NORTHERN BEACHES
COUNCIL

IMAGINE MONA VALE

DRAFT MONA VALE PLACE PLAN

SEP 2016

draft

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Draft

PLACEMAKING

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4.0 PEOPLE, STREETS AND PLACES

4.1 SUSTAINABLE TRAVEL: FUTURE ACTIVE TRAVEL STRATEGY

Active Travel is an approach to travel and transport that focuses on physical activity (walking and cycling) as opposed to motorised and carbon-dependent means. As the population grows there will be continued impact on the congestion of roads and competition for car parking at destinations. High levels of private car use is prevalent across Pittwater, and particularly concentrated in the Town Centre of Mona Vale. By increasing access to Active Travel linkages in concentrated locations, the economic efficiencies also increase, as the need for expenditure on roads and car parks is reduced.

Pittwater has for many years had a strong focus on active travel through the 'Walks & Rides' strategy. Building on this, a local Active Travel Strategy has been developed and will be incorporated to the Northern Beaches wider area Active Travel Strategy, to achieve greater efficiency and the capacity to plan active travel. Overall, a walking and cycling friendly environment will create a more socially inclusive community.

The Active Travel vision is "to enable a culture which supports people to choose active travel choices that benefit their health, enhance community lifestyle and create a village atmosphere in a well-connected sustainable transport network".

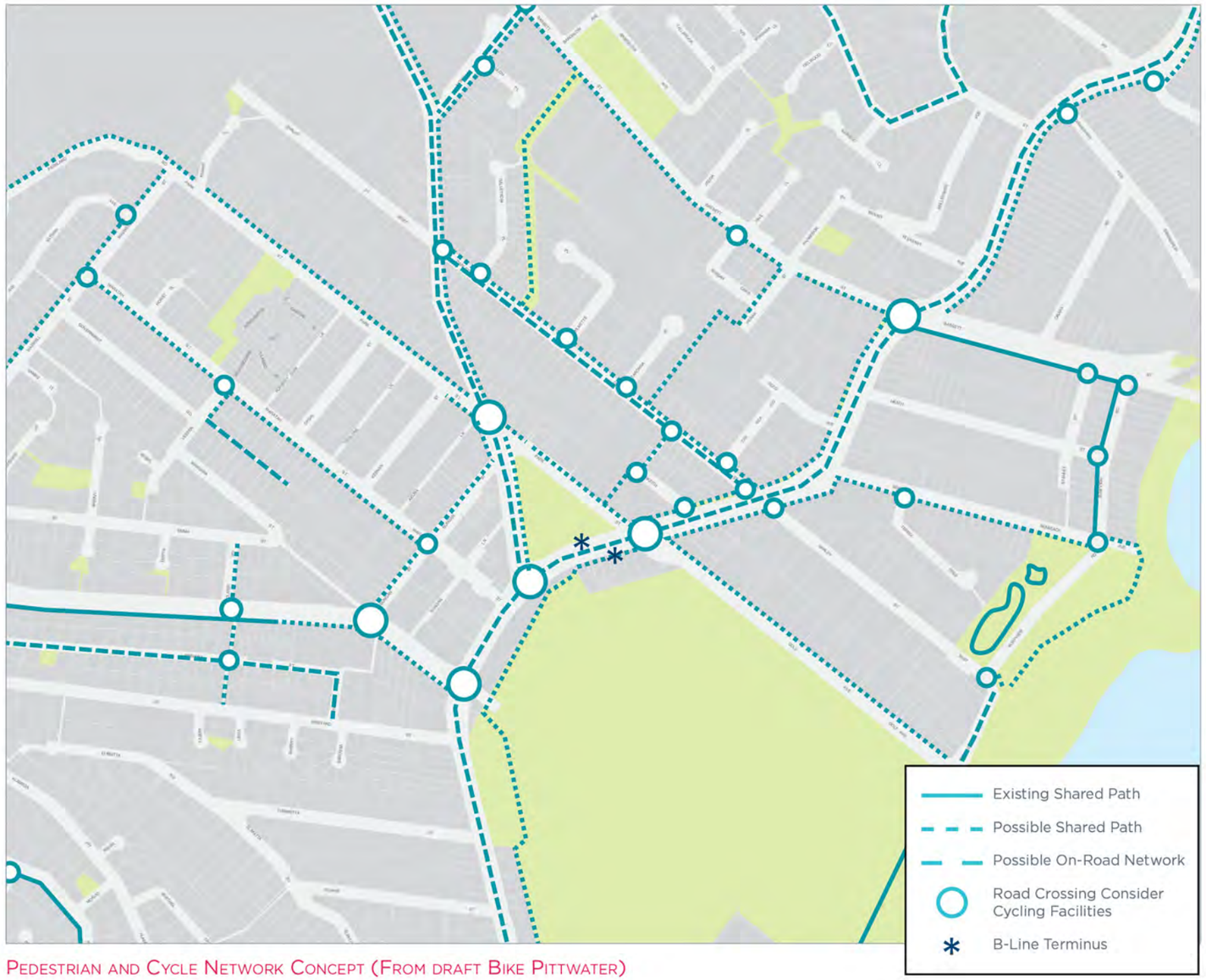
Council is currently reviewing their Active Travel Strategy for the Northern Beaches.

4.1.1 PEDESTRIAN AND CYCLE PLAN

The concept on this page shows potential infrastructure investments and upgrades to increase amenity and connectivity for pedestrians and cyclists. A mixture of 'Off Road' and 'On Road' cycle links are intended to provide choices for the recreational and commuter cyclist. Pedestrian amenity will be improved by allocated traffic calming measures and lower speed limits on key streets.

4.1.2 B-LINE (NEW BUS LINE)

The Northern Beaches (NB) B-Line route is proposed to extend 30km along the primary north-south spine from the Sydney CBD to Mona Vale. Facilitating rapid bus movements along this corridor will reduce bus travel times, reduce car reliance, and connect higher density areas with other modes of transport. Mona Vale's B-Line Terminus will be centrally located and accessible from most part of the Centre. The Centre will benefit from this improved public transport service.



Pedestrian and Cycle Network Concept (From draft Bike Pittwater)

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4.2 FUTURE NETWORK DESIGN AIMS

Accessibility is a very important aspect to support the life and activities of a town centre. Currently, most of the Mona Vale Town Centre is accessed via a connective street network. However, the current preferred mode of travel is by car (see Appendices for the analysis by Parking and Traffic Consultants). This creates an impact on the amenity and the atmosphere of the Centre.

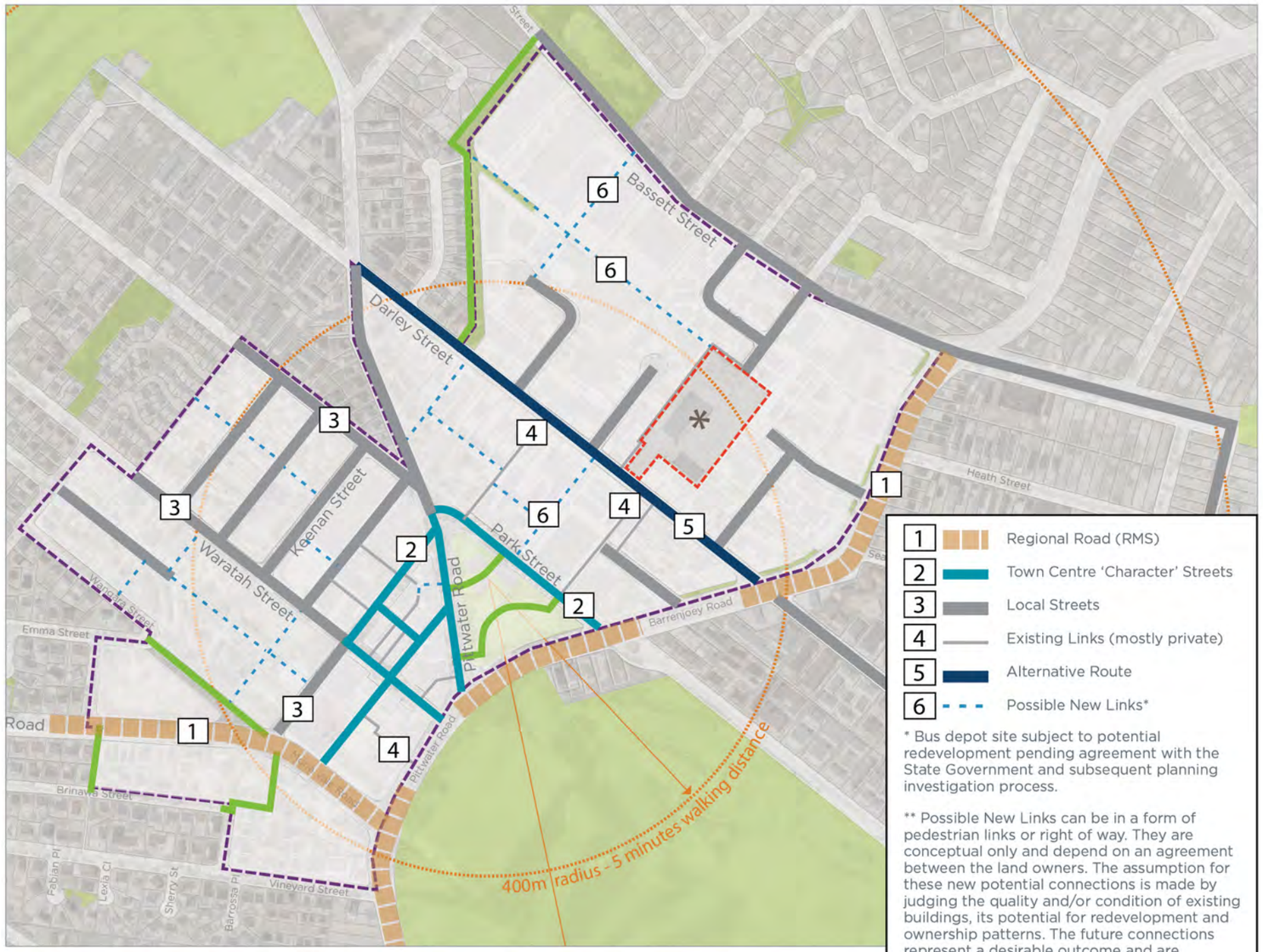
During the community engagement process, there was a common perception that the pedestrian experience and overall connectivity can be improved.

