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MONBULK TOWNSHIP

URBAN DESIGN FRAMEWORK //
DRAFT FOR CONSULTATION 2023

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2.1 Regional Context

Metropolitan Melbourne

Monbulk is a township located within the peri-urban area of Melbourne approximately 42 kilometres from the Central Business District, and 10 kilometres east of the existing suburban area.

Monbulk is not serviced by any major roads or railways, with the Burwood Highway and Belgrave Rail Line both 8 kilometres to the south-east providing the most direct connection to the CBD.

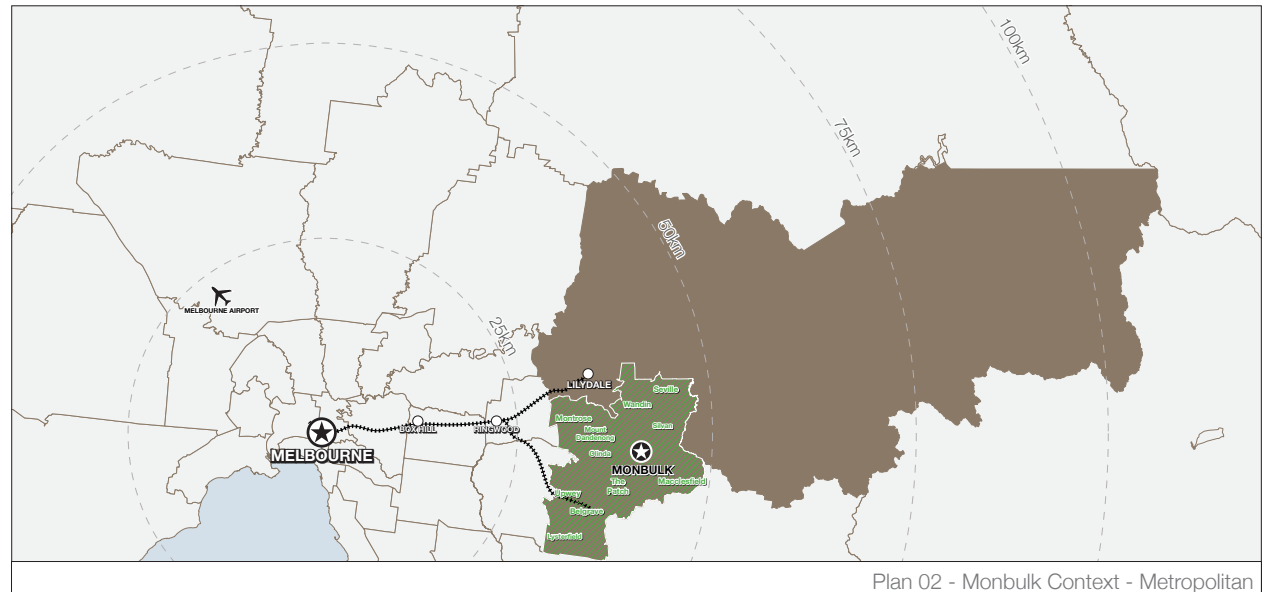
The Ringwood Metropolitan Activity Centre is 17 kilometres northwest of Monbulk and is also accessible by the Belgrave Rail Line.

Yarra Ranges

Yarra Ranges is the largest metropolitan Council in terms of land size in Melbourne. As an interface Council, Yarra Ranges plays an important role connecting urban and rural Victoria.

Monbulk is located within the south-western pocket of the Yarra Ranges, approximately 15 kilometres from the Council seat at Lilydale.

This area is known as the 'Hills' because of the significant topography as a result of the low rise mountains that form part of the Great Dividing Range. The Hills contain a number of scattered settlements and townships. With Monbulk being a larger town it acts as a service centre for the region.



