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MONBULK TOWNSHIP

URBAN DESIGN FRAMEWORK //
DRAFT FOR CONSULTATION 2023

5.0 PLACES

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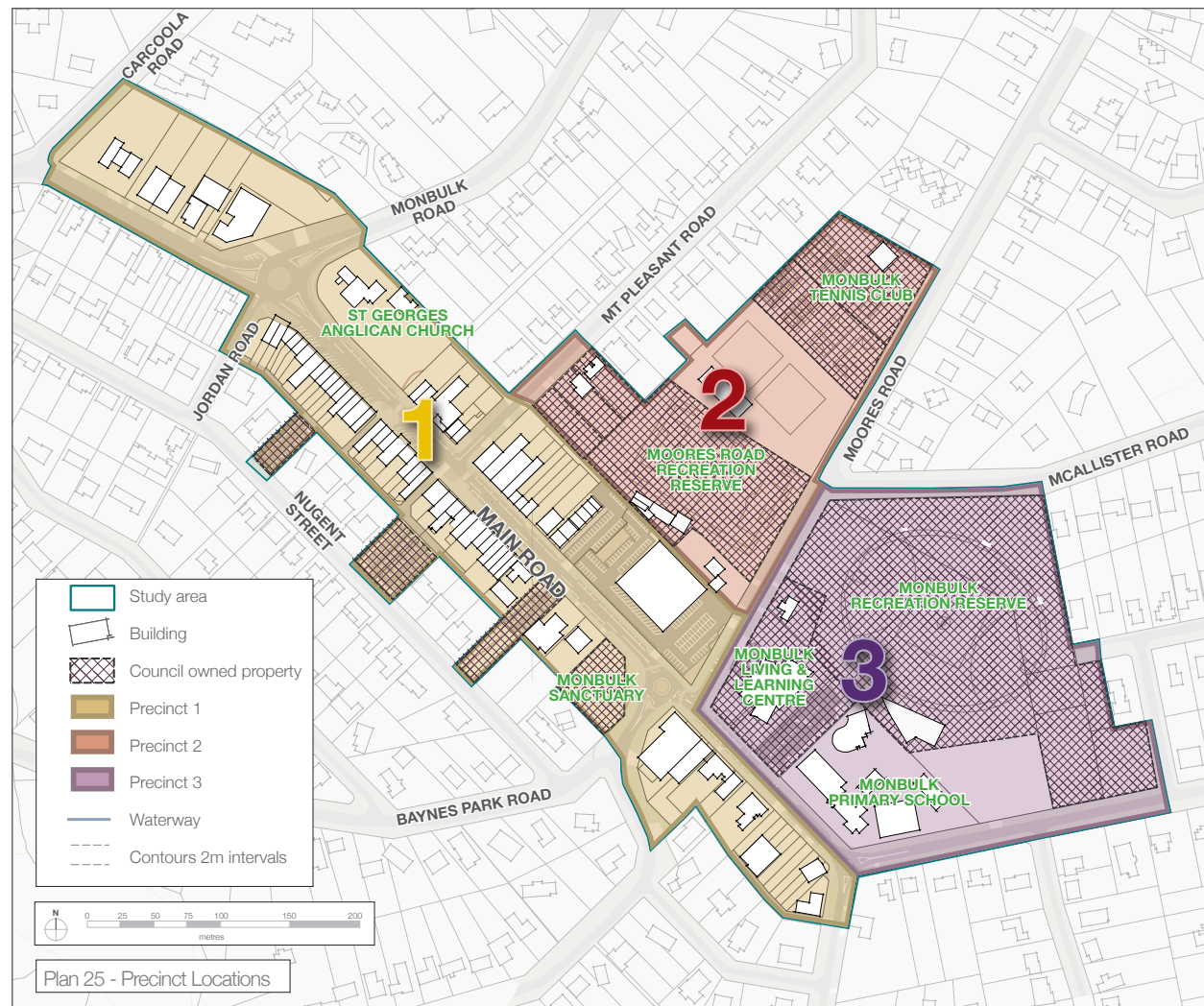
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5.1 Places Framework Overview

This section provides concept designs responding to the preferred character and design requirements for the public realm and key strategic sites in Monbulk.

	Precinct	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 use is a mix of subtle colours and materials and provides.
2	Moores 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, and 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 04 - list of Precincts and their future roles



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Monbulk Places

The public realm is to include a number of civic spaces that provide gathering places for the community. Additionally there are a number pedestrian and vehicle linkages to improve accessibility to these spaces.

Key development sites also have specific design guidance to ensure they complement the character established by this Urban Design Framework.