The Place Plan aims to achieve a more permeable street network with improved connectivity to the surrounding areas. New connections will create high levels of choice and mobility for pedestrians, cyclists and vehicles, with an emphasis on creating a highly walkable community that will provide a seamless access to all parts of the Centre.

Town Centre Character Streets (1) will be **People Streets**. They will facilitate activation of the ground floor uses and place a significant focus on pedestrian and cyclist movement.

Connectivity from the adjoining residential area is maintained with L**ocal Streets (2)** and **Local Links (3)** and improved with **New Links (5)**. Most of the Local Links are within private land, however they should be retained as a feature in the future redevelopment of these sites. Proposed New Links are conceptual only and subject to future discussion with the land owners. The future connections represent a desirable outcome and are approximate patterns only in the likelihood of redevelopment within the medium/long term.

An analysis and traffic modelling by Parking and Traffic Consultants recommends a relocation of the main traffic route from Pittwater Road to Darley Street - as an **Alternative Route (4)** on the northern side of the Centre, subject to incorporation of further traffic treatments and RMS agreement. This will control the vehicle movement through the Town Centre streets and smaller local streets. Reduction of speed may be proposed for Pittwater Road, Park and Bungan Streets. Signs to advise of changes to traffic conditions also are proposed for Pittwater Road and Park Street reinforcing Darley Street as the main traffic route.



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4.3 STREET DESIGN EXPLORATION

4.3.1 BUNGAN STREET

Existing Conditions

Bungan Street North is currently lined by specialty retail and outdoor dining facilities. There are two lanes of traffic with on-street parallel parking on the western side and 90 degree parking on the eastern side.

Bungan Street South is less active than Bungan Street North. There are two lanes of traffic with on-street parking on both sides. Ground floor activities are visible on the retail frontage eastern side. However, the elevated footpath on the corner of Waratah and Bungan Streets creates some disruptions in movement.

For the purpose of this Place Plan, Bungan Street North is considered one of the character streets while the southern part will continue as a local street.

Design ideas

During the community consultation process, one of the common ideas was to reduce traffic and create a pedestrian and cycle friendly Bungan Street. As one of the 'Town Centre Streets', Bungan Street North's design will focus on the amenity and ease of pedestrian and cyclist movement.

The key design ideas for Bungan Street North are below:

1. Sense of enclosure and a perception of a narrower street to improve the setting.
2. Landscape treatments, paving patterns, placements of street furniture and rain-gardens to be used to delineate spaces.
3. Facilitating an informal pedestrian and cyclist movement to activate the street.
4. Integrating safer, bike friendly traffic lanes. A shareway system will prioritise pedestrian and cycle movements.
5. Using on-street parking as a tool to separate the traffic. 90 degree parking will be allocated as parallel parking to increase community spaces and improve pedestrian safety.
6. Encourage al-fresco dining to enable a creation of 'Eat Street'.



recent evolution of Bunda Street into a shared-zone, ACT







Existing Bungan Street North



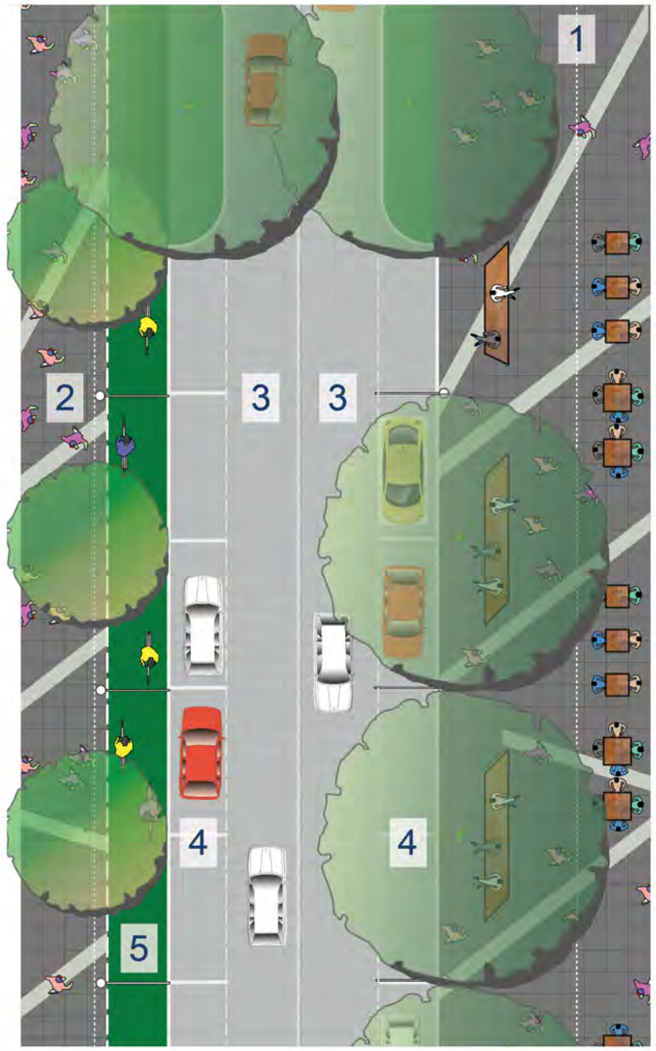
Existing Bungan Street South

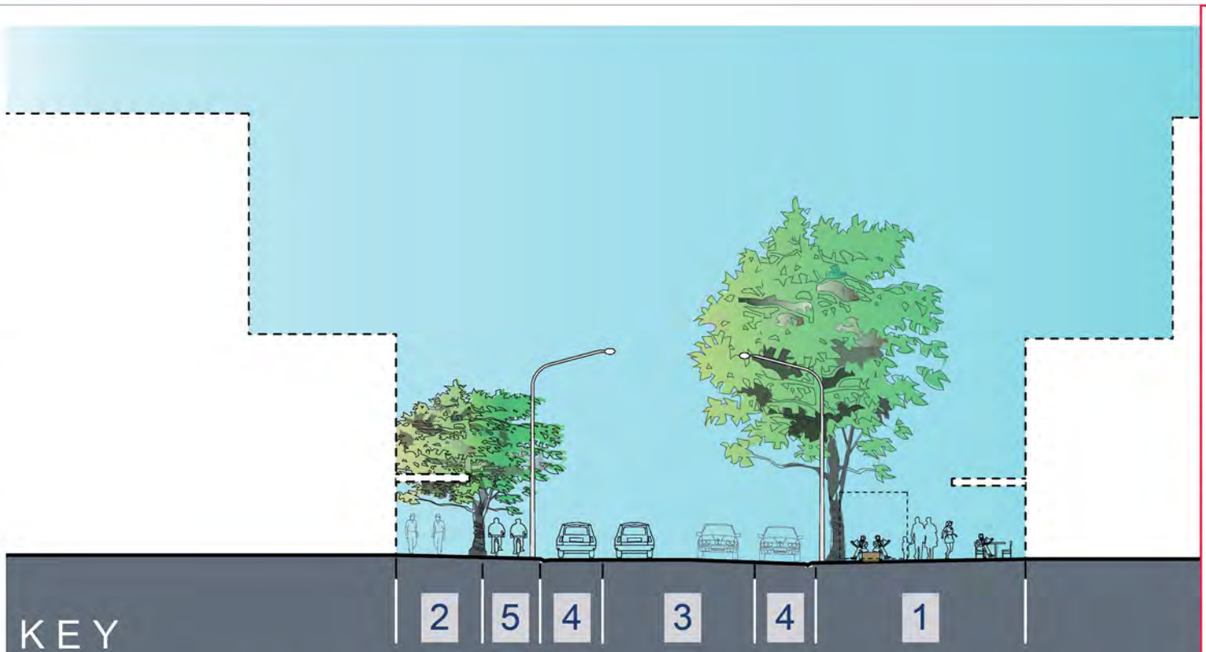


shared streets in Auckland and Pittsburgh: ease of pedestrian and cyclist movements without preventing car access

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KEY

1. widened footpath along Bungan Street (eastside)
   -including pedestrian amenity, street furniture, outdoor dining, street lighting, shade trees, and areas for 'temporary' market stalls
2. improvement to existing footpath along Bungan Street (westside)
   -including pedestrian amenity, street lighting, and shade trees
3. traffic lane two-way shareway 10 km/h
4. on-street parking - parallel parking
5. bicycle lane

DESIGN RATIONALE

Why do we need to redesign this street? This street is considered the most 'active' in Mona Vale and has a distinct character which we want to replicate in other parts of Mona Vale (i.e. narrower lots with local and specialty retail). However, the traffic 'overtakes' everything else on the street level.