Plan 02 - Monbulk Context - Metropolitan

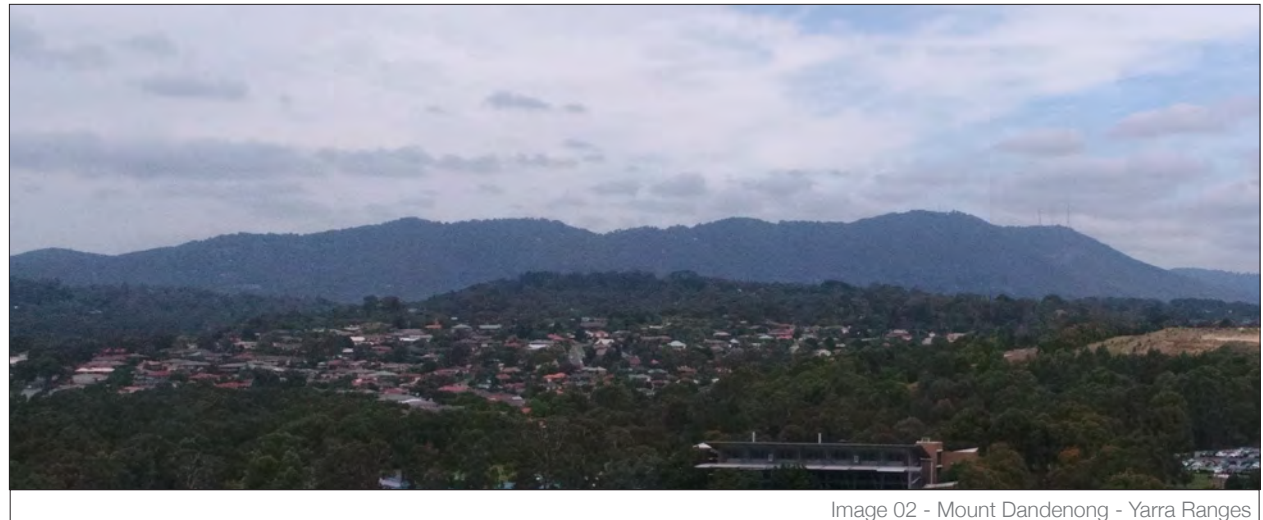


Image 02 - Mount Dandenong - Yarra Ranges

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Monbulk Township

Located a short distance south of the Silvan Reservoir, Monbulk Township is nestled in a pocket between the Dandenong Ranges main ridge to the west and the Monbulk/Silvan 'red soil' agricultural area to the north and east. Views to both environments form a strong landscape backdrop, especially the main ridge to the west which can be seen from most vantage points within the town.

The Emerald Creek to the north and east, and the Sassafrass Creek to south and west form the natural boundaries of the township and together with the hilly topography define the urban structure.

The Urban Growth Boundary (UGB) defines the structural boundary of the township. Land outside of the UGB forms part of the Yarra and Dandenong Ranges Green Wedge, and contains a mix of semi rural living, agriculture, conservation and floriculture uses.

The core of the Monbulk Township is anchored by Main Road and supported by Moores Road and Mount Pleasant Road, which collectively contain the majority of retail, open space and community uses.