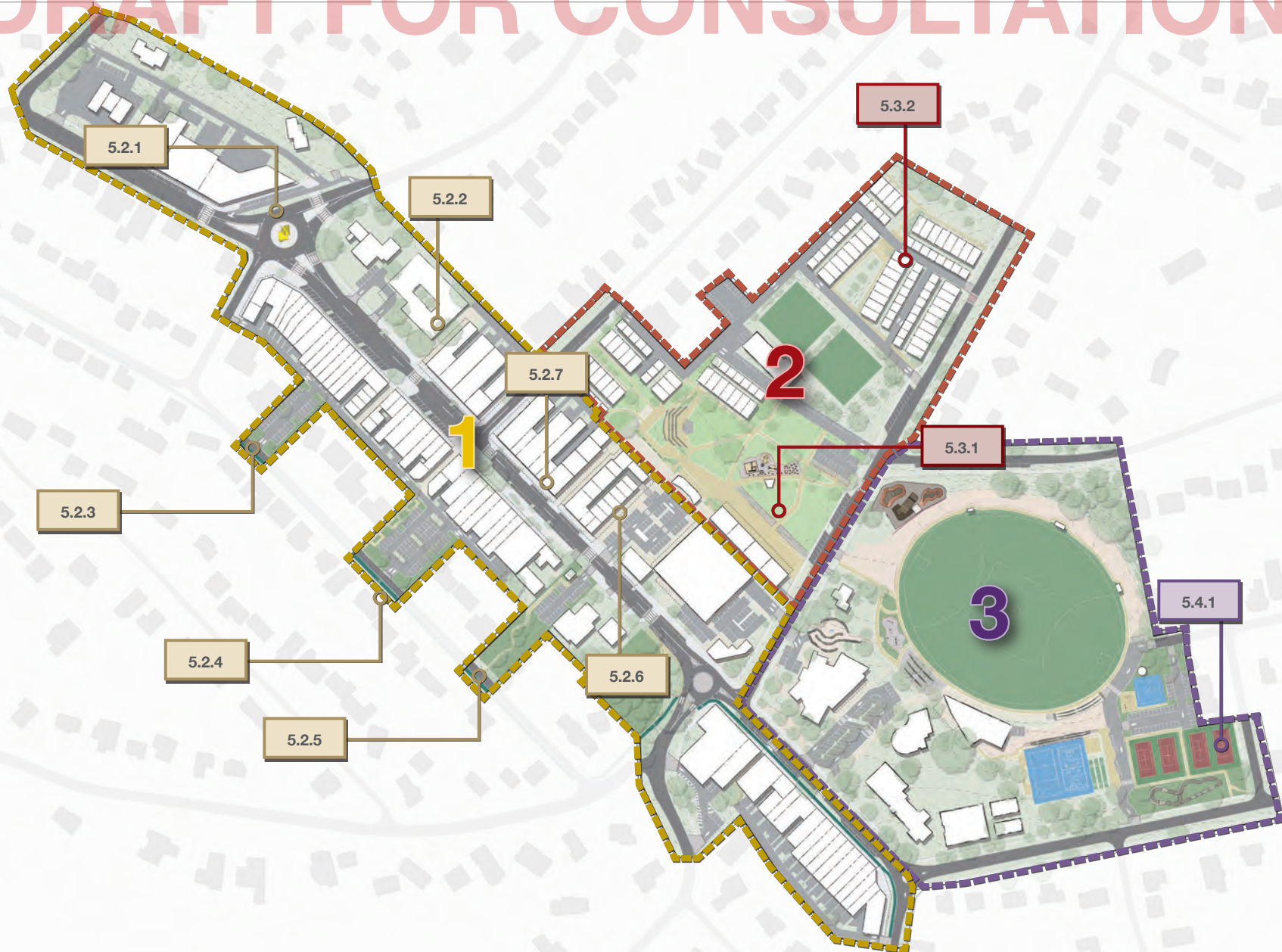
On both public realm and key development sites, the location and orientation of the built form of the facilities should create sheltered and surveyed public spaces between different buildings with links to streets, the public realm and car parking. Where these spaces adjoin a retail or commercial use they should be fronted by activated retail frontages.

The following table lists the proposed places (public realm or key development) within Monbulk, identifying their size, role and function within Monbulk.

Place No.	Project	Size	Role and Function
5.2 Precinct 1 - Main Road			
5.2.1	Monbulk & Main Road Intersection Activation	4,459m ²	Main gateway entrance into Monbulk Township with 16 car parks and slip lane created.
5.2.2	St George Anglican Church Forecourt Redevelopment	5,542m ²	Providing prominent landmark residential built form to help bookend the north-west end of Main Road.
5.2.3	Nugent Street Car Park (west) Access	987m ²	Entrance to car park from Nugent Street created, improving connection to Main Road activity centre.
5.2.4	Nugent Street Car Park (central) Access	1,989m ²	Entrance to car park from Nugent Street and pedestrian path created, improving connection to Main Road activity centre.
5.2.5	RSL Car Park Access	1,961m ²	Improved path network connecting Main Road and Nugent Street.
5.2.6	Main Road - Village Green Links Revitalisation	3,175m ²	Paved connections between Main Road and the former soccer pitch. Activated at ground level retail and dining.
5.2.7	Main Road Streetscape Revitalisation	395m ²	Improved access from parallel car parking to pedestrian path with inclusion of DDA compliant ramps.
5.3 Precinct 2 - Moores Road Recreation			
5.3.1	Village Green Redevelopment	18,836m ²	Creation of large passive open space area activated by a mix uses including townhouses, retail, playground and amphitheatre.
5.3.2	Moores Road (north) Redevelopment	7,242m ²	Development of land upto 38 rear-loaded townhouses.
5.4 Precinct 3 - Monbulk Civic			
5.4.1	Monbulk Recreation Reserve (southeast) Revitalisation	9,296m ²	Extension of the open space area to the south east. Activated with a mix of uses including pump track, bouldering wall, outdoor gym and half basketball court.

