

# DRAFT FOR CONSULTATION

## MONBULK TOWNSHIP

URBAN DESIGN FRAMEWORK //  
DRAFT FOR CONSULTATION 2023

## 4.0 FRAMEWORKS

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## 4.1 Framework Design Principles

Good urban design and creating a good public environment supports the social, cultural, economic and environmental well-being of communities that live in, or are affected by urban areas. A good public realm requires care, skill and attention in its creation and management. It can always be improved.

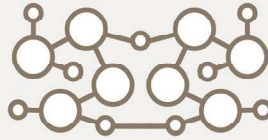
The *Urban Design Charter for Victoria* is the Victorian Governments commitment to making cities and towns in Victoria more liveable through good urban design. The Charter identifies 12 principles as essential qualities for the functioning of good public environments that are valued and significant for those who use them.

In addition to the 12 design principles identified, Indigenous Design is a fundamental consideration of Place within Monbulk and the Yarra Ranges, especially considering the name Monbulk has been derived from indigenous language. Guidance for Indigenous Design advocates for design teams to consider a broad range of design opportunities when pursuing Indigenous design.

The following Framework Design Principles, derived from the Urban Design Charter, and the *Indigenous Design Charter*, are essential for the effective functioning of good public environments everywhere, including Monbulk. All of these principles have a part to play in making Monbulk a place that is valued and significant for the whole community.

### 4.1.1. Structure & Connections

*Organise places so their parts relate well to each other*



A good urban structure provides a setting for diverse activities and buildings and allows access between them. It promotes engagement between people and this is important for a good public environment. A good structure supports current activities and also provides the potential for changes in use and redevelopment. Good structure allows for change while the structure itself remains stable.

### 4.1.2. Accessibility

*Provide ease, safety and choice of access for all people*



Good access depends above all on walking, but routes for bikes, prams, wheelchairs, cars and public transport are also important, as are connections between them. Visual access implies direct sightlines or unfolding views, signs or other visual cues, and being able to see other people, all of which help us to negotiate a place.

### 4.1.3. Legibility

*Help people to understand how places work and to find their way around*



'Legibility' concerns people's ability to read the environment around them – to interpret what they see, to get useful information. A well-designed place, needs to be intelligible to its audience, the public.

### 4.1.4. Animation

*Stimulate activity and a sense of vitality in public places*



Good urban design introduces, maintains and intensifies human activity within the public realm. Active building frontages are created by orienting public aspects of private land uses toward streets and other spaces. Activities in and overlooking public spaces contribute to passive surveillance, providing eyes on the street that increase personal safety and help prevent crime.

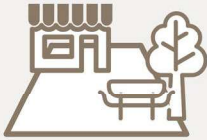
Diagram 03 - 'Good Urban Design' Principles



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## 4.1.5. Fit & Function

*Support the intended use of spaces while also allowing for their adaptability*



'Fit' describes the extent to which something serves its purpose. In urban areas, it indicates whether a place works for people and makes them comfortable. An urban space can help us to do what we want safely and efficiently. Urban spaces need to accommodate varied events rather than one specialised activity.

## 4.1.6. Complementary mixed uses

*Integrate complementary activities to promote synergies between them*



Facilities located conveniently for their users are important for accessibility. Good urban design encourages complementary relationships between uses through their location in space and in time, and through the design of spaces that accommodate them. Good urban design encourages the consolidation of lively town centres, and protection of important open spaces and rural lands.

## 4.1.7. Sense of Place

*Recognise and enhance the qualities that give places a valued identity*



Places are valued because of the individual qualities that make them distinctive from other places – because of their character. The form and character of urban areas is an expression of our needs and aspirations. In addition to our own will, it can express our respect for nature, heritage and other people. Urban design should understand, protect, develop and celebrate local character.

## 4.1.8. Consistency & variety

*Balance order and diversity in the interests of appreciating both*



Urban areas need a balance of individuality and community, of logic and feeling, of order and random incident. In many cases, the public realm provides coherence and order while countless private ventures introduce variety and interest. Natural patterns of the landscape also provide a unifying structure – with waterways and hills shaping entire urban regions.

Diagram 03 - 'Good Urban Design' Principles



Image 33 - Place activation - Helen Chandler Alley

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## 4.1.9. Continuity & change

*Maintain a sense of place and time by embracing change yet respecting heritage values*



Urban design should be attentive to and maintain an awareness of past and future time. A rich cultural heritage can be seen in the layering of things from different periods. Good urban design explores possible destinies, and imagines and fulfils visions. It supports interplay between continuity and change, giving greater meaning both to our past and our future.

## 4.1.10. Safety

*Design spaces that minimise risks of personal harm and support safe behaviour*



Safety is supported by views into and through spaces; by multiple access routes into and out of spaces; by mixed land uses that mean other people are around all the time; and by windows and activities in buildings located to overlook streets and other public spaces.

## 4.1.11. Inclusiveness & Interaction

*Create places where all people are free to encounter each other as civic equals*



Interaction, even among strangers, exposes people to cultural diversity. Good urban design supports civic interaction. It ensures equity of access throughout the public environment for all people. It encourages the orientation of activities towards the public realm. It treats citizens as the collective owners of public space, and encourages them to use it in comfort and without sanction.

## 4.1.12. Sensory Pleasure

*Create spaces that engage the senses and delight the mind*



Good urban design addresses visible and invisible dimensions of human experience. A good city provides a satisfying environment from various perspectives, ranging from passengers on a bus to pedestrians walking past shopfront windows, and from visitors with a desire to come back again and again.

## 4.1.13. - Indigenous Design

*Achieved through co-design and deep listening with local Aboriginal communities*



Indigenous Design attempts to actively connect to the deep history of Aboriginal occupation of country within the Yarra Ranges. This all-embracing principle works in tandem with all of the design principles. This brings an indigenous voice to design outcomes, ensuring that the story of the land continues in many forms, that people are part of place and that place is part of people.

The following actions should be undertaken by delivery teams to better invest in Aboriginal narratives in the built environment:

- Align 'Indigenous Design' with the other Framework Design Principles of the UDF.
- Work with Aboriginal design practitioners, to broaden design perspectives and thinking.
- Be innovative in design thinking and consider how disciplines outside of the design professions may present opportunities for Indigenous design.
- Ensure the design team works directly with Aboriginal stakeholders through a facilitated, culturally competent process.
- Undertake a Cultural Values Assessment of the UDF area to inform design approaches and outcomes.
- Continuously engage with Aboriginal stakeholders throughout the project life-cycle to embed Aboriginal knowledge in the design and function of the project.