How do we improve it? With the character mentioned above, we need to propose visible changes to improve it. The implementation of the proposed Design Ideas could promote Bungan Street as a 'model project' and an example for the rest of our Town Centre streets.

The adjacent lanes will provide good support during construction such as an opportunity to park located nearby, unload goods from the lane, and use other streets as alternative traffic routes. Reduction of parking spaces will be allocated as outdoor dining and leisure space whilst maintaining some car spaces at the front and back of the shops.

CONCEPT EXPLORED - BUNGAN STREET - 'MAIN STREET' - PLAN AND SECTION

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4.3.2 PITTWATER ROAD

Existing Conditions

Pittwater Road (between Bungan Street and Barrenjoey Road) is currently lined by retail use on one side and community use on another. The total reserve width is 30m with four traffic lanes in addition to on-street parking.

The landscape wall along the retail side of Pittwater Road is created to separate the pedestrians from busy traffic but somehow it also conceal the active uses from the street.

This street continues beyond the roundabout with 2 lanes of traffic and is lined by mostly residential uses. For the purpose of this Place Plan, Pittwater Road East is considered as one of the character streets while the western part will continue as a local street.

Design ideas

The key design ideas for Pittwater Road East are below:

1. Slower vehicular speed to improve the setting. Sense of enclosure and a perception of a narrower street will help to achieve this.
2. Reduction of 4 traffic lanes into 2 traffic lanes to match the rest of Pittwater Road and the reconfiguration of on-street parking. This will reduce the bitumen width and minimise the separation between both sides of the street.
3. Use of on-street parking as a tool to separate the traffic and the pedestrian zones.
4. Widening the footpath to facilitate outdoor dining on the southern side, landscaping and Water Sensitive Urban Design features on both sides.
5. Utilise the existing wide reserve to project the grand 'Boulevarde' character as a gateway to the Town Centre.





existing Pittwater Road East



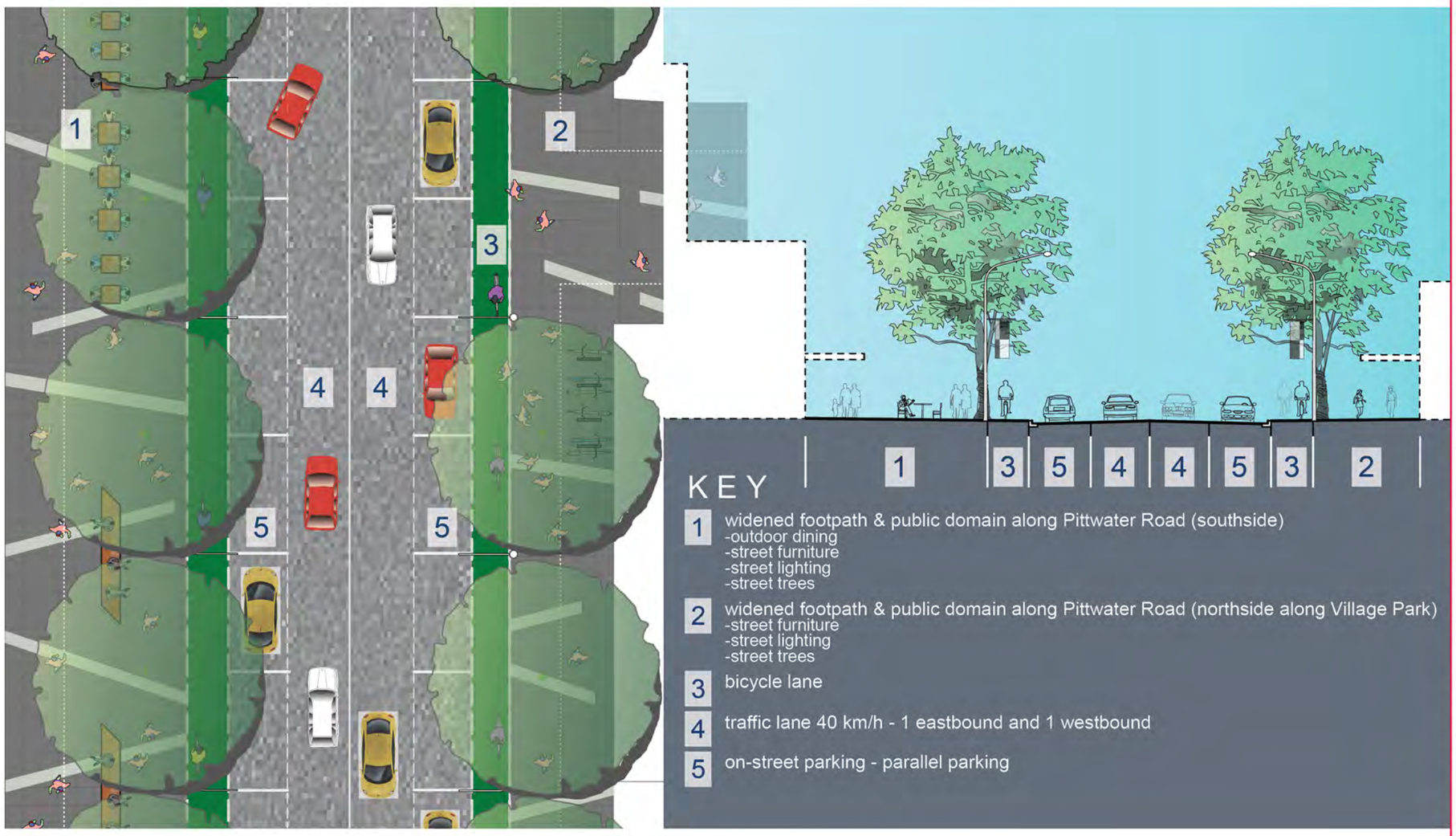
wide boulevard of Londsdale Street, VIC, incorporating generous footpath with seating, landscaping and raingardens and bicycle lane



wide footpath to allow for seating and social interaction

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DESIGN RATIONALE

Why do we need to redesign this street? The street's wide reserve and traffic domination creates a separation within the Centre. This separation is also confirmed by Parking and Traffic Consultants in their study. Although this street is carrying a lot of traffic during the peak hour, it is relatively clear outside the peak hour. To make the most of this wide road reserve, there is an opportunity to create this street as a feature such as a 'gateway' boulevard. The inclusion of wide footpaths and new cycle lanes promotes more sustainable mode of transport.

How do we improve it? The reduction of lanes and speed (to 40km/hr) are designed to reflect the community aspiration for streets with an emphasis on pedestrian and cyclist amenity.

Having Bungan Street as the initial model project will help to demonstrate how speed can affect activity at the street level. Pittwater Road upgrade is considered as a medium term project to tie in with the Civic work including its proposed underground parking. Since the changes will take effect gradually, the emphasis is on the experience and participation in a journey to the sustainable future of Mona Vale.

CONCEPT EXPLORED - PITTWATER ROAD - 'THE BOULEVARDE' - PLAN AND SECTION

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4.3.3 PARK STREET

Existing Conditions

Park Street East (between Bungan Street and Barrenjoey Road) is currently lined by retail use to the north and community use to the south. Ground floor activities are visible on the retail frontage. However, the changes of footpath levels at Pittwater Place and driveway access create some disruptions in movements.

The width and the centreline of Park Street East varies along the street. It has two lanes of traffic with on-street parking on both sides. The on-street parking is a combination of angled and 90 degree parking. Two pedestrian crossings connect pedestrian movements from south to north. The existing bus stop is located near one of the crossings and to remain in the same location.

Park Street West (west of Pittwater Road) is lined by mostly residential uses. For the purpose of this Place Plan, Park Street East is considered as one of the character streets while the western part will continue as a local street.

Design Ideas

The key design ideas for Park Street East are below:

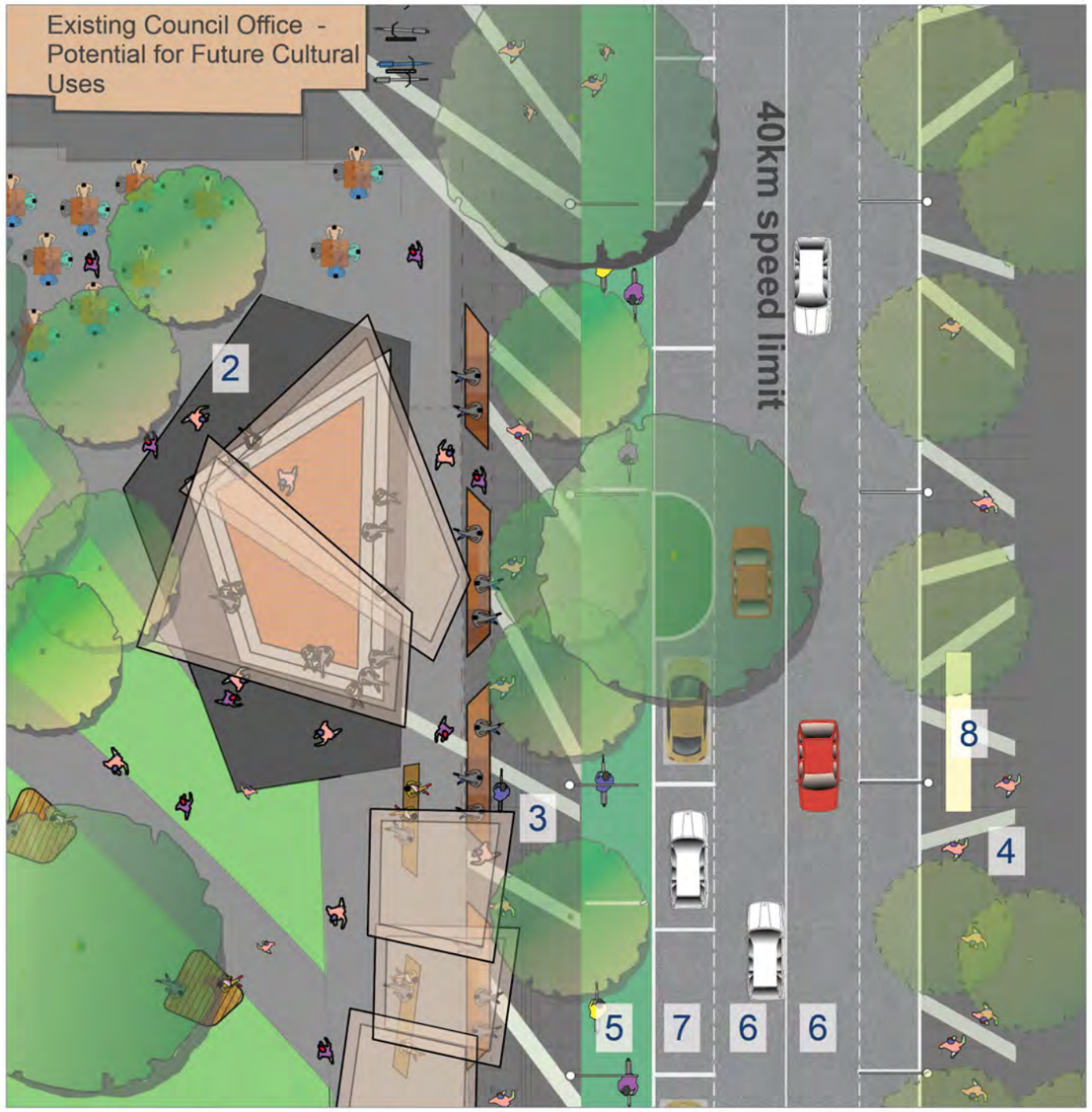
1. Creating more consistent street conditions to improve safety. Landscape treatments and street furniture are required to note the change of conditions.
2. Facilitating informal, free flowing pedestrian and cyclist movements to activate the street. Active uses on both sides will improve the life at street level.
3. Using on-street parking as a tool to separate the traffic and the pedestrian zone.
4. Integrating safer, bike friendly traffic lanes. Landscaping, rain-gardens, and paving patterns will be used to help delineate spaces.



Park Street East



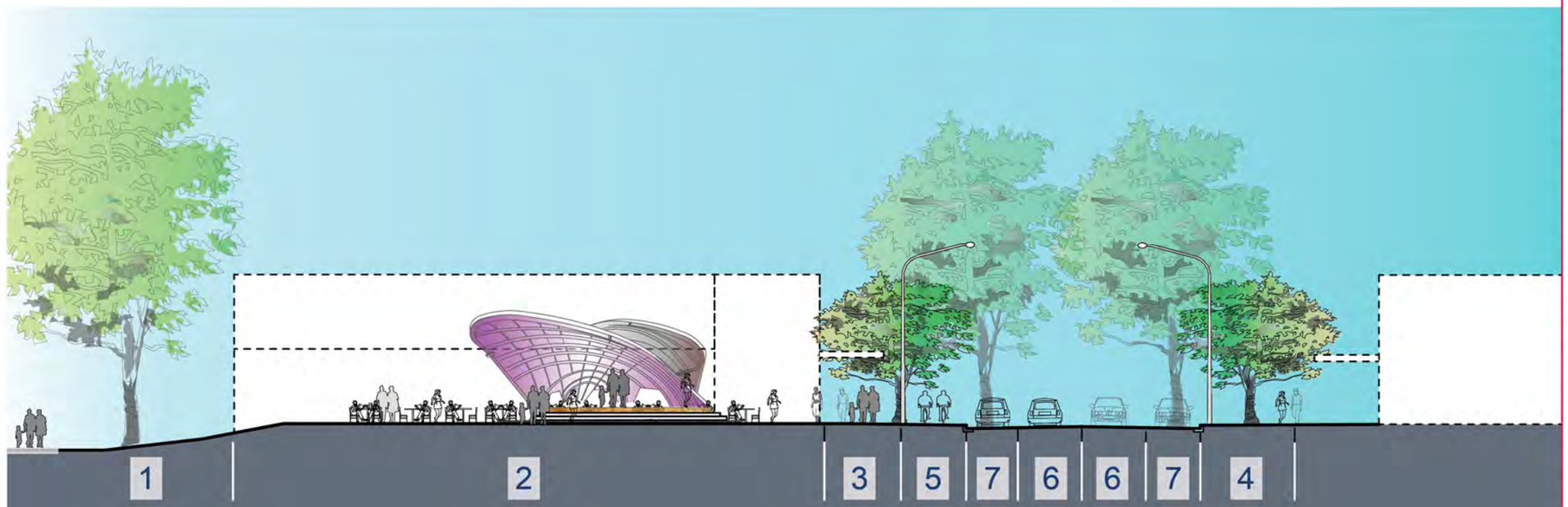
pedestrian and bike path to incorporate landscaping and raingardens



Concept Explored - Park Street Plan

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KEY

1 Village Park
-open space area for passive recreation

2 Urban precinct for social interaction
-including pedestrian amenity, undercover outdoor space for public use, shade facilities, street furniture, outdoor dining, and shade trees

3 widened footpath & public domain along Park Street (southside)
-pedestrian amenity
-street lighting
-street trees

4 widened footpath & public domain along Park Street (northside)
-pedestrian amenity
-street lighting

5 bicycle lane

6 traffic lane 40 km/h - 1 eastbound and 1 westbound

7 on-street parking - parallel parking

8 existing bus stop to remain

DESIGN RATIONALE

Why do we need to redesign this street? The community feedback shows that drivers often feel frustrated by constant interruptions whilst pedestrians still feel the lack of safety and comfort. Their feedback also shows that the reverse parking often can feel unsafe and block traffic. Compare to parallel parking, this parking needs an extra bitumen and impairs the relationship between both sides of the street. Considering that Park Street is part of the Town Centre 'Character' street network, this street should be designed with similar character as the rest of the Centre's streets.

How do we improve it? Realigning the street to a straight line will establish a clear sight line for drivers and remove the blind spots for pedestrians/cyclists. Widening the footpath to incorporate more landscaping, street furniture, and bicycle parking will increase amenity for pedestrians and cyclists without losing some space from Village Park.

Park Street improvements are planned as a long term project since it can function without any alteration. However, the improvement of Park Street will complete the transformation of the centre. Without the Park Street transformation, we will have a discontinuation of the vision thus resulting in a less consistent image of the Centre.

CONCEPT EXPLORED - PARK STREET SECTION

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4.3.4 LANEWAYS

Existing Conditions

Mona Vale has a network of established laneway systems. Some properties are using these lanes as their front address, therefore some parts are showing more activities on the street level than the others.

However, most of these lanes are used mainly for service related purposes such as delivery, alternative traffic connections and additional parking spaces.

Some of Mona Vale's laneways are owned by private entities. This section shows a potential upgrade of the public laneway system.

Design Ideas

The key design ideas for the laneways are below:

1. Continue to facilitate informal pedestrian, cyclist and vehicular movements.
2. Continue to encourage pedestrian entries off the laneways to promote natural surveillance and ground floor activation.
3. Use of paving patterns to delineate spaces and create areas of activities.
4. Incorporate some landscaping and street furniture for the wide part of the laneway to increase pedestrian amenity and promote activities.
5. Design the laneways to be part of the shareway system.