Table 05 - List of places, projects and their future roles

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Plan 26 - Public Realm Key Sites Project Locations

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5.2 Main Road

5.2.1 Monbulk & Main Road Intersection Activation

Future Character

This intersection is the main gateway into the Monbulk Township. A public art installation within the centre of the roundabout embraces this sense of arrival. The provision of a slip lane on the northern corner allows for safe ingress and egress to/from development by reducing potential traffic conflict at the roundabout. Separation of land from the arterial road by the slip lane, also allows a prominent built form to hug the northern corner and bookend the town centre.

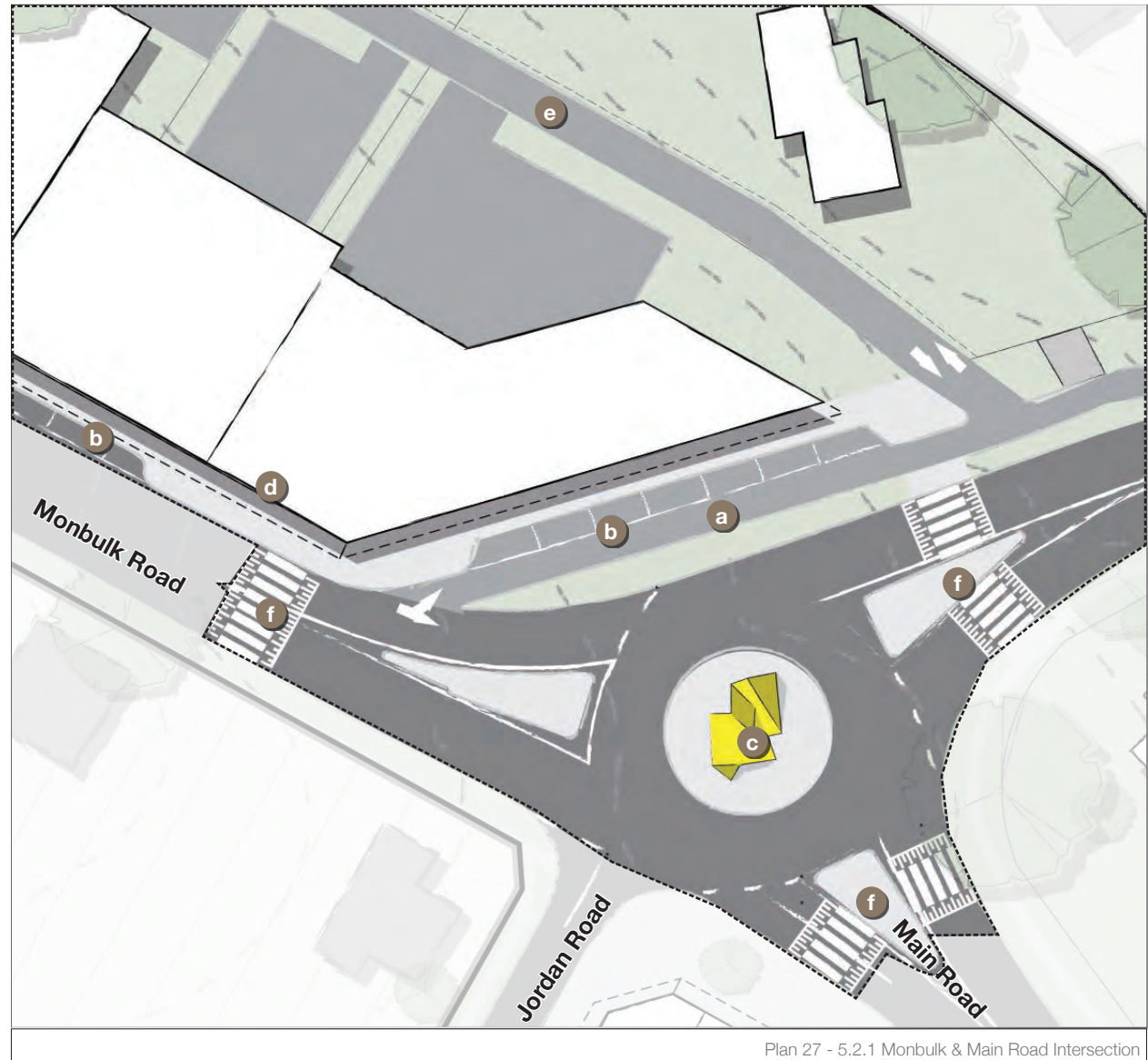
Design Requirements

This will be achieved by:

- Creating a formal slip lane adjacent to the roundabout.
- Formalising car parking on road side and within the slip lane.
- Providing a high quality art piece within the roundabout that does not impede on traffic sightlines.