Diagram 03 - 'Good Urban Design' Principles



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## 4.2 Urban Framework Plan

The Urban Framework Plan aligns the opportunities drawn from the design analysis. These opportunities will begin to inform the Urban Design Framework's proposed interventions and recommendations.

These opportunities include:

**Building Form** - *Structure & connections; and Complementary mixed uses.*

Outlining where development of varying heights could be located.

- Sites that have been identified for higher density potential are those on prominent landmark sites that do not have a direct interface to residential development.
- Low scale built form are those expected to undergo minimal change due to their location, and their use (i.e. a place of worship)
- Areas for consolidation are those that can have built form outcomes that maximise the space available on individual lots.

**Bicycle Priority** - *Accessibility; and Safety.*

Identifying streets that can provide priority bicycle infrastructure, such as dedicated bicycle lanes. These streets are well connected and provide activity and destinations.

**Missing Pedestrian Routes** - *Accessibility; and Legibility.*

The connections through open space, vacant land and car parks that are critical to improve pedestrian access to and through Monbulk. These routes also need to focus on key viewlines to ensure their value.

**Upgrade Pedestrian Routes** - *Legibility; and Sensory pleasure.*

The connections that pedestrians already use to move about Monbulk but do not favour pedestrian movements such as laneways and goats tracks. Upgrading these routes will enable more people to move throughout Monbulk.

**Proposed Bus Stop** - *Accessibility; and Safety.*

This is the provision of another bus stop along Main Road. The location adjacent to the St Georges Anglican Church will provide a stop for routes to Belgrave but also provide a stop near to retail at the north-western end of Main Road.

**Proposed Signalised Pedestrian Crossings** - *Accessibility; and Safety.*

This provision of crossings at desired points of convenience and where pedestrian movement is high. This is also an upgrade of existing crossings to make them pedestrian priority.

**Gateway Treatments** - *Continuity & change; and Sense of place.*

Providing treatments that emphasise the sense of arrival to the Main Road Activity Centre.

**New development opportunity** - *Structure & connections; and Complementary mixed uses.*

These are key sites expected to undergo some change and due to their context have no guidance about height, bulk and materials to ensure their appearance is respectful of adjoining land uses.

**Potential Public Plaza** - *Animation; and Inclusiveness & interaction.*

Identifying the location of the Moores Road Reserve as a future plaza (or 'Village Green') given its location and connectivity potential to Main Road, and the need to address deficiency in passive open space.

**Streetscape Upgrades** - *Fit & function; and Safety.*

Providing a consistent palette of materials, colours and furniture along Main Road. It also requires reconstruction in parts to improve functionality by addressing steep grade changes.

**Car Park Upgrades** - *Accessibility; and Safety.*

This includes upgrade of existing car park areas and the creation of new car park areas within Central Monbulk.