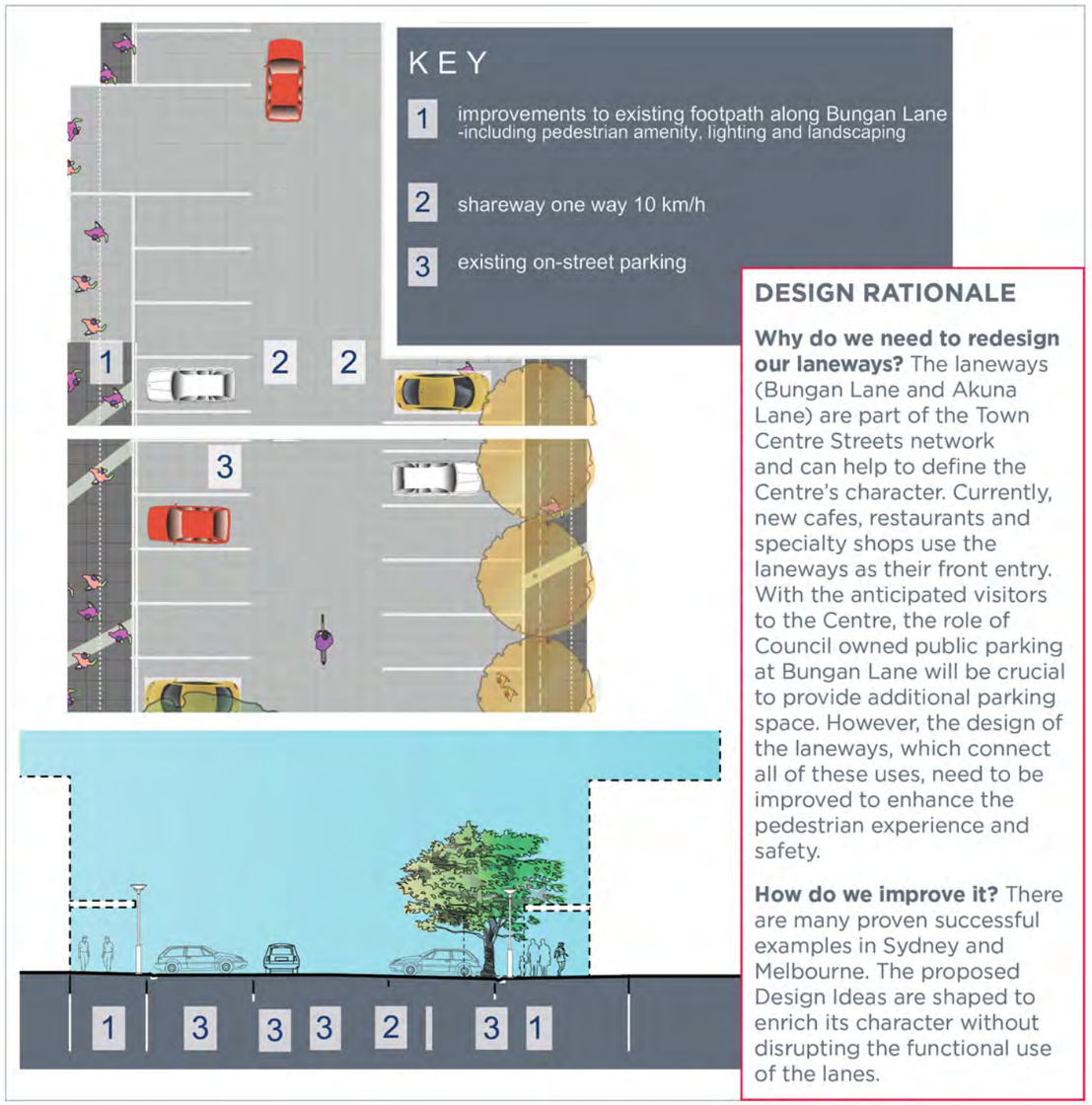


existing Bungan Lane





laneways as shareways to focus on pedestrians activities - City of Sydney



DESIGN RATIONALE

Why do we need to redesign our laneways? The laneways (Bungan Lane and Akuna Lane) are part of the Town Centre Streets network and can help to define the Centre's character. Currently, new cafes, restaurants and specialty shops use the laneways as their front entry. With the anticipated visitors to the Centre, the role of Council owned public parking at Bungan Lane will be crucial to provide additional parking space. However, the design of the laneways, which connect all of these uses, need to be improved to enhance the pedestrian experience and safety.

How do we improve it? There are many proven successful examples in Sydney and Melbourne. The proposed Design Ideas are shaped to enrich its character without disrupting the functional use of the lanes.

CONCEPT EXPLORED - BUNGAN LANE - PLAN AND SECTION

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4.4 SIGNAGE AND WAYFINDING

Providing legible wayfinding information and appropriate lighting are critical to ensure movement networks are clearly defined and easily understood so that people are confident of finding their way around the Centre.

A signage, wayfinding and lighting strategy, including a design manual is required to provide a clear and coordinated framework. The strategy and manual will ensure signage is consistent and help people get to their desired destination.

Signage within Mona Vale is currently lacking visual cohesion. This is leading to a decrease in visual clarity and legibility. The Place Plan can be viewed as an opportunity to review the current practice.

During the community engagement period, Florence Lam, Arup Fellow Global Lighting Design Leader, suggested using urban lighting not just as a functional add-on, but as a fundamental solution to improving quality of life, reinforcing urban design principles, enhancing the cultural experience and encouraging social interaction.

A consistent and coherent wayfinding and lighting strategy will be integral to the success of these places.

4.4.1 DESIGN IDEAS

The key design ideas are below:

1. Design a system which allows for different abilities of wayfinding processing, such as cognitive mapping and point-to-point navigation.
2. Provide consistent Design Language: the sign elements appear as part of a system to strengthen the image of the places.
3. Design a comprehendable system so that it can be recognised, read, understood, and compared in the shortest time possible.
4. Create a framework for specialised lighting in certain locations such as using skilful lighting design at key places, building and streets to reinforce the distinctiveness of an area.



example of consistent signage at Oakleigh, VIC



SIGNAGE, WAYFINDING AND LIGHTING CHARACTER PRECINCT PLAN

1. Civic Precinct and the Heart: wayfinding and lighting design to enhance the character of civic grandeur and focal point
2. Village Precinct: wayfinding and lighting design to enhance urban character and street level activities
3. Residential Interface: wayfinding and lighting design to reflect transitional character to residential area
4. Light Industrial: wayfinding and lighting design to facilitate the working environment and reflect transitional character to light industrial zone
5. Recreational: wayfinding and lighting design to reflect recreational character and natural context

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4.5 DESIGN CONCEPT FOR PEOPLE'S SPACES

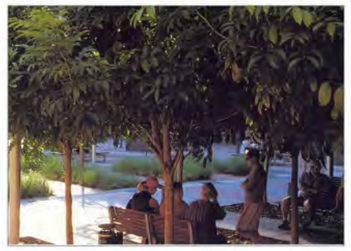
4.5.1 THE HEART

Design ideas

- Create a focus on community spaces and synergy between complementary uses.
- Design public open space to be accessible and intimately scaled to encourage social interaction.
- Maintain the visual connection between the Civic Square and Village Park.
- Allocate built form to frame Pittwater Road and Park Street.
- Facilitate easier pedestrian movement from Bungan Street 'Main Street' to Civic Square. Removal of the existing roundabout is recommended by 'Mona Vale Town Centre, Traffic Flow and Parking Strategy'.
- Design areas of activities and activity programs to encourage the use of space which provides natural surveillance for daytime and night-time.
- Potential future conversion of the existing Council Administration building to a collective artist 'in-residence' facility to include retail, exhibition and workshop space.



urban. civic square



shading and seating



daytime and nighttime activities



green, community gathering space



1 **'Community Hub',** Auditorium, Restaurants, Civic Square, Potential Underground Parking under the Square

2 **'Knowledge Hub'**, Contemporary Library, Smart-Hub, Business Incubator/Commercial Office, Rooftop Garden, Cafe

3 **'Cultural Hub':** Existing Council Office, Possible Future Art And Cultural Uses.

4 **'Village Park'**: Outdoor Cafe, Playground, Village Park, Urban Activation Space, Potential Civic/ Commercial Expansion, B-Line Terminus - 'Transit Hub'

5 **Pittwater Road - 'The Boulevarde'** - Gateway to the Town Centre

6 **Bungan Street - the 'Main Street'** - eat street and local shops

THE 'HEART' CONCEPT EXPLORATION (MORE DETAILED IDEAS FOR THE CIVIC SQUARE AND VILLAGE PARK ARE SET OUT ON TO THE FOLLOWING PAGES)

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4.0 PEOPLE, STREETS AND PLACES

THE CIVIC SQUARE

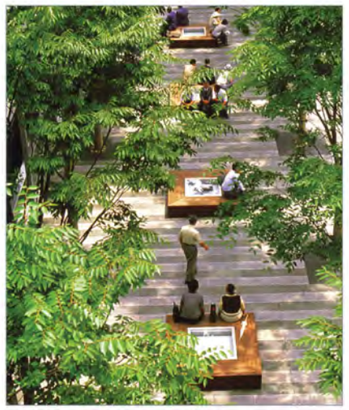
Considering the future growth in Mona Vale's population, there is a real need for good civic spaces in the centre.

Brewster Hjorth Architects (BHA) were originally engaged by the Council in 2003 to design the existing Mona Vale Library and the council building and were completed by 2004.

To ensure and maintain the relationship of many good elements in these spaces, BHA were engaged again in 2016 to provide a preliminary design for the future expansion of the civic buildings. Architectural concept and drawings on the following pages are produced by BHA.