Key Initiatives

- a** Road slip lane to reduce conflicting traffic movements.
- b** 16 car parking spaces created.
- c** Public artwork (gateway treatment).
- d** Formalised street edge.
- e** Rear laneway separating residential and non-residential uses.
- f** 3 raised pedestrian crossing points.



Plan 27 - 5.2.1 Monbulk & Main Road Intersection

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5.2.2 St Georges Anglican Church Forecourt Redevelopment

Future Character

The St Georges Anglican Church Site is the landmark site that heralds the beginning of the Main Road Activity Centre. A 3 storey apartment block on the eastern end of the site provides a transition from the church to the commercial aspect of the activity centre. The building is well setback on all sides, with large canopy trees in the front setback adding to the character of the site and complementing other large canopy trees within the Monbulk streetscape. Access and car parking is screened with significant landscaping to enhance connection of the site with its vegetated backdrop. A new bus stop to the front of the residential buildings provides direct connections to Belgrave.

Design Requirements

This will be achieved by:

- Providing up to 3 storey residential building.
- Formalising circular movements entry through the site.
- Embellishing car parking with landscaping and canopy trees to minimise amenity impacts.

Key Initiatives

- a** 3 storey residential built form.
- b** Circular access to/from Main Road.
- c** Landscaped front setback.
- d** 2 bus stops created.
- e** Pedestrian walkway.



Plan 28 - 5.2.2 St Georges Anglican Church

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5.2.3 Nugent Street Carpark (west)

Access

Future Character

The western Nugent Street car park provides accessible parking in close proximity to the Main Road Activity Centre. Access to/from Nugent Street and to/from Helen Chandler Alley provide clear movement paths. Large canopy trees are planted throughout the car park, improving canopy coverage within Monbulk and minimising visual amenity of the car park on adjoining residential uses. A cycle path along Nugent Street provides improved transport access within Monbulk.

Design Requirements

This will be achieved by:

- Formalising entry to the car park from Nugent Street
- Embellishing car parking with landscaping and canopy trees to minimise amenity impacts.

Key Initiatives

- a** Link to Main Road Activity Centre.
- b** Access to/from Nugent Street.
- c** 6 landscaped tree bays.
- d** 27 car spaces created.
- e** Cycle path along Nugent Street.



Plan 29 - 5.2.3 Nugent Street Carpark (west)

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5.2.4 Nugent Street Carpark (central)

Access

Future Character

The central Nugent Street car park provides a direct connection from residential Monbulk into the heart of the Main Road Activity Centre. The topography of the site is alleviated by a terraced pedestrian path network along the western edge of the carpark. The embellishment of this terrace with landscaping together with large canopy trees helps to mitigate amenity impacts on adjoining residential properties. A cycle path along Nugent Street provides improved transport access within Monbulk.

Design Requirements

This will be achieved by:

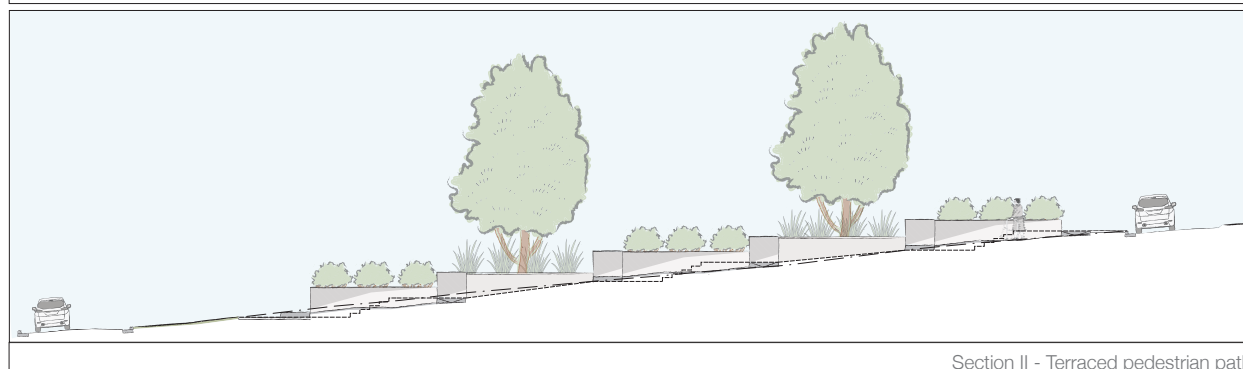
- Provision of a universally accessible pedestrian path connecting to the existing pedestrian link to Main Road.
- Formalising entry to the car park from Nugent Street.
- Embellishing car parking with landscaping and Canopy Trees to minimise amenity impacts.

