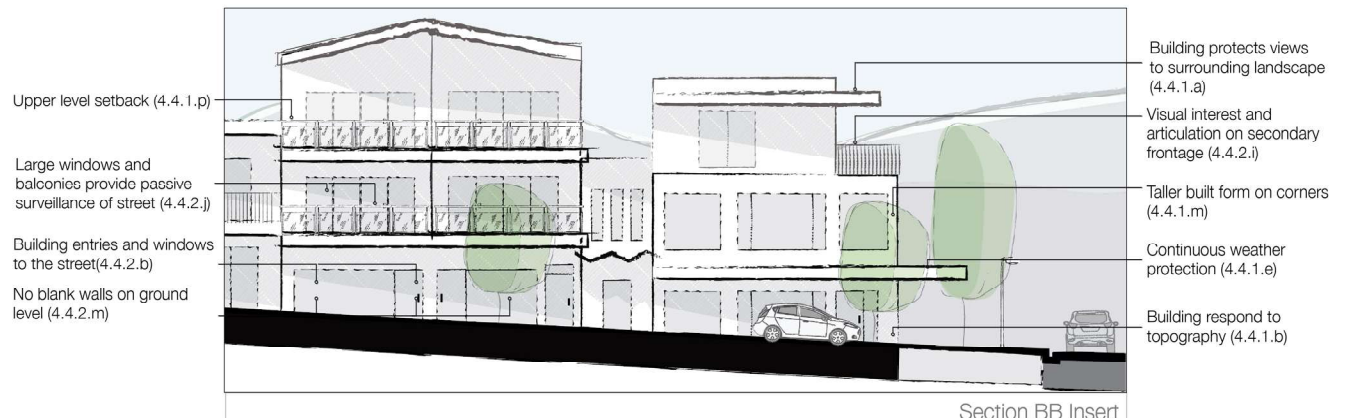
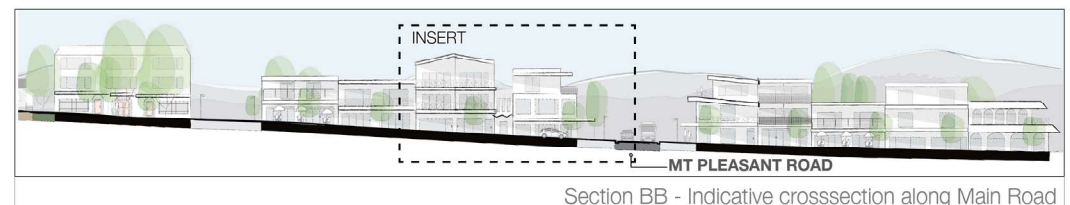
New development will achieve this by:

- 4.4.1.a** Locating and shaping the building to protect viewlines from streets and public spaces towards landmarks (Mt Dandenong) and surrounding landscape.
- 4.4.1.b** Locating and shaping the building to accommodate local topography, natural, and cultural features of the site.
- 4.4.1.c** Shaping the building scale and form to support the preferred character of the area.
- 4.4.1.d** Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.
- 4.4.1.e** Incorporating continuous weather protection canopies above the full length of ground floor facades along Main Road frontage, extending over the footpath at a minimum 2.5 metres.
- 4.4.1.f** Complementing the existing heritage buildings and areas by respecting historic character, by adapting it or by contrasting with it without overwhelming heritage values.
- 4.4.1.g** Adapting and reusing existing buildings built form features, where practical.
- 4.4.1.h** Providing under awning lighting to enhance streetscape visibility at night.
- 4.4.1.i** Making optimal use of natural light and ventilation.
- 4.4.1.j** Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.

- 4.4.1.k** Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.
- 4.4.1.l** Allowing appropriate solar access to penetrate internal living areas, private open space and communal open spaces.
- 4.4.1.m** Encouraging taller built form on prominent corners

- 4.4.1.n** Using the building height and setbacks to frame the street space of Main Road as a public space.
- 4.4.1.o** Providing a typical height of 3.5 metres between levels, especially ground floor.
- 4.4.1.p** Requiring buildings that exceed the maximum preferred building heights to hide upper levels from street view.

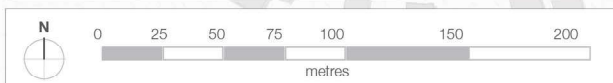
- Open space
- Pathway/laneway
- Building
- Other private land
- Carriageway



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STRUCTURE	
	Precinct 1 boundary
	Contours (2m)
PUBLIC REALM	
	Gravel surface
	Open space area
	Grassed sports field
	Hardcourt surface
	Retaining walls
	Pump track
	G 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 20 - Precinct 1 - Indicative Framework



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4.4.2. Building Frontages & Interfaces

Development has a strong presentation that activates the Main Road streetscape. Buildings fronting to Main Road enclose the north-east and south-west street interfaces, and zero side setbacks frame the 'main street' feel. Recessed upper levels reduce mass, improve views over the street and views from the street to the hilly backdrop.