Design Ideas

- The Civic Square must be enclosed by built form with activity generators on the ground floor. Activity programs can be used to maintain daytime and night-time activity.
- Design the Civic Square as a focal point and melting pot to allow for social interaction with low key design features as informal seating, shading and water features.
- Allocate multiple entries from public spaces to encourage activity and natural surveillance. Entries and openings to the Civic Square, rooftop garden, Village Park and the streets are mandatory.
- Avoid extended blank walls visible from the public domain. The auditorium and multi-purpose library building are designed with a transparent facade to show activities within the buildings. The buildings are to front the Civic Square, rooftop garden, Village Park and the streets.
- Relocate the existing isolated cafe to a new location for activation of Village Park.
- Design a flexible upper floor plan to increase robustness to future commercial adaptation.
- Offer business incubator and co-shared offices to provide affordable options in prime locations for local workers.
- Design a self-contained village with access to public transport to reduce dependency on private cars.
- Consider reduction of on-site parking to promote active travel and to maximise usage of public spaces.



a large centralised civic square



indoor-outdoor relationship



contemporary, multi-purpose space



opening to courtyard and rooftop garden

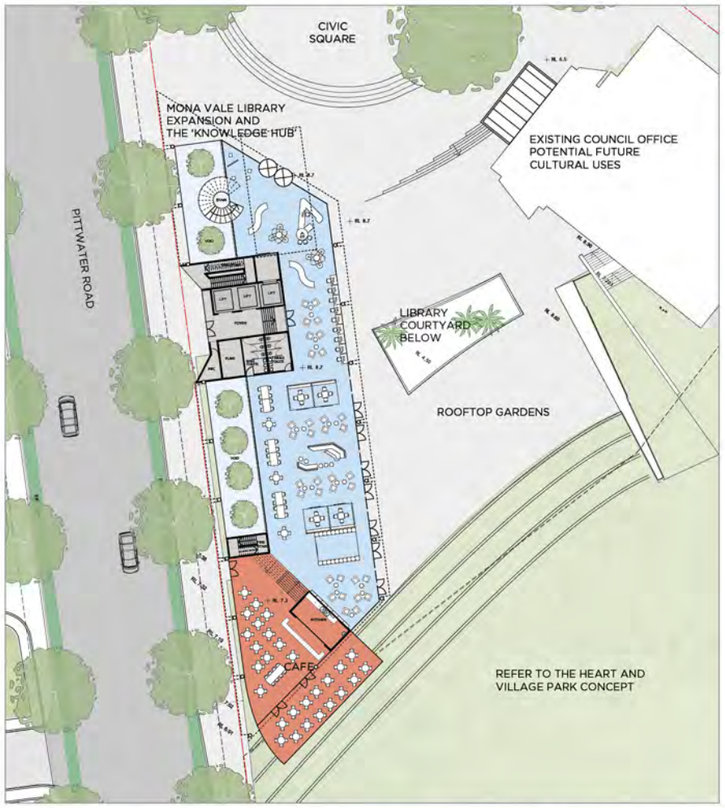


CONCEPT EXPLORED FOR THE CIVIC SQUARE

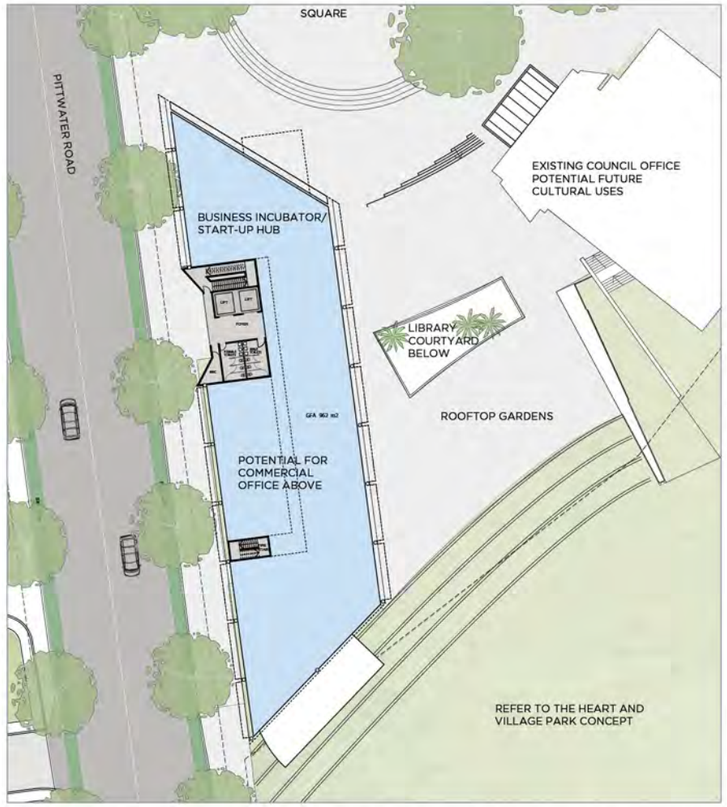
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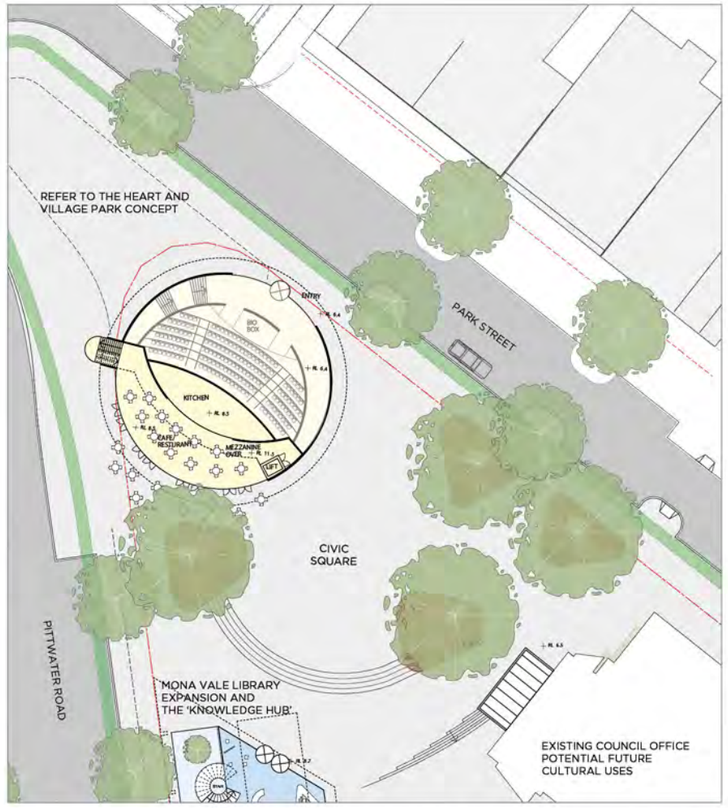
Architectural Concept below is produced by Brewster Hjorth Architects



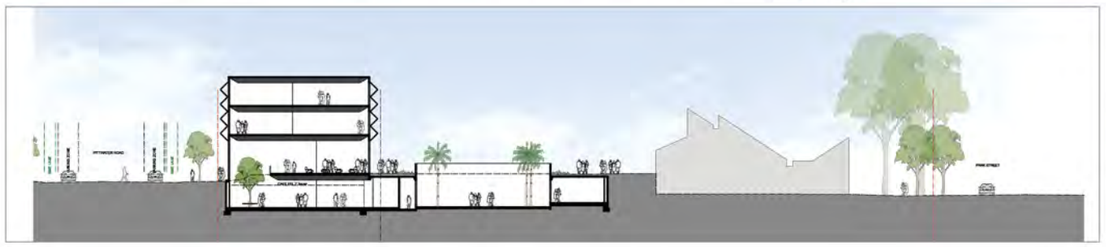
Pittwater Road Level Plan: contemporary library expansion, WiFi hub, cafe



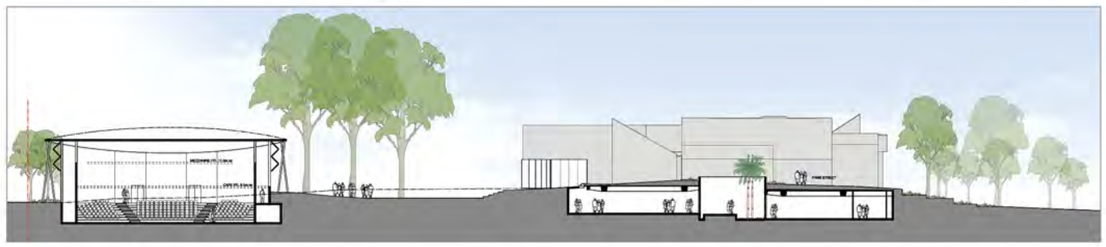
Typical Upper Level Plan - business incubator/start-up hub, potential for commercial offices



Park Street Level Plan - the auditorium, a lecture/performance space and a restaurant



Section through the **'Knowledge Hub'** showing contemporary library connects to existing library, cafe, distance learning, business incubator, potential for commercial offices.



Section Through the **'Community Hub'** Showing the auditorium,restaurant and the Civic Square (underground parking is not shown)

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Buildings and activities to frame the Civic Square



Entry from Pittwater Road



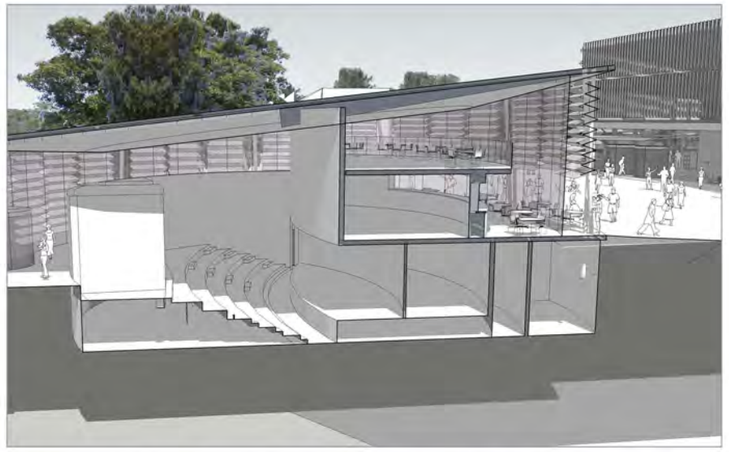
Cafe to activate Village Park



Vista from the Main Street to Civic Square



The Heart of the community - the Civic Square, library, cafe and restaurant, auditorium, business incubator and potential art/cultural workshop and retail space



Section through the **'Community Hub'** showing the auditorium, restaurant and civic square (underground parking is not shown)

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4.0 PEOPLE, STREETS AND PLACES