Key Initiatives

- a** Link to Main Road Activity Centre.
- b** Access to/from Nugent Street.
- c** Accessible terraced pedestrian path.
- d** 47 car spaces formalised.
- e** 8 landscaped tree bays.
- f** Cycle path along Nugent Street.



Plan 30 - 5.2.4 Nugent Street Carpark (central)



Section II - Terraced pedestrian path

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5.2.5 RSL Car Park

Access

Future Character

The RSL car park provides connection between Nugent Street and the Main Road Activity Centre. The pathway connecting both streets is paved but meanders with the topography to be sympathetic to the bushland regeneration occurring on site. Tree bays are provided within the car park to soften the hardstand treatment. An active edge from the RSL Club provides passive surveillance of the space. A raised pedestrian crossing on Main Road helps to prioritise safe pedestrian movements into high activity areas.

Design Requirements

This will be achieved by:

- Provision of a universally pedestrian path connecting Nugent Street and Main Road.
- Provision of a raised pedestrian crossing when path terminates at Main Road.
- Embellishing the pathway to respect the bushland character of the site.

Key Initiatives

- a** Link to Main Road Activity Centre.
- b** Raised pedestrian crossing.
- c** 23 car spaces created.
- d** 2 landscaped tree bays.
- e** Cycle path along Nugent Street.
- f** Formal path from Nugent Street.
- g** Potential future extension of Helen Chandler Alley.



Plan 31 - 5.2.5 RSL Car Park

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5.2.6 Main Road - Village Green Links Revitalisation

Future Character

These spaces provide direct connection between Central Monbulk's pre-eminent destinations. Views from Main Road into the Village Green are drawn by the large oak tree and amphitheatre. The links are activated by mixed use developments of ground level retail and upper level residential, providing extended use of the links. High quality hardstand together with low scale landscaping integrates the links, Main Road and the Village Green into a coherent heart of the Monbulk Township.