New development will achieve this by:

- | | | |
|--|---|---|
| <p>4.4.2.a Maintaining and reinforcing the traditional town centre urban pattern, narrow fronted (fine grained), focussed on Main Road.</p> <p>4.4.2.b Providing building entries and transparent windows to the street frontage.</p> <p>4.4.2.c Placing the building frontage, within retail and commercial mixed-use areas, to the front lot line.</p> <p>4.4.2.d Presenting zero front setbacks at ground level, except for heritage and landmark buildings.</p> <p>4.4.2.e Providing highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.</p> <p>4.4.2.f Locating principal entrances of buildings along Main Road.</p> | <p>4.4.2.h Providing entrance and window elements that form at least 70% of the ground floor facade surface.</p> <p>4.4.2.i Requiring developments on corner lots to provide detail and visual interest from the secondary frontage, through articulation and clear glazing.</p> <p>4.4.2.j Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.</p> <p>4.4.2.k Limiting wall recesses along the street edges to less than 300mm deep.</p> <p>4.4.2.l Maximising physical and visual permeability between the street and commercial spaces.</p> <p>4.4.2.g Locating and designing entrance foyers to upper storeys to be accessible from Main Road.</p> | <p>4.4.2.m Limiting expanses of blank front wall on the ground floor to a maximum width of 2 metres.</p> <p>4.4.2.n Providing zero side boundary setbacks and no windows at ground level, except for heritage and landmark buildings.</p> <p>4.4.2.o Requiring any built form above 7.5 metres be set back 4m to reduce visibility from the footpath on the opposite side of the road.</p> <p>4.4.2.p Recessing side and rear setbacks of upper levels of commercial and mixed use buildings adjacent to residential and public land.</p> <p>4.4.2.q Considering the context of nil metre front setbacks to reduce visually dominant massing for developments adjacent to heritage places.</p> |
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Example 3 Storey Development Layout

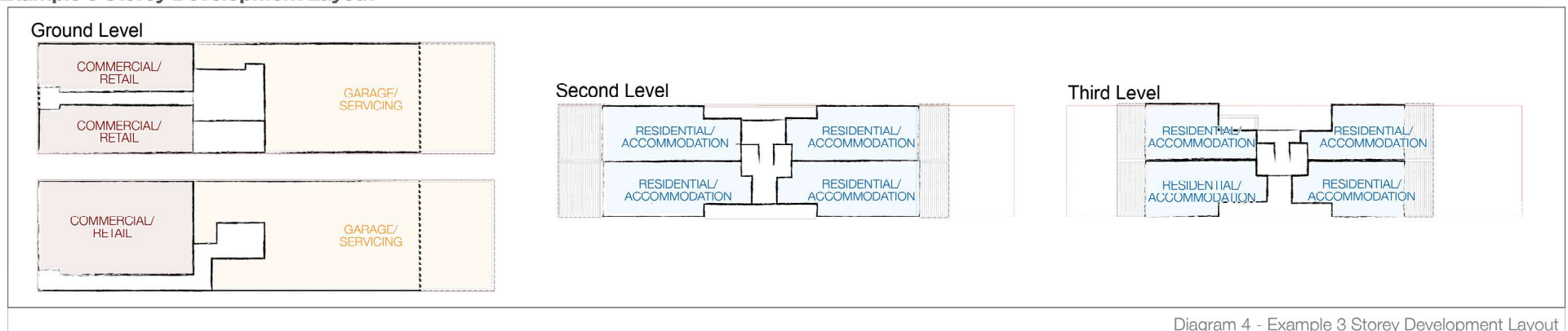


Diagram 4 - Example 3 Storey Development Layout

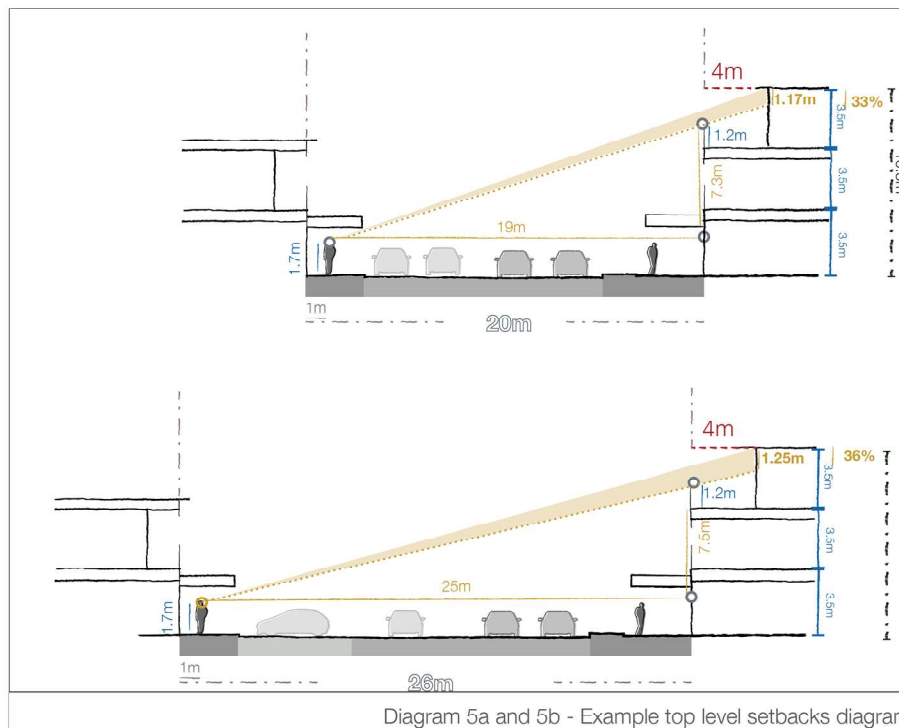
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4.4.3. Building Performance