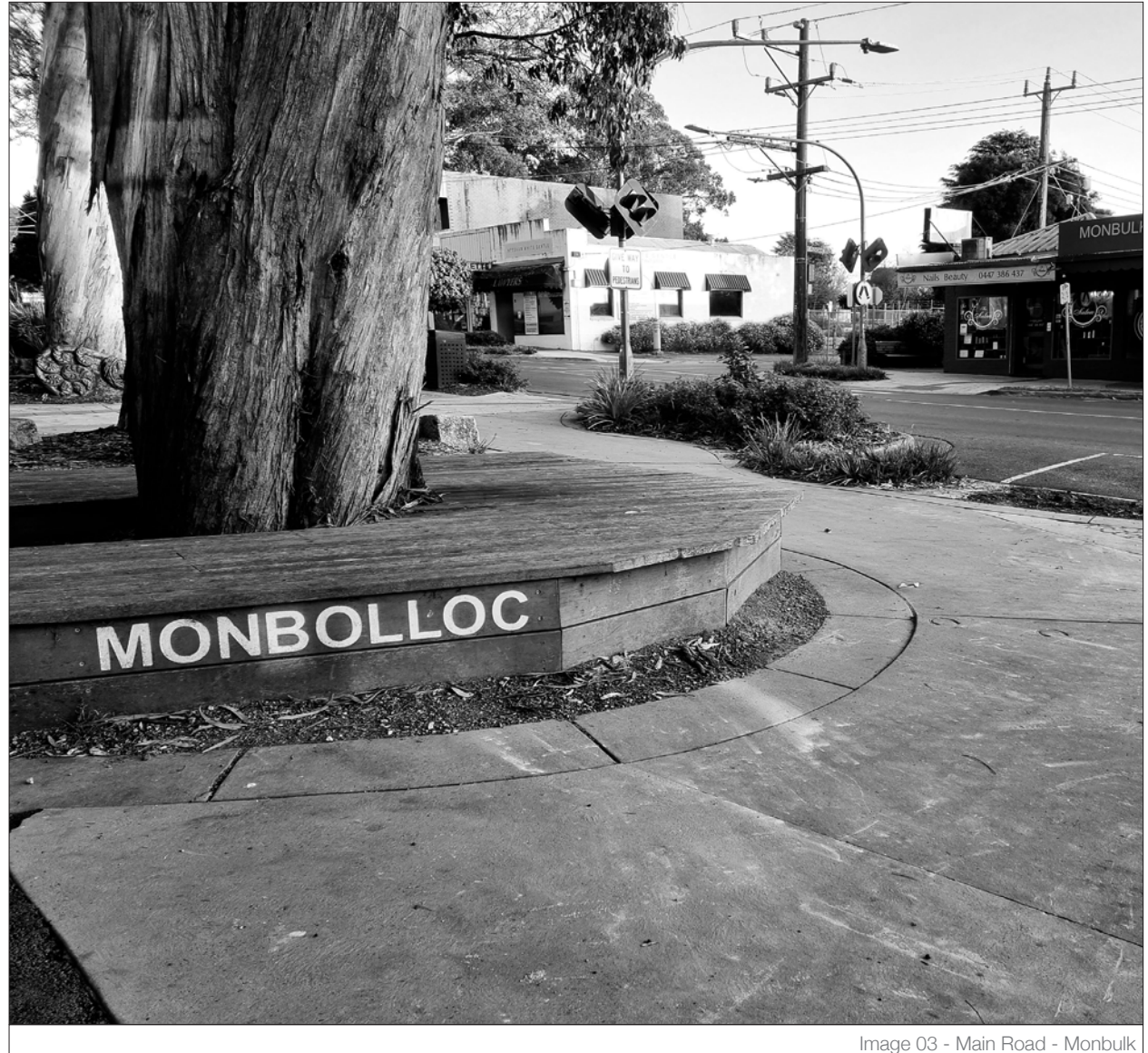
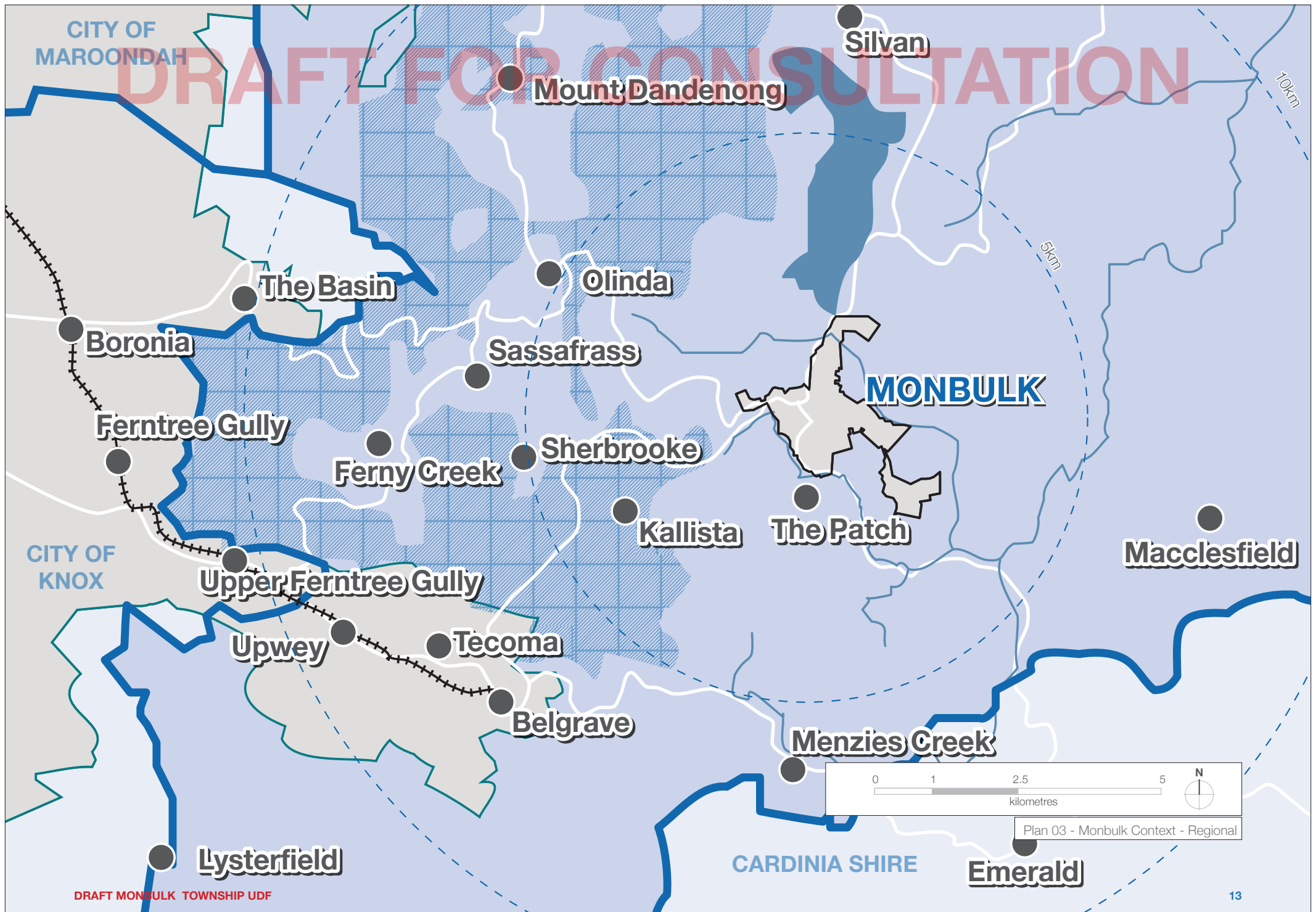


Image 03 - Main Road - Monbulk



CITY OF
MAROONDAH

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Silvan

Mount Dandenong

10km

5km

The Basin

Olinda

Boronia

Sassafraass

MONBULK

Ferntree Gully

Ferny Creek

Sherbrooke

Kallista

The Patch

Macclesfield

CITY OF
KNOX

Upper Ferntree Gully

Upwey

Tecoma

Belgrave

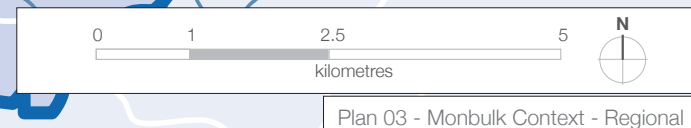
Menzies Creek

Lysterfield

CARDINIA SHIRE

Emerald

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Plan 03 - Monbulk Context - Regional

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2.2 Historical Context

Indigenous Heritage

Present-day Monbulk is apart of the Woiwurrung People's Country that also include areas of present-day Lilydale and Silvan.¹

The original custodians of the area referred to Monbulk as Monbolok or Monbolac' which is the aboriginal word meaning 'hiding place in the hills'. It is known that at least 2 tribes held corroborees on a site in the area that is believed to be the current location of the Monbulk Recreation Reserve.²

The Mobolloc Sanctuary was established in 2000 to provide protection of the last significant stand of vegetation in Main Road Activity Centre to provide connection to the indigenous past of the area.

European Heritage

European settlement of Monbulk occurred in the 1890s with the opening of the post office in 1898³. The fertile volcanic soils and abundant rainfall established agricultural activities in the area.

The Monbulk Jam Factory and Tesselaar Tulip Farm are longstanding businesses from this era. Although the Jam Factory is no longer producing jam it is still standing on the outskirts of the township.

The annual Tesselaar Tulip festival promotes the Dutch ancestry and floriculture history of the Monbulk area.

Within the current day Monbulk Township only a handful of historic buildings remain. Many of the buildings from the original settlement have either been demolished or destroyed by fire.

Only 6 sites (occupied by 5 buildings) within the current Monbulk Township are protected by the Heritage Overlay and are listed in Table 01.

¹ "Ridgewalk" Hanna, 2017, p.30

² "Monbulk Community Plan 2015-2020", 2015, p.2

³ "Monbulk Community Plan 2015-2020", 2015, p.2



Image 04 - Monbulk State School: Old Building - HO 235



Image 05 - Wellington Cottage - HO 239