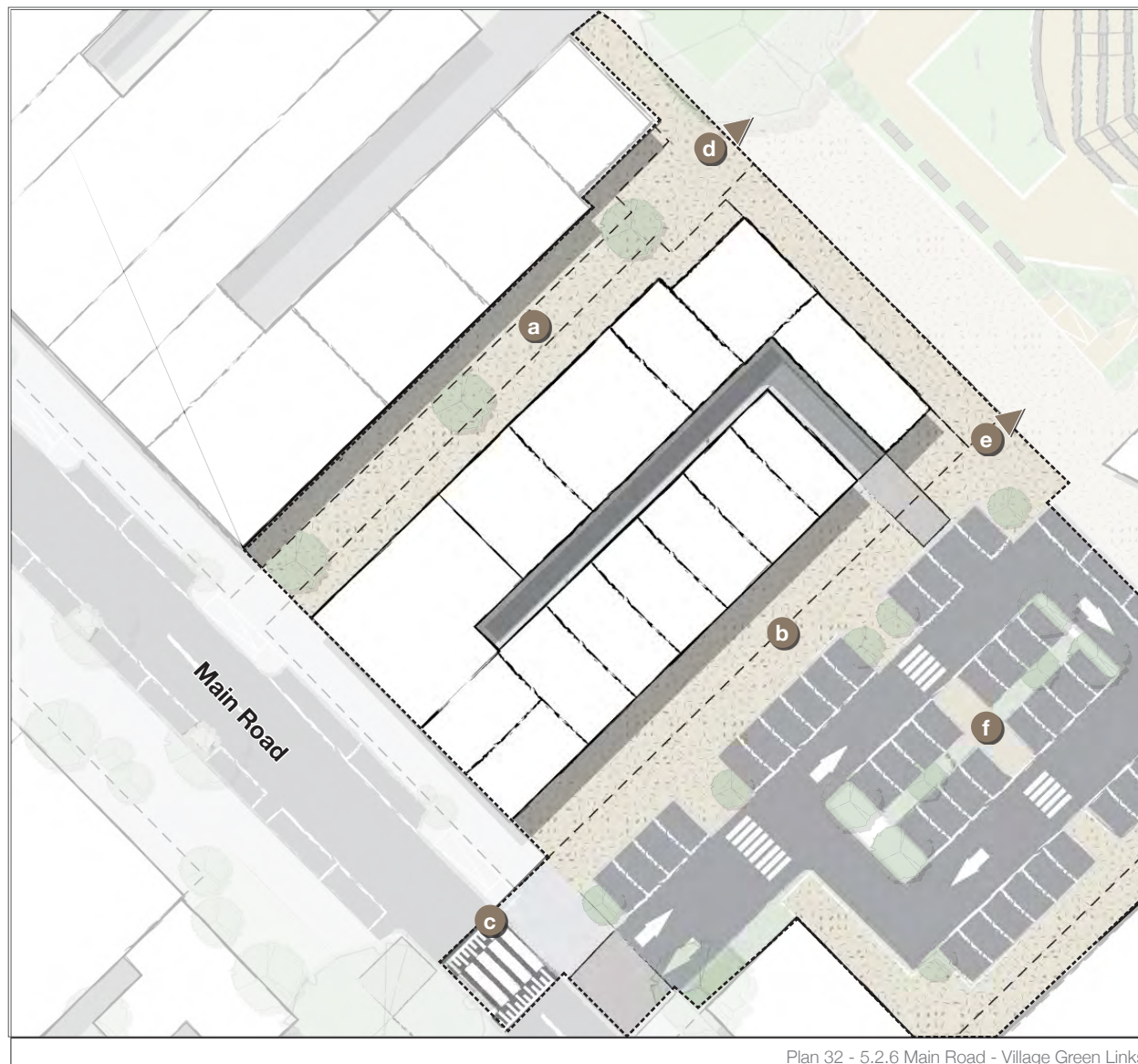
Design Requirements

This will be achieved by:

- Providing active built form to pedestrian spaces.
- Providing visual cues at the ends of pedestrian spaces.
- Incorporating existing outstand within supermarket carpark.
- Consistent streetscape materials and colour palette.

Key Initiatives

- a** Paved pedestrian link at 43 Main Road.
- b** Widened outstand at 37-39 Main Road.
- c** Raised pedestrian crossing.
- d** Visual cues to oak tree.
- e** Visual cues to amphitheatre.
- f** Improved car park layout.



Plan 32 - 5.2.6 Main Road - Village Green Links

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5.2.7 Main Road Streetscape

Revitalisation

Future Character

The terraced Main Road streetscape is accessible for everyone. Kerbside parking spaces are integrated with generous pavement areas through shallow drainage. Raised garden beds interspersed along the street help to provide some separation between pedestrian and vehicular areas. Ramps punctuate these gardens to provide access between upper and lower terraces. Benches are integrated into the garden beds to provide space for rest and outdoor dining.

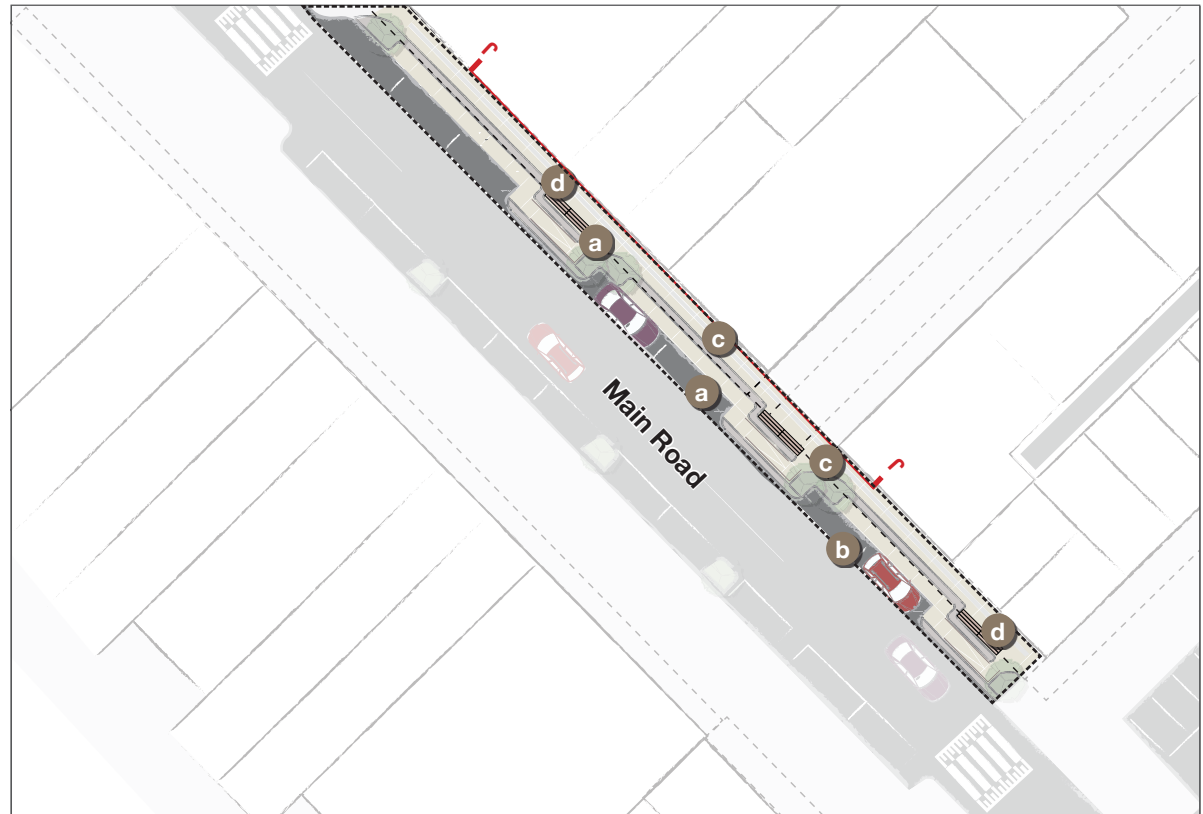
Design Requirements

This will be achieved by:

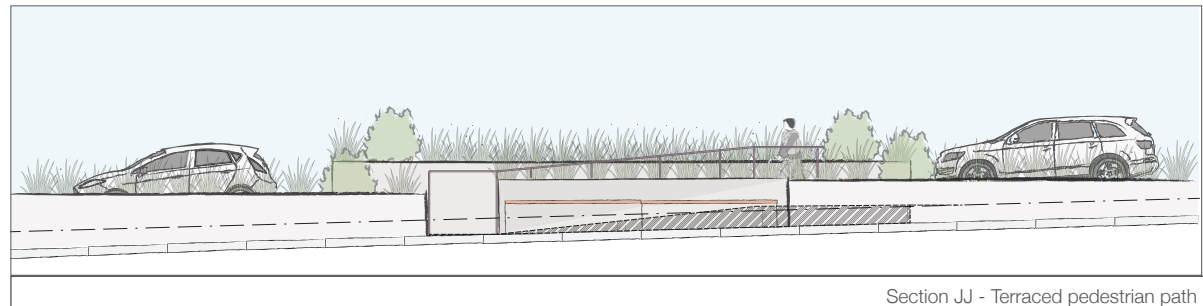
- Incorporating a shallow spoon drain adjacent to parallel car parking.
- Providing raised garden beds to separate car parking and main pedestrian thoroughfares
- Providing shallow ramps to move between carriageway and pedestrian path
- Incorporating seating into garden beds.

Key Initiatives

- a** Improved access between car parking and footpath.
- b** Improved drainage outcomes.
- c** Activated street frontages.
- d** Outdoor dining.
- e** Consistent streetscape.



Plan 33 - 5.2.7 Main Road Streetscape



Section JJ - Terraced pedestrian path

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5.3 Moores Road

5.3.1 Village Green

Redevelopment

Future Character

The western end of the Village Green contains rear accessible contemporary townhouses 1-2 storeys in height. These developments are setback from the main area of the Village Green but still provide passive surveillance of the space. A central green link connects Mt Pleasant Road to the Village Green amphitheatre.

The eastern end of the Village Green is the preeminent passive open space area of Monbulk. The space is anchored by a public amphitheatre, and an all abilities playground. The northern and southern edges are activated by a mix of townhouses and apartments, some retail is also on the southern edge. Canopy trees soften the built form and also act to frame the open grassed areas. The comprehensive path network links key locations within Monbulk together.

Design Requirements

This will be achieved by:

- Creating a mix of contemporary residential developments.
- Providing rear access to developments.
- Creating an all abilities playspace and path network.
- Planting large canopy trees along boundaries.

Key Initiatives

- a** Activation of Village Green.
- b** Provision of medium housing.
- c** Link to Mount Pleasant Road.
- d** Public amphitheatre and stage
- e** All abilities playground
- f** Accessible public amenities
- g** Link to Main Road Activity Centre
- h** Link to Monbulk Bowling Club
- i** Links to Monbulk Recreation Reserve
- j** 18 new car park spaces
- k** Hardstand area for outdoor markets
- l** Awning over main entry to Village Green

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Plan 34 -5.3.1 Village Green

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5.3.2 Moores Road North Redevelopment

Future Character

The northern end of the Moores Road precinct contains a mix of townhouse and unit development, providing increased housing options within Monbulk. The developments are designed to respond to the sites topography capturing views across the Village Green and distant hills. A central green spine with large canopy trees provides a high quality communal space. Development fronting this space provide passive surveillance ensuring the space is safe.

Design Requirements

This will be achieved by:

- Creating a mix of contemporary townhouse and unit developments.
- Fronting development to open space.
- Providing high canopy trees in shared open space areas.
- Providing rear access to developments.
- Linking laneways to existing path network.

Key Initiatives

- a** Provision of medium density housing.
- b** Links to Moores Road.
- c** Provision of communal passive open space area.
- d** Activation of Moores Road.



Plan 35 - 5.3.2 Moores Road North

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5.4 Monbulk Civic

5.4.1 Monbulk Recreation Reserve (southeast)

Revitalisation

Future Character

The southeast corner of the Monbulk Recreation Reserve contains a number of facilities shared by sporting clubs, the Monbulk Primary School and broader community. These include the provision of a pump track and bouldering wall, community garden and bleachers for spectators. A path network extends from the south-east to the recreation reserve which also provides further connection to other places within Monbulk. Formalised car parking is provided in close proximity to the facilities improving access.