VILLAGE PARK

Design Ideas

- Create a rooftop garden linked to the Council building, Village Park, streetscape & transport.
- Activate interface between the Council building and Village Park with community activities.
- Provide public amenity including: raised podium area for entertainment, artspace, and pop-up stalls; lawn area for relaxation; and an upgraded playground. All access to be provided by linking activity areas.
- Retain recreational open space and provide areas of shade within the Village Park.
- Create an environment conducive to social interactions and recreational activities to the edges of the open space.
- Create a unique character to the gateways of Village Park on Pittwater Road and Park Street.
- Maintain and enhance the existing War Memorial precinct
- Improve the interface between Pittwater Road and Village Park with an activity generator.



urban, family friendly spaces



park activation



modern, low key playground



indoor - outdoor relationship



1. Entry statement to Upper Plaza, seating with shades
2. Water feature
3. Rooftop garden, roof opening for Library below
4. Seating with shade, artwork and sculpture, landscape garden near the opening to Library
5. Existing amphitheatre seating
6. Pedestrian link connecting Cafe, Playground and Park Street. Seating along the link
7. Direct pedestrian link from bus stop to the rest of the centre
8. New Playground
9. New trees for shading. Filtered view to/from the street. Sparsely located to maintain the feel of openness.
10. Urban Activation Space
11. Entry Feature
12. B-Line Terminus
13. Public domain artwork, entry feature and promenade to add interest to the Barrenjoey Road frontage
14. Entry feature, War Memorial upgrade

VILLAGE PARK CONCEPT EXPLORATION

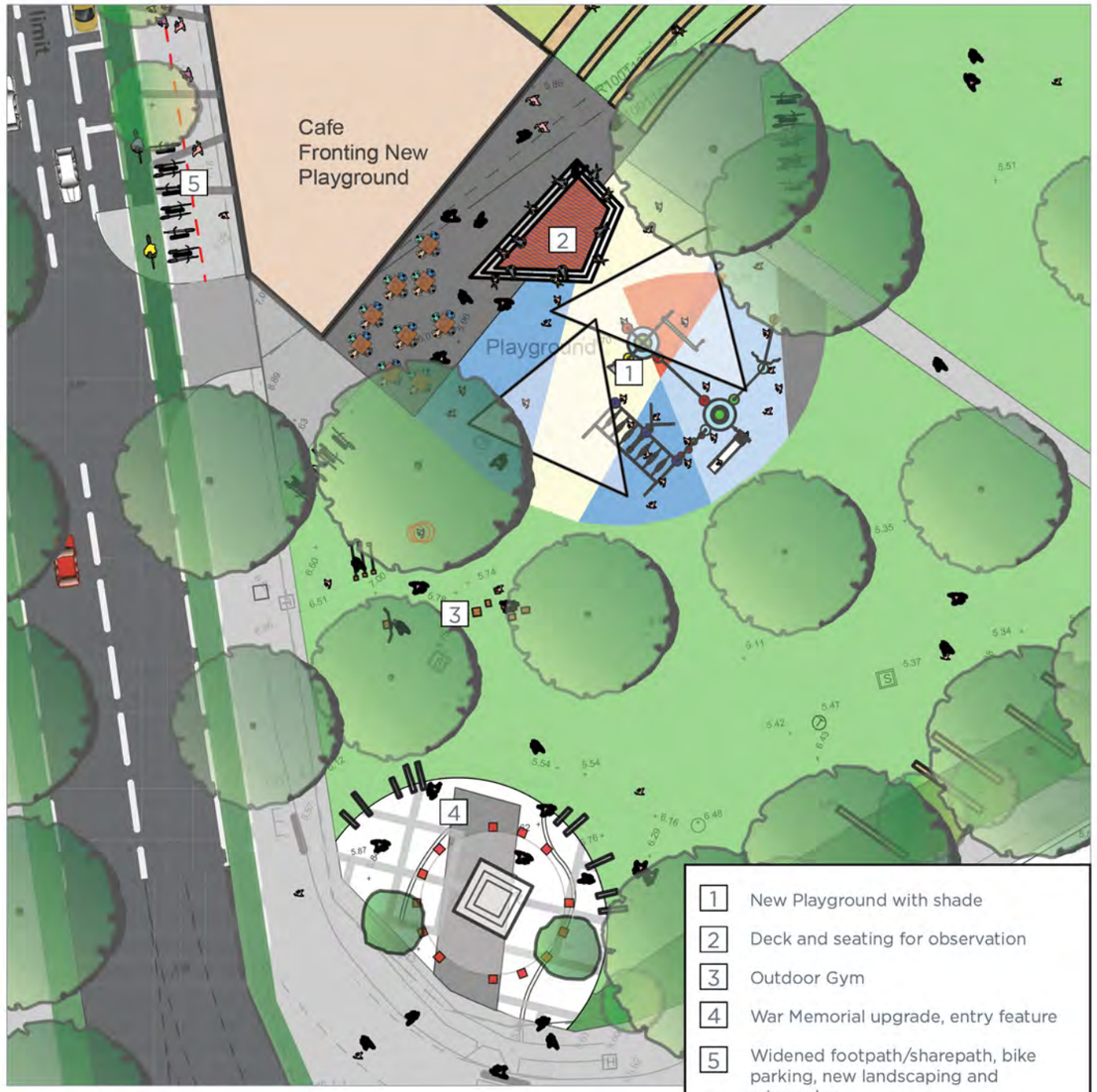
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4.0 PEOPLE, STREETS AND PLACES



1. Outdoor seating, food truck/coffee cart location, opportunity for refurbishment of the existing building to open up to the Park
2. Outdoor Stage, multi-use event space, outdoor seating when there is no event
3. Footpath widening, bike lane, new trees and raingarden
4. Shade and informal seating
5. Pedestrian entry feature to Village Park

URBAN ACTIVATION SPACE



1. New Playground with shade
2. Deck and seating for observation
3. Outdoor Gym
4. War Memorial upgrade, entry feature
5. Widened footpath/sharepath, bike parking, new landscaping and raingarden

GATEWAY, NEW PLAYGROUND AND CAFE

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4.0 PEOPLE, STREETS AND PLACES

4.6 BEACH PRECINCT AND ITS VICINITY

Design Ideas

- Improve pedestrian and cycle connections to Mona Vale Town Centre core and the surrounding areas.
- Integrate the design and planning of the Surf Lifesaving Club with public domain improvements to create a strong identity for the precinct.
- Improve the relationship between the Public Parkland, the Surf Lifesaving Club and the Beach by creating a pedestrian and cycle friendly environment.
- Maximise opportunities for pedestrian connection from the Beach area to the Park.
- Increase connectivity between the Beach area and the existing retail precinct.



existing cafe near the beach



Mona Vale Beach



rows of cafe on Darley Street East



Apex Park, Mona Vale



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5.0 BUILT FORM CHARACTER

5.1 DESIRED BUILT FORM CHARACTER

The scale and height of buildings defines the street and public realm. Built form reinforces the structure of the street system by aligning building facades parallel to and overlooking streets and public spaces.

Built forms are to reflect Mona Vale's existing fine grain character to emphasise the desired village atmosphere. Fine grain built form needs to be replicated by a larger redevelopment proposal.

Light-weight expressions and a natural colour palette are appropriate to reflect the relaxed contemporary beach side lifestyle.

Buildings are to be climatically responsive and incorporate expressions of light and shade with well detailed and articulated facades.

Building elements such as weather protection and sun shading (including eaves and overhangs) are to be incorporated into façades and roof forms to reduce direct solar heat and for rain protection.

The built form has visible and expressive roof forms and includes outdoor/semi-outdoor living, indoor to outdoor integration by the use of balconies and courtyards and large windows creating open facades.

Lower scale buildings are on the perimeter to integrate with the adjoining residential development.

Pockets of increased density built form are located to take advantage of the topography and amenity to public transport and to define the community heart and core area.

5.1.1 HEIGHTS

Mixed used apartment buildings will be the dominant built form in the Town Centre core, focussing on housing diversity and affordability for a range of households. Maximum height within the core area will be **6 storeys (1)** with an exception of some **4 storeys (2)** to allow infiltration of sunlight to the public domain. The interface area will allow up to **3 storeys (3)** to provide a transition of scale to the adjacent **2 storey (4)** residential and education zone.