Image 33 - Raised pedestrian crossing example - South Melbourne

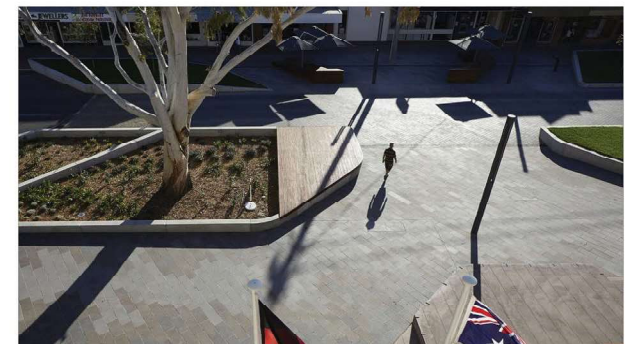


Image 34 - Regional town public plaza example - Kerang<sup>4</sup>

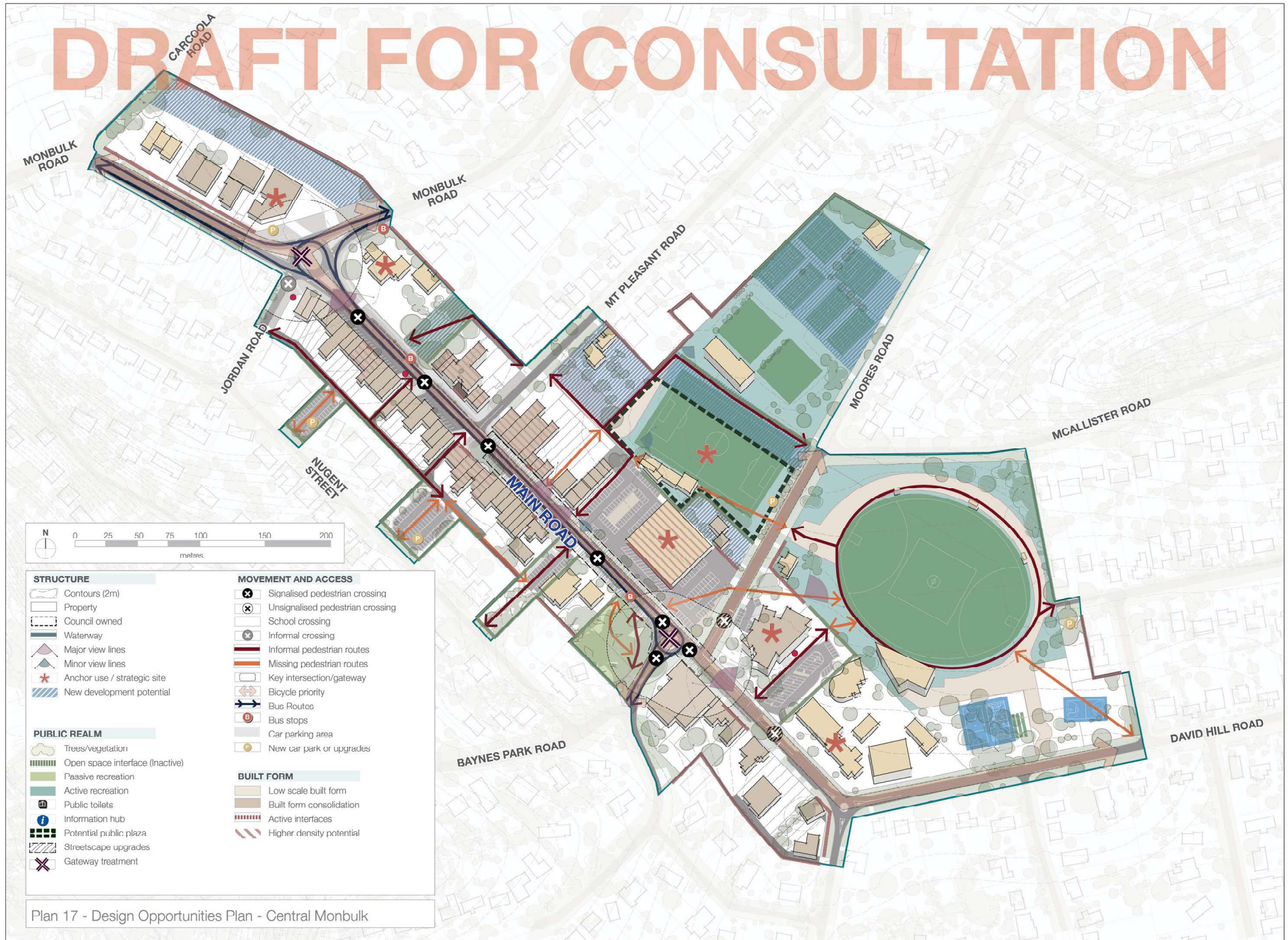


Image 35 - Indigenous garden design example - Thomastown

<sup>4</sup> Image 34 Credit - Hansen Partnership - <https://hansenpartnership.com.au/projects/kerang/>



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## 4.3 Precincts Design Overview

The design interventions proposed must consider the current role and function of their respective precincts, to inform their future state.

Certain attributes (such as topography or available space) means that some interventions identified may need to be relocated or designed differently.

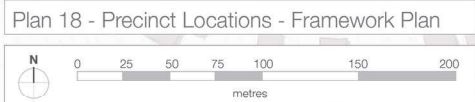
An example of this is the provision of a cycling lane along Nugent Street as opposed to Main Road. This responds to the narrow corridor and topography which will unlikely allow for a cycle corridor in this location.

Where design interventions enhance the role and function of their respective precinct this has been included in the future role and function of the precincts (as set out in Table 03).

Precinct Number	Precinct Name	Future Role and Function
1	Main Road	The main activity spine of Central Monbulk that is bookended by gateways into the Township. Main Road encompasses key commercial, retail and office uses, and serves as the townships primary public transport corridor. Alternative modes of transport are supported, enhancing access to the activity centre. The streetscape is accessible for all and is consistent through a mixed use of subtle colours and materials.
2	Moore's Road	The precinct is defined by the township's public park which is the community heart of the town. Strong connections to the Main Road Activity Centre and Monbulk Recreation Reserve integrates the precinct. Public spaces, playgrounds, housing and low scale retail help to activate this precinct around the clock.
3	Monbulk Civic	The cluster of community, recreation uses at the south-eastern end of Main Road. The Monbulk Recreation Reserve is the recreation hub and provides a range of activities to cater for all ages. High quality landscaping and path networks unite the Reserve with the Monbulk Primary School and Monbulk Living and Learning Centre.

Table 03 - list of Precincts and their future roles

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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

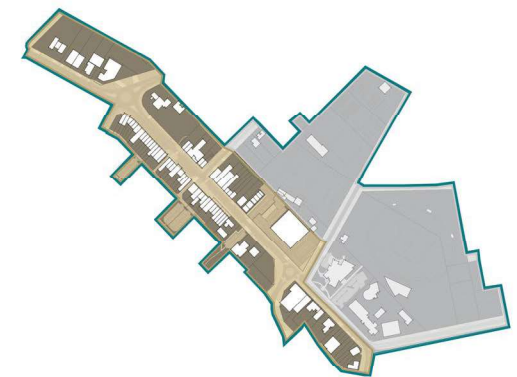
- O9** Activates Main Road and adjoining laneways.
- O10** Responds to the natural topography and frames views to surrounding hills.

### 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

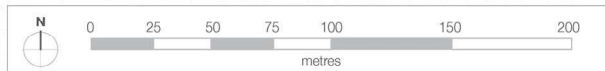




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STRUCTURE	
	Contours (2m)
	Property
	Council owned
	Waterway
	Major view lines
	Minor view lines
	Anchor use / strategic site
	New development potential
PUBLIC REALM	
	Trees/vegetation
	Open space interface (inactive)
	Passive recreation
	Active recreation
	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.

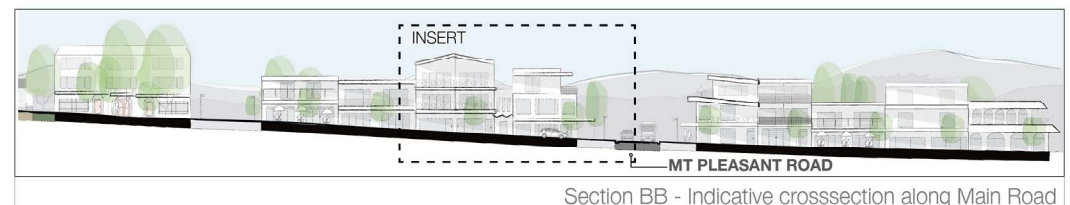
New development will achieve this by:

- 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.

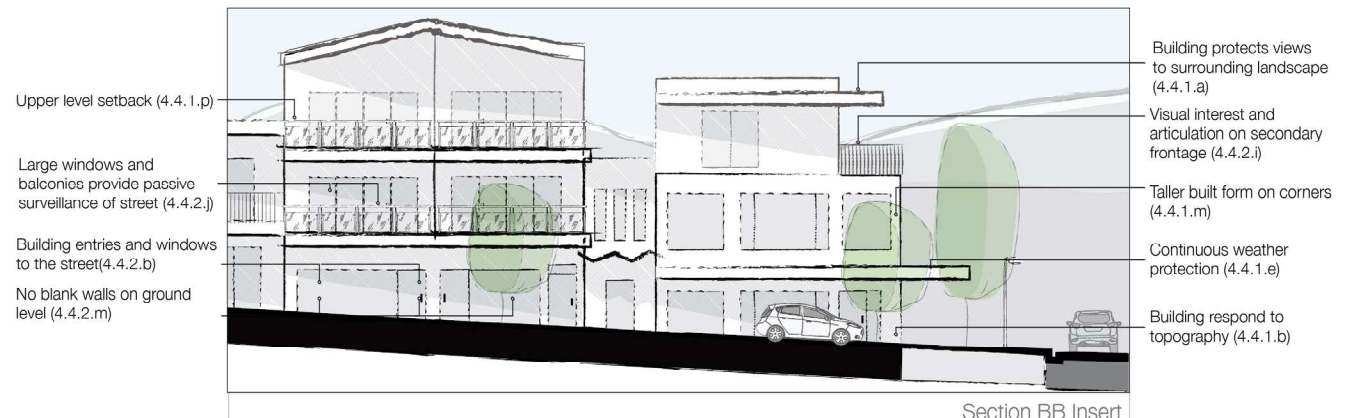
- 4.4.1.k** Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.
- 4.4.1.l** Allowing appropriate solar access to penetrate internal living areas, private open space and communal open spaces.
- 4.4.1.m** Encouraging taller built form on prominent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