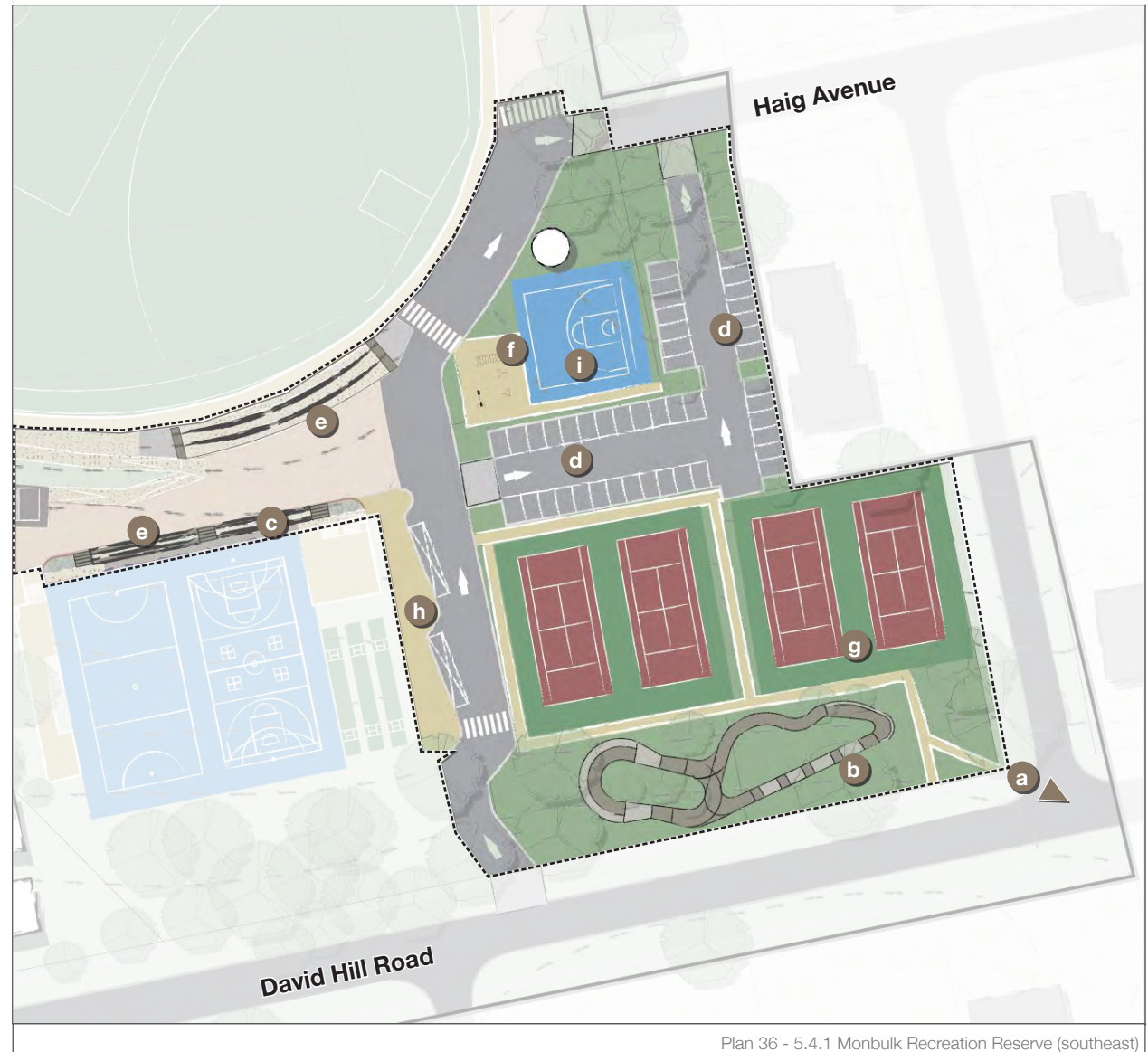
Design Requirements

This will be achieved by:

- Creating a visually interesting bouldering wall along existing 3m high retaining wall.
- Creating a pump track on newly acquired Council land.
- Formalising a car park area to access facilities.
- Providing tiered bleachers along perimeter of the oval and retaining wall.
- Introducing ramps to provide improved connection between netball courts and Monbulk Pavilion.

Key Initiatives

- a** Link to southeast Monbulk.
- b** Pump track.
- c** Bouldering wall.
- d** 44 car parks created.
- e** 2 tiered sections for spectators.
- f** Outdoor gym.
- g** Relocated tennis courts (4).
- h** 2 bus pick up bays.
- i** Informal halfcourt.



Plan 36 - 5.4.1 Monbulk Recreation Reserve (southeast)