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 highly cost effective, and deliver ongoing value through energy and maintenance performance throughout their lifecycle.

New development will achieve this by:

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



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4.4.4. Car Parking and Access

Car parking is integrated within new developments by locating on-site parking to the rear of new developments. New car parking is located in proximity to high use areas and supports activity, pedestrian access, and movement. Car parking and access points are seamlessly designed to minimise disruption to the public realm.

New development will achieve this by:

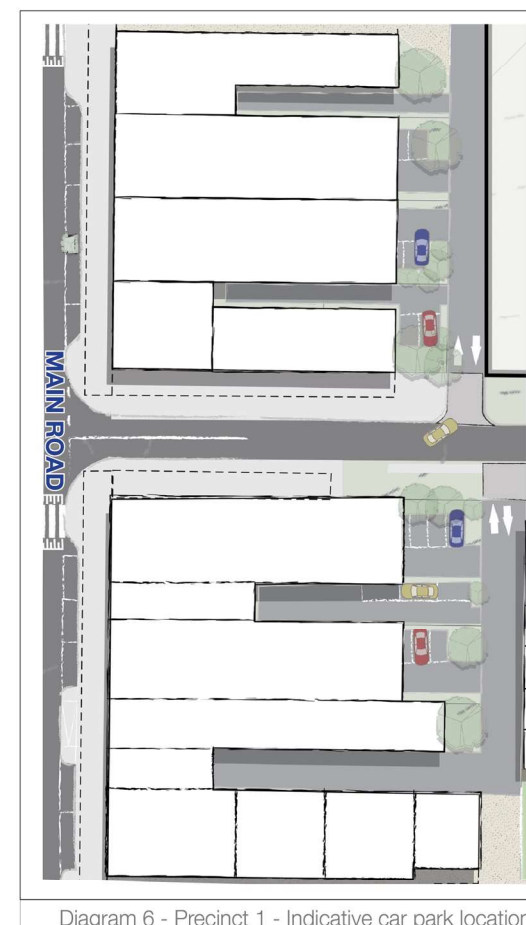
- 4.4.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.4.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.4.4.c** Restricting the amenity and aesthetic impacts of car parking areas and services.
- 4.4.4.d** Locating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

4.4.5. Servicing

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

New development will achieve this by:

- 4.4.5.a** Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.
- 4.4.5.b** Locating and arranging utility service installations to minimise their impact on the building's active street frontage.
- 4.4.5.c** Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.
- 4.4.5.d** Providing efficient storage, separation and removal of waste and recycled materials from buildings.



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4.4.6. Public Realm

The public realm will strengthen the place value of key civic, retail and cultural areas that identify 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:

- 4.4.6.a** Ensuring the design of spaces are legible (easy to understand), to a wide range of users.
- 4.4.6.b** Using landscape treatments to reduce the visual impact of blank walls.
- 4.4.6.c** Providing convenient and direct pedestrian and cyclist access from retail premises to public transport stops.
- 4.4.6.d** Providing designated pedestrian links between Main Road, Helen Chandler Alley and Nugent Street.
- 4.4.6.e** Providing designated pedestrian links between Main Road and Moores Park Recreation Reserve
- 4.4.6.f** Providing visitor bicycle parking near to pedestrian entries to buildings.
- 4.4.6.g** Ensuring paths are built at grade and provide universal access.
- 4.4.6.h** Ensuring materials, colours, furniture and landscaping respect the character of Monbulk's heritage and location.
- 4.4.6.i** Considering year-round use of the public space.
- 4.4.6.j** Demonstrating appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.
- 4.4.6.k** Incorporating Water Sensitive Urban Design elements into the Public Realm where appropriate.
- 4.4.6.l** Ensuring the public spaces contribute to improving the urban tree canopy of the precinct.



Diagram 7 - Precinct 1 - Indicative shop top housing development perspective along Main Road