Section BB - Indicative crosssection along Main Road

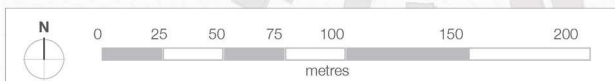


Section BB Insert

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

### Example 3 Storey Development Layout

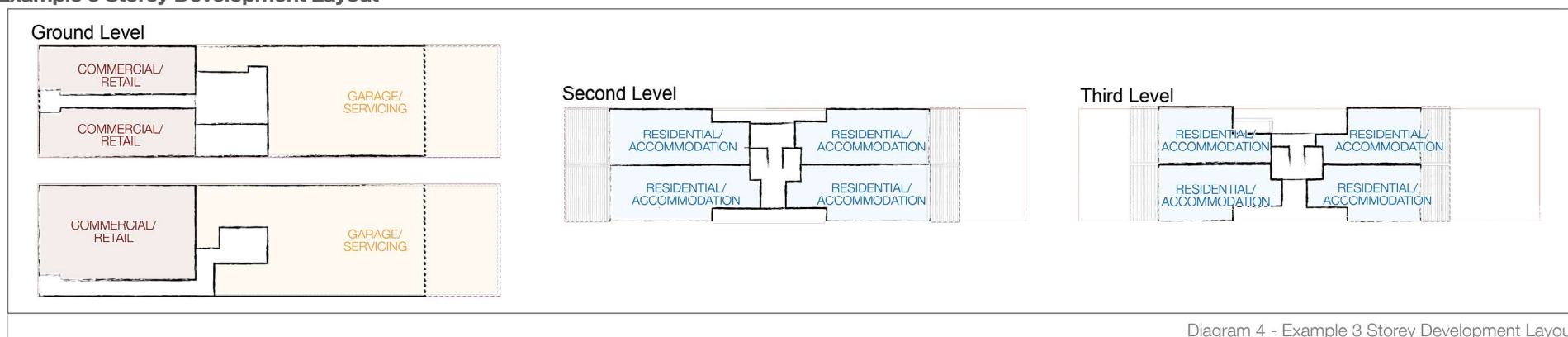


Diagram 4 - Example 3 Storey Development Layout



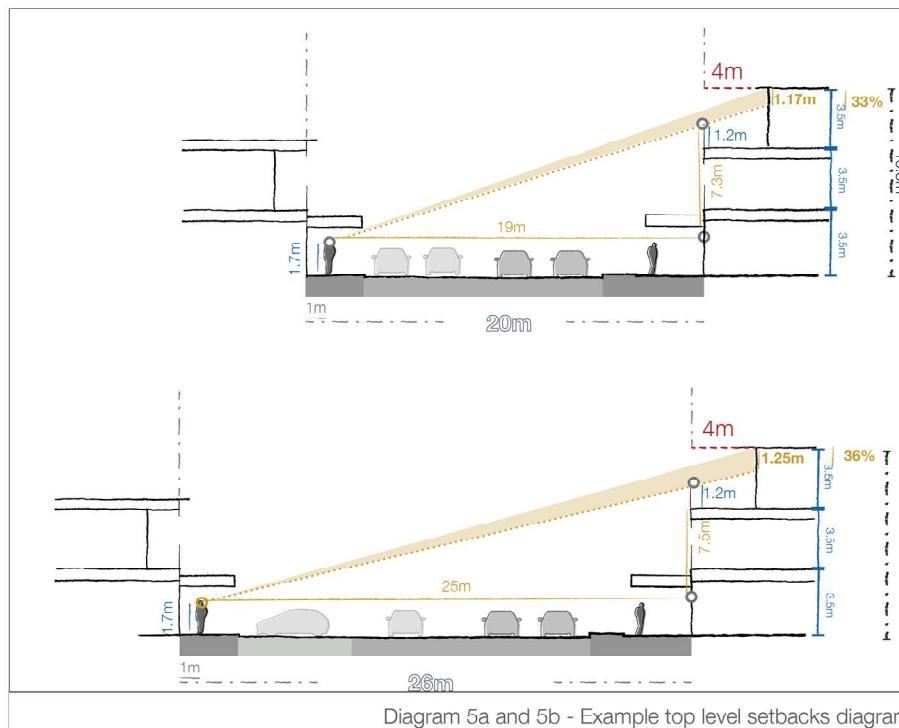
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## 4.4.3. Building Performance

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:

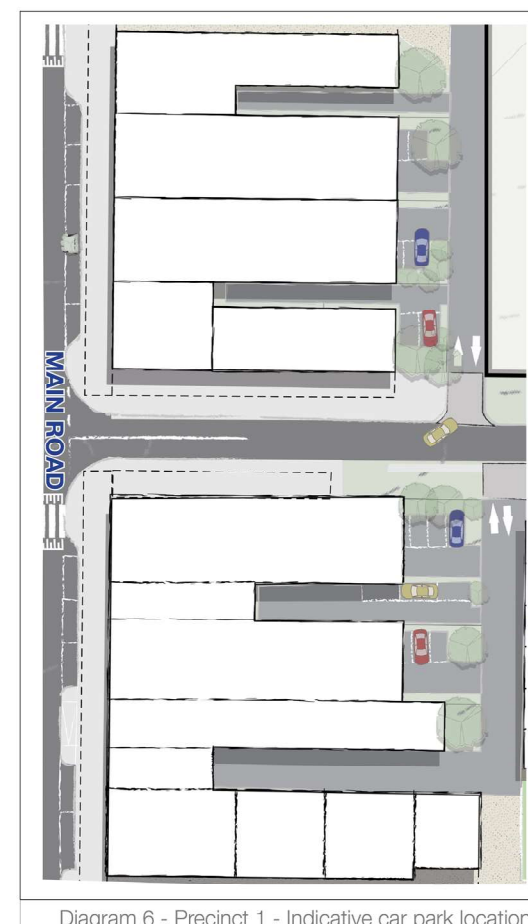
- 4.4.4.a Locating car parking areas and structures in proximity to the activities they support.
- 4.4.4.b Facilitating shared use of car parking facilities with neighbouring properties.
- 4.4.4.c Restricting the amenity and aesthetic impacts of car parking areas and services.
- 4.4.4.d Locating car 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



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## 4.5 Precinct 2 - Moores Road

### Preferred Character

Precinct 2 (Moores Road) is the western half of the major public space area for Monbulk. The precinct is integrated with the Monbulk Recreation Reserve to the east to form an open space spine that runs parallel with Main Road. Sweeping views within and out of the Precinct enhance the 'open' character.

The Monbulk 'Village Green' is the landmark feature of Precinct 2, it is wrapped by low level mixed-use built form along the northern and southern edges. Breaks in the built form provide key connections to Main Road and the Monbulk Bowling Club.

At ground level, built form interfacing with the Village Green is setback to provide space for landscaping and outdoor dining to promote activation of the space and amenity.

Rear laneways service the built form, but are integrated into the overall movement network with pedestrian designated space, clear viewlines and landscaping.

Interfaces with residential uses are treated appropriately to minimise overlooking and overshadowing.

As the Monbulk 'Village Green' is the preminent passive open space area of the town, it is welcoming for all. It provides high quality landscaping incorporating local vegetation and treatments that link to the indigenous heritage of the area, and the historic role the Monbulk area had as a meeting place.

### Structure

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

### Public Realm

- O3** Celebrates the indigenous historical and cultural significance of Monbulk.
- O4** Provides a large welcoming open space area to cater for the diverse needs residents and visitors.
- O5** Integrates into the public realm of Main Road and the Monbulk Recreation Reserve.
- O6** Offers a mix of uses for different users to activate the open space 24 hours a day.

### Movement & Access

- O7** Improves connectivity from Main Road with clear sight lines and generous paths.
- O8** Provides path connections through the open space that are user friendly for all.
- O9** Provides new accessible car parking areas in close proximity to key uses (i.e. playground).

### Built Form

- O10** Activates the edge condition of the open space area.
- O11** Responds to the natural topography and frames views to surrounding hills.

### Key Development Opportunities

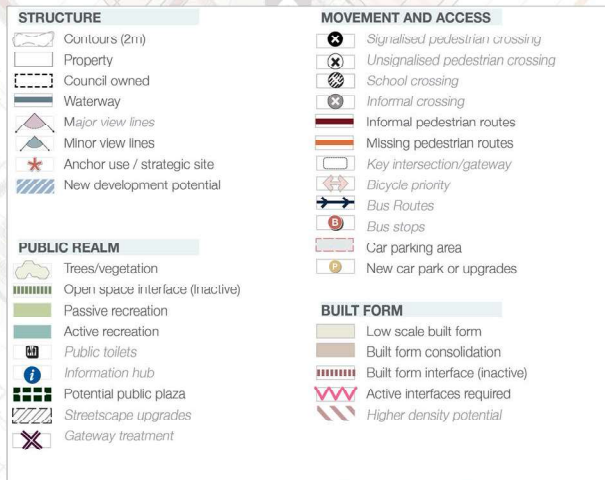
- A** Monbulk Soccer Pitch
- B** Monbulk Tennis Club
- C** Monbulk Netball Club
- D** 2-6 Mount Pleasant Road

### Key Places

- E** Monbulk Bowling Club
- F** 5 Moores Road



# DRAFT FOR CONSULTATION



Plan 21 - Precinct 2 - Moores Road Design Opportunities





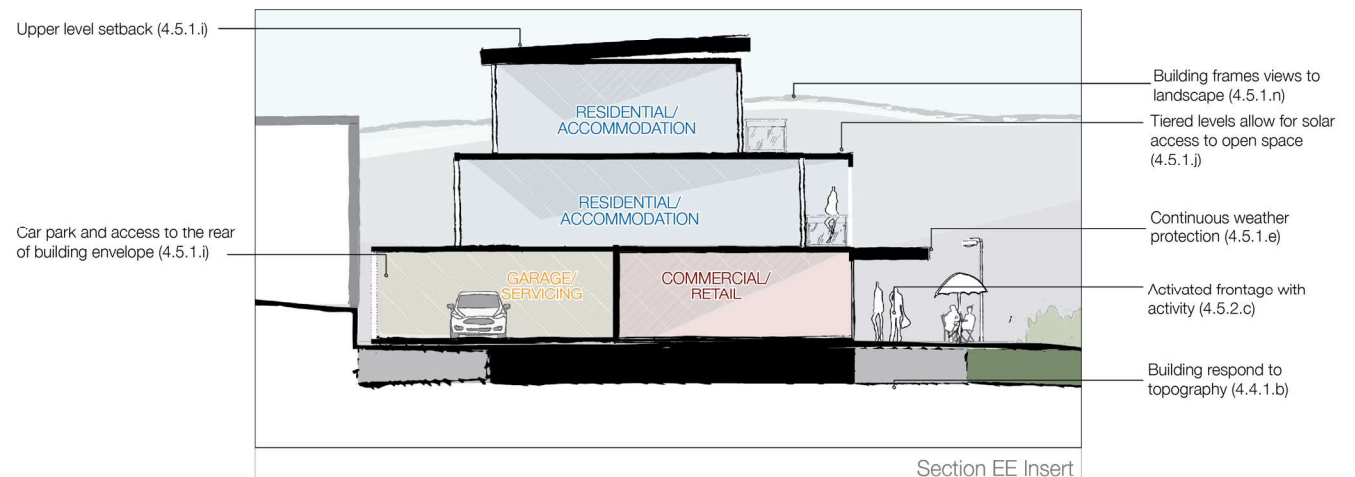
# DRAFT FOR CONSULTATION

## 4.5.1. Building Design

Low scale new development activates the Village Green and introduces a built environment interface with adjoining residential and public realm areas. The built form is well designed with key details to balance transition from Main Road to adjoining residential areas, and complement the 'open' character of the Precinct.

New development will achieve this by:

- |  |  |  |
|--|--|--|
| <p><b>4.5.1.a</b> Locating and shaping the building to protect viewlines from public spaces towards landmarks and surrounding landscape.</p> <p><b>4.5.1.b</b> Locating and shaping the building to accommodate local topography, natural, cultural features of the site.</p> <p><b>4.5.1.c</b> Shaping the building scale and form to support the preferred character of the area.</p> <p><b>4.5.1.d</b> Arranging building elements such as roofs, balconies, windows, doorways and cladding materials to contribute to the preferred character of the area.</p> <p><b>4.5.1.e</b> Incorporating continuous weather protection canopies above the full length of commercial ground floor facades along the Village Green frontage.</p> <p><b>4.5.1.f</b> Providing sufficient room for canopy trees and landscaping around buildings.</p> <p><b>4.5.1.g</b> Ensuring built form provides an appropriate transition of scale and form to adjacent lots.</p> <p><b>4.5.1.h</b> Adapting and reusing existing buildings built form features, where practical.</p> | <p><b>4.5.1.i</b> Recessing upper levels to reduce the dominance of the upper level and impact of visual bulk.</p> <p><b>4.5.1.j</b> Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.</p> <p><b>4.5.1.k</b> Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.</p> <p><b>4.5.1.l</b> Allowing appropriate solar access to penetrate internal living areas, and private open spaces.</p> <p><b>4.5.1.m</b> Making optimal use of natural light and ventilation.</p> | <p><b>4.5.1.n</b> Using the building height and setbacks to frame views to landscape backdrop.</p> <p><b>4.5.1.o</b> Requiring new development fronting to the Village Green not exceed two storeys (7.5m).</p> <p><b>4.5.1.p</b> Providing a typical height of 3.5 metres between levels, especially ground floor.</p> <p><b>4.5.1.q</b> Requiring buildings that exceed the maximum preferred building heights to hide upper levels from street view.</p> <p><b>4.5.1.r</b> Ensuring a diversity of housing options are provided</p> |
|--|--|--|



# DRAFT FOR CONSULTATION

STRUCTURE	MOVEMENT AND ACCESS
Precinct 2 boundary	Existing paths
Contours (2m)	Upgraded paths
<b>PUBLIC REALM</b>	New paths
Gravel surface	Cycling paths
Open space area	Raised pedestrian crossing
Grassed sports field	Car parking
Hardcourt surface	Laneway
Retaining walls	Crossover
Pump track	Bus stops
Skate park	<b>BUILT FORM</b>
Amphitheatre	Building
Gateway treatment	Awning
Raised planters	
Trees	

Plan 22 - Precinct 2 - Indicative Framework





# DRAFT FOR CONSULTATION

## 4.5.2. Building Frontages & Interfaces

Buildings fronting to the Village Green define the edge of the space. Front setbacks to the open space allow for landscaping to integrate the low scale buildings with the open space. Windows and defined entries ensure activation is maximised. Recessed upper levels manage transition of the Precinct into adjoining residential areas.

New development will achieve this by:

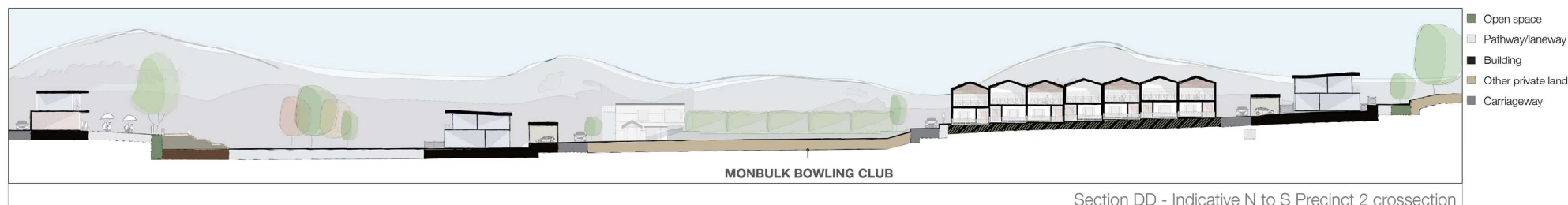
- |  |   |
|--|---|
| <p><b>4.5.2.a</b> Providing building entries and transparent windows to the Village Green.</p> <p><b>4.5.2.b</b> Presenting front setbacks at ground level that allow for landscaping to transition from open space to built form.</p> <p><b>4.5.2.c</b> Providing highly activated frontages with windows and entrances as the predominant elements of the ground floor facade.</p> <p><b>4.5.2.d</b> Providing entrance and window elements that form at least 70% of the ground floor facade surface.</p> <p><b>4.5.2.e</b> Maximising physical and visual permeability between open space and commercial spaces.</p> <p><b>4.5.2.f</b> Creating a strong connection between public and private realms through landscaping and boundary treatments.</p> <p><b>4.5.2.g</b> Limiting expanses of blank front wall facades on the ground floor to a maximum width of 2 metres.</p> | <p><b>4.5.2.h</b> Ensuring front fences are low scale (below 1.2 metres in height).</p> <p><b>4.5.2.i</b> Providing a minimum 4m wide central break in continuous built form (up to 10 dwellings) to allow for public landscaping and path connections.</p> <p><b>4.5.2.j</b> Enabling passive surveillance of the street and/or public realm from within the building through clear unobstructed windows.</p> <p><b>4.5.2.k</b> Providing space in rear setback to allow for large canopy trees to contribute to landscape backdrop.</p> <p><b>4.5.2.l</b> Recessing side and rear setbacks of upper levels of buildings a minimum 4.5 metres from boundary to residential and public land.</p> <p><b>4.5.2.m</b> Avoiding ground level rear boundary treatments that create recesses.</p> |
|--|---|

## 4.5.3. 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:

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



# DRAFT FOR CONSULTATION

## 4.5.4. Car Parking and Access

Car parks are integrated within developments by locating on-site parking to the rear of buildings or behind landscape screens. Car parking is located in discrete areas to not compromise open space activities or amenities. Large vehicular movements are contained to perimeter streets.

New development will achieve this by:

- 4.5.4.a** Locating car parking areas and structures in proximity to the activities they support.
- 4.5.4.b** Facilitating shared use of car parking facilities with neighbouring properties.
- 4.5.4.c** Restricting the amenity and aesthetic impacts of car parking areas and service.
- 4.5.4.d** Locating car parking to the rear of building envelopes.
- 4.5.4.e** Designing car parks to be responsive to the topography and land form of the site.
- 4.5.4.f** Incorporating high canopy trees and landscaping in car parking areas for every 8th car parking space.

- 4.5.4.g** Locating vehicle and service access to the rear or side of the building,
- 4.5.4.h** Allowing traffic to enter/exit laneways in a forward manner.
- 4.5.4.i** Providing electric charging for vehicles, bicycles and mobility scooters, and end of trip facilities such as bike parking, bike washes and lockers.
- 4.5.4.j** Designing car parks for other activities such as markets and community events that could be held on the site.
- 4.5.4.k** Designing car parking access points to minimise disruption to the continuity of the public realm.
- 4.5.4.l** Incorporating water sensitive urban design elements into car park design.

## 4.5.5. 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:

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



Section EE - Indicative SW to NE crossection across 'Village Green'



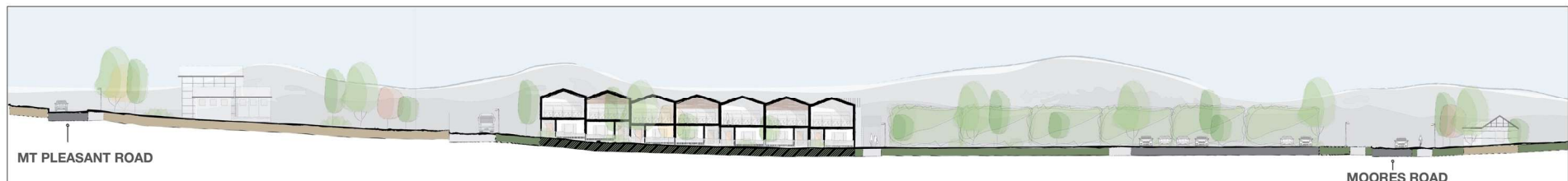
# DRAFT FOR CONSULTATION

## 4.5.6. Public Realm

The public realm will strengthen the place value of the Village Green as communal 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:

- |  |  |  |
|--|--|--|
| <p><b>4.5.6.a</b> Ensuring the design of spaces are legible (easy to understand), to a wide range of users.</p> <p><b>4.5.6.b</b> Using landscape treatments to reduce the visual impact of blank walls.</p> <p><b>4.5.6.c</b> Providing convenient and direct pedestrian and cyclist access from Village Green to public transport stops.</p> <p><b>4.5.6.d</b> Providing designated pedestrian links between Monbulk Recreation Reserve and the Village Green.</p> <p><b>4.5.6.e</b> Providing designated pedestrian links between Main Road and the Village Green.</p> <p><b>4.5.6.f</b> Providing visitor bicycle parking near to pedestrian entries to buildings.</p> | <p><b>4.5.6.g</b> Ensuring paths are built at grade and provide universal access.</p> <p><b>4.5.6.h</b> Programming open spaces with a variety of activities to accommodate more users.</p> <p><b>4.5.6.i</b> Considering year-round use of the public space.</p> <p><b>4.5.6.j</b> Demonstrating appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.</p> <p><b>4.5.6.k</b> Incorporating Water Sensitive Urban Design elements into the Public Realm where appropriate</p> <p><b>4.5.6.l</b> Ensuring the public spaces contribute to improving the urban tree canopy of the precinct.</p> | <p><b>4.5.6.m</b> Designing with existing key environmental features as part of the open space including waterways, vegetation and topography.</p> <p><b>4.5.6.n</b> Ensure materials, colours, furniture and landscaping respect the character of Monbulk's heritage and location.</p> <p><b>4.5.6.o</b> Sensitively design paths and spaces to transition gradually into natural contours</p> <p><b>4.5.6.p</b> Designing pathways around key canopy trees.</p> <p><b>4.5.6.q</b> Designing pathways to align with visual landmarks.</p> |
|--|--|--|



Section FF - Indicative NW to SE crossection across 'Village Green'

# DRAFT FOR CONSULTATION



Diagram 6 - Precinct 2 - Indicative 'Village Green' Open Space



# DRAFT FOR CONSULTATION

## 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

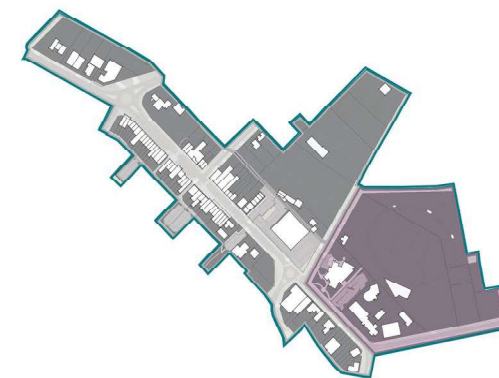
- 09** Minimises built form to celebrate openness of the precinct.
- 010** Responds to the natural topography and frames views to surrounding hills.

### 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



# DRAFT FOR CONSULTATION

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 interlayer (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





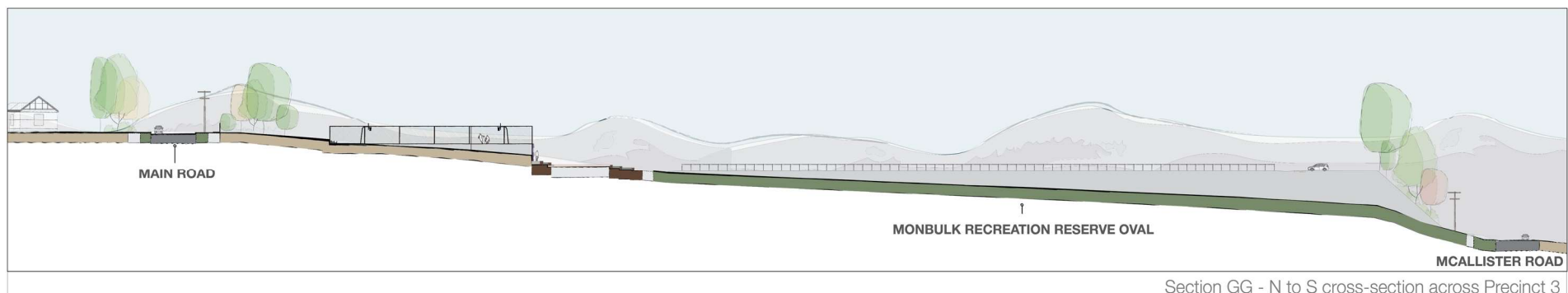
# DRAFT FOR CONSULTATION

## 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:

- |  |  |  |
|--|--|--|
| <p><b>4.6.1.a</b> Locating and shaping the building to protect viewlines from streets and public spaces towards landmarks and surrounding landscape.</p> | <p><b>4.6.1.e</b> Prioritising solar access to the public domain and adjacent properties to minimise mid-winter overshadowing.</p>   | <p><b>4.6.1.i</b> Using the building height and setbacks to frame views to landscape backdrop.</p>   |
| <p><b>4.6.1.b</b> Locating and shaping the building to respond to local topography, natural, and cultural features of the site.</p>                      | <p><b>4.6.1.f</b> Allowing appropriate solar access to penetrate internal living areas, and private open spaces.</p>   | <p><b>4.6.1.j</b> Requiring new development not exceed two storeys (7.5m).</p>   |
| <p><b>4.6.1.c</b> Shaping the building scale and form to support the preferred character of the area.</p>  | <p><b>4.6.1.g</b> 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><b>4.6.1.k</b> Providing a typical height of 3.5 metres between levels, especially ground floor.</p>  |
| <p><b>4.6.1.d</b> Making optimal use of natural light and ventilation.</p>   | <p><b>4.6.1.h</b> Adapting and reusing existing buildings built form features, where practical.</p>  | <p><b>4.6.1.l</b> Locating and arranging buildings to allow daylight and winter sun access to private and public open spaces, and the streetscape.</p> |



Section GG - N to S cross-section across Precinct 3

# DRAFT FOR CONSULTATION

STRUCTURE	
	Precinct 3 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 24 - Precinct 3 - Indicative Framework





# DRAFT FOR CONSULTATION

## 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.

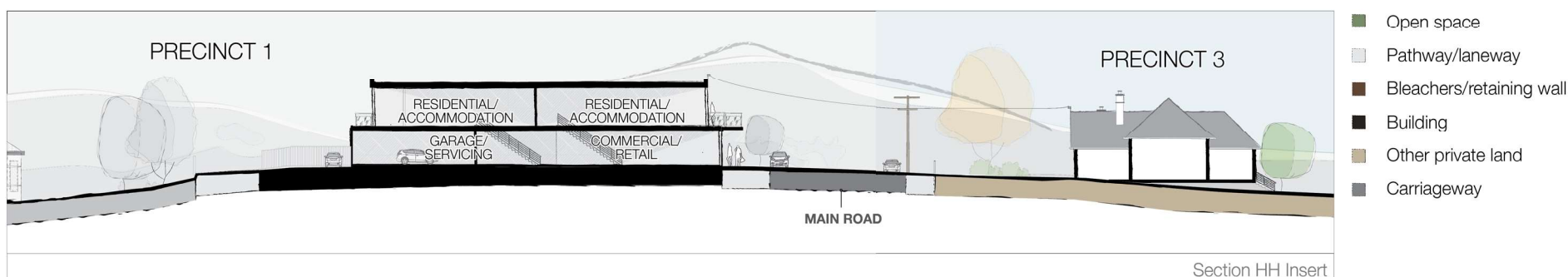
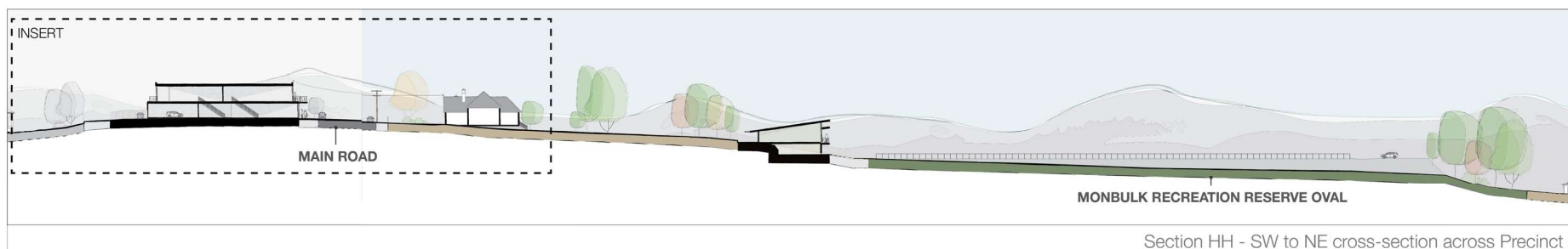
# DRAFT FOR CONSULTATION

## 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:

- |  |  |
|--|--|
| <p><b>4.6.5.a</b> Screening from view or remotely locating mechanical plant, unless it forms an integral part of the design.</p> <p><b>4.6.5.b</b> Locating and arranging utility service installations to minimise their impact on the building's active street frontage.</p> | <p><b>4.6.5.c</b> Locating access points for loading bays and waste collection, and site storage areas away from pedestrian priority streets, paths and residential areas.</p> <p><b>4.6.5.d</b> Providing efficient storage, separation and removal of waste and recycled materials from buildings.</p> |
|--|--|





# DRAFT FOR CONSULTATION

## 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:

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

# DRAFT FOR CONSULTATION

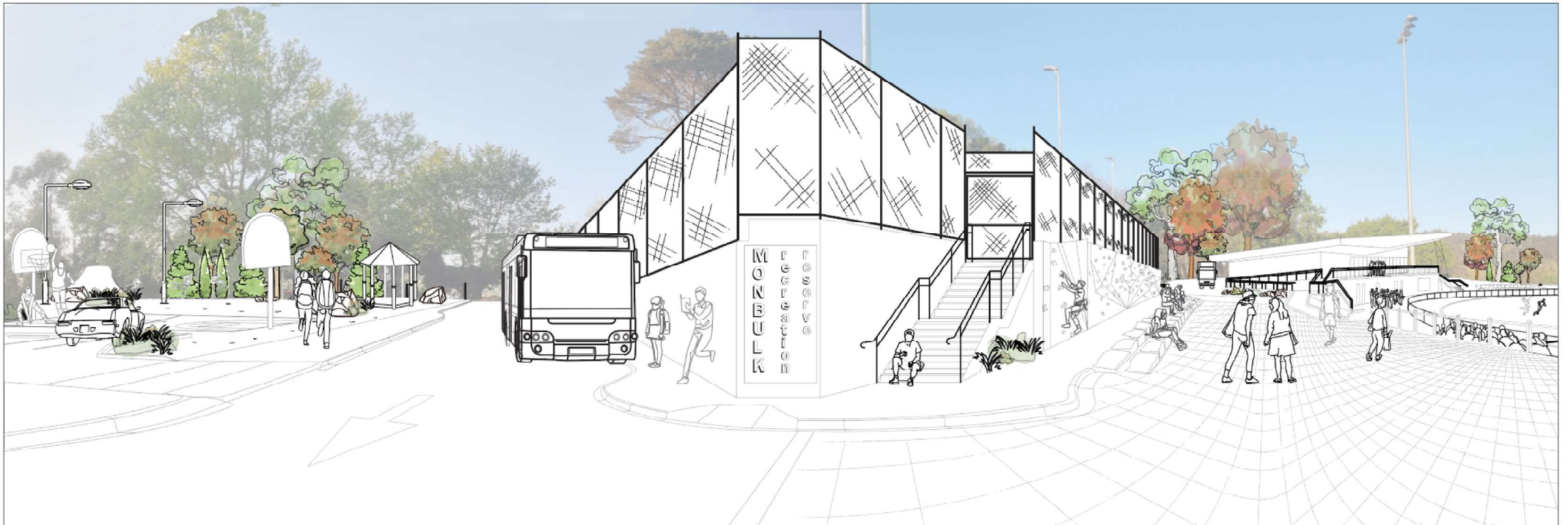


Diagram 7 - Precinct 3 - Indicative Monbulk Recreation Reserve image