An upper level setback is required for any buildings above 3 stories to fit into the existing context and to maintain pedestrian scale on the street level.



contemporary, open, articulated facades



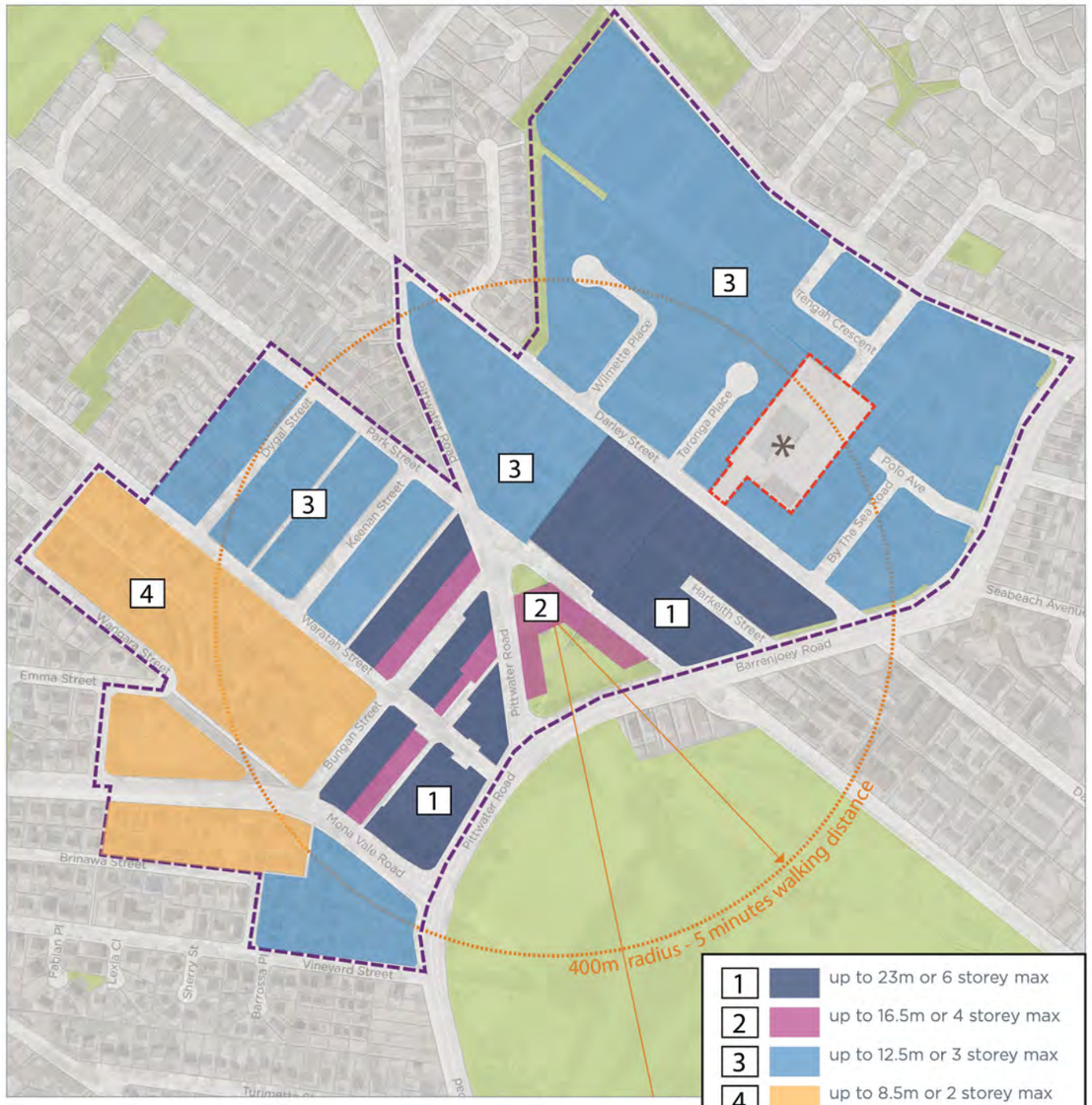
natural surveillance to public spaces



mixed activities,informal character



adequate weather protection and human-scale environment



BUILDING HEIGHTS PLAN

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5.0 BUILT FORM CHARACTER

5.2 DEVELOPING THE CHARACTER

5.2.1 CENTRAL ACTIVATION AREA

Design Ideas

- Avoid blank solid walls in the public domain. Large redevelopment sites are to be designed to minimise the extent of blank walls to public areas.
- Incorporate active uses on the ground floor to promote activity on the street level. An additional level of commercial/retail on the upper floor is required to fulfil floor space demand for non-residential uses.
- Incorporate vertically proportioned architectural elements to enhance visual experience and reinforce the fine grain subdivision pattern.
- Provide a well defined public domain and sense of main street enclosure. Awnings can be used to define pedestrian space and provide weather protection.
- Include landscaped streets and public domain to provide generous shade for users
- Provide three storey street wall height with upper levels setback to fit into the existing context and to maintain pedestrian scale.
- Locate car parking to the rear of buildings or underground with vehicular access from side street or lanes.



al-fresco dining



informal shared spaces



active frontages: creative display



street wall podium and upper level setback to maintain human scale





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5.0 BUILT FORM CHARACTER

5.2.2 RESIDENTIAL INTERFACE

Design Ideas

- Allocate a transitional height, scale and typology between denser core area and the adjacent lower density residential.
- Adopt built form principles of domestic typology with distinct base, middle and top with well defined roof.
- Promote vertical modulation and facade definition for street frontage and corner lots.
- Allocate direct pedestrian entry from the street and minimise impacts of driveway access with appropriate setback and recess. Vehicular access from lane or side streets are preferred, where possible.
- Encourage amalgamation on narrow lots (less than 10m wide).
- Allocate the front setback area as Deep Soil Planting zone to soften the built form.
- For lots fronting Dygal Street, allocate a centrally located courtyard with landscaping for a communal open space. Built form also needs to address Triglone Lane.
- For lots fronting Waratah and Park Streets, allocate the rear setback area for landscaping area.





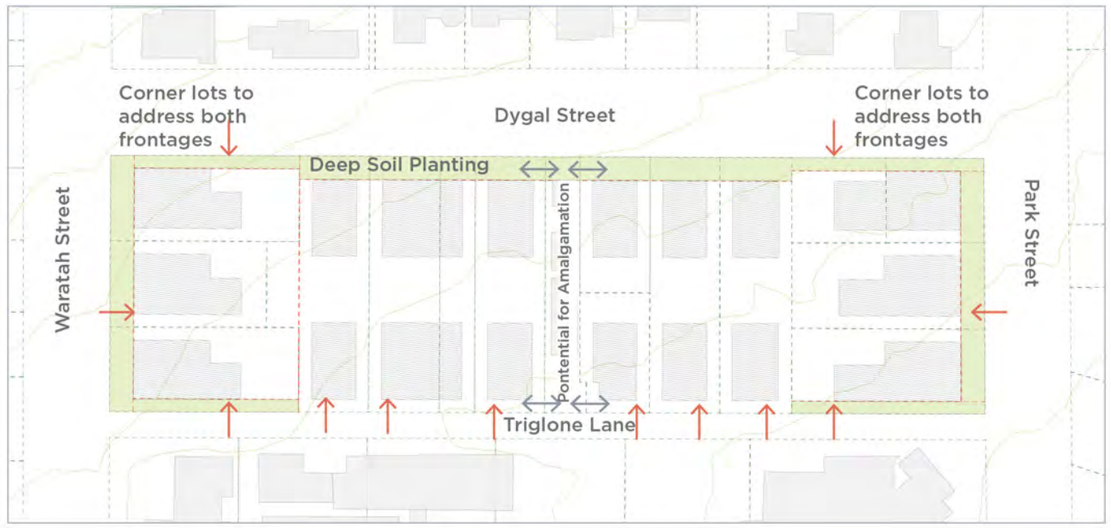
vertical modulation



'domestic' typology with generous landscaping



transitional heights to core area



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5.0 BUILT FORM CHARACTER

5.2.3 INITIAL INVESTIGATION AREA OF AHNG

Design Ideas

- Ensure the ground floor is allocated to non-residential uses (consistent with the IN2 zone) with minimum ceiling heights to accommodate a range of light industry workshops and associated storage. Display activities and direct pedestrian entries from the street.
- Options are explored for incorporating **Affordable Housing for the Next Generation (AHNG)** which is targeted for young people and workers (in the levels above ground).
- Investigations will include analysis of the area's employment functions, housing affordability, and the potential compatibility of light industrial and residential uses. Design solutions will include reliable mechanisms for ensuring that potential impacts from existing and future industrial uses on the ground floor and surrounding vicinity do not unduly impact on the health, well-being and amenity of residents.
- Some form of activation is encouraged on the Harkeith and Darley Streets frontage.
- Ensure that built form achieves appropriate pedestrian scale with three storey podium elements and any levels above are set back accordingly.



informal shared spaces for work and living



light industrial on ground floor



supporting retail to activate street

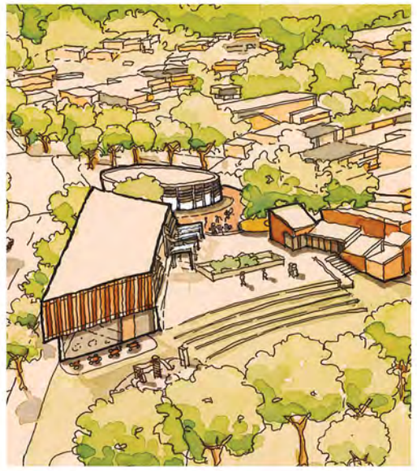




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snapshot








7700m²+ potential total new outdoor public spaces when the Civic Precinct is fully redeveloped. This includes a new Civic Square with water features, playground, outdoor gym, performance stage and outdoor seating.

2500m²+ potential space for al-fresco dining and outdoor seating.

1500m²+ potential additional space for 176 seat auditorium, new restaurant and cafe, contemporary library/reading room with WiFi connection which is open longer hours for the public.

870m+ potential new cycle lanes when the Town Centre Streets are fully redeveloped. This will form part of a larger bicycle network across the region.

275+ proposed additional public off-street parking spaces provided when TfNSW B-Line Park and Ride (150 spaces) and the Civic Square (underground parking 125 spaces) are fully developed.

52 proposed total on-street parking lost when Mona Vale Town Centre streets are fully redeveloped. Current on-street parking provided within 400m radius is 787 spaces.

44 proposed total public off-street parking lost when Mona Vale Town Centre streets are fully redeveloped. Current public off-street parking provided within 400m radius is 394 spaces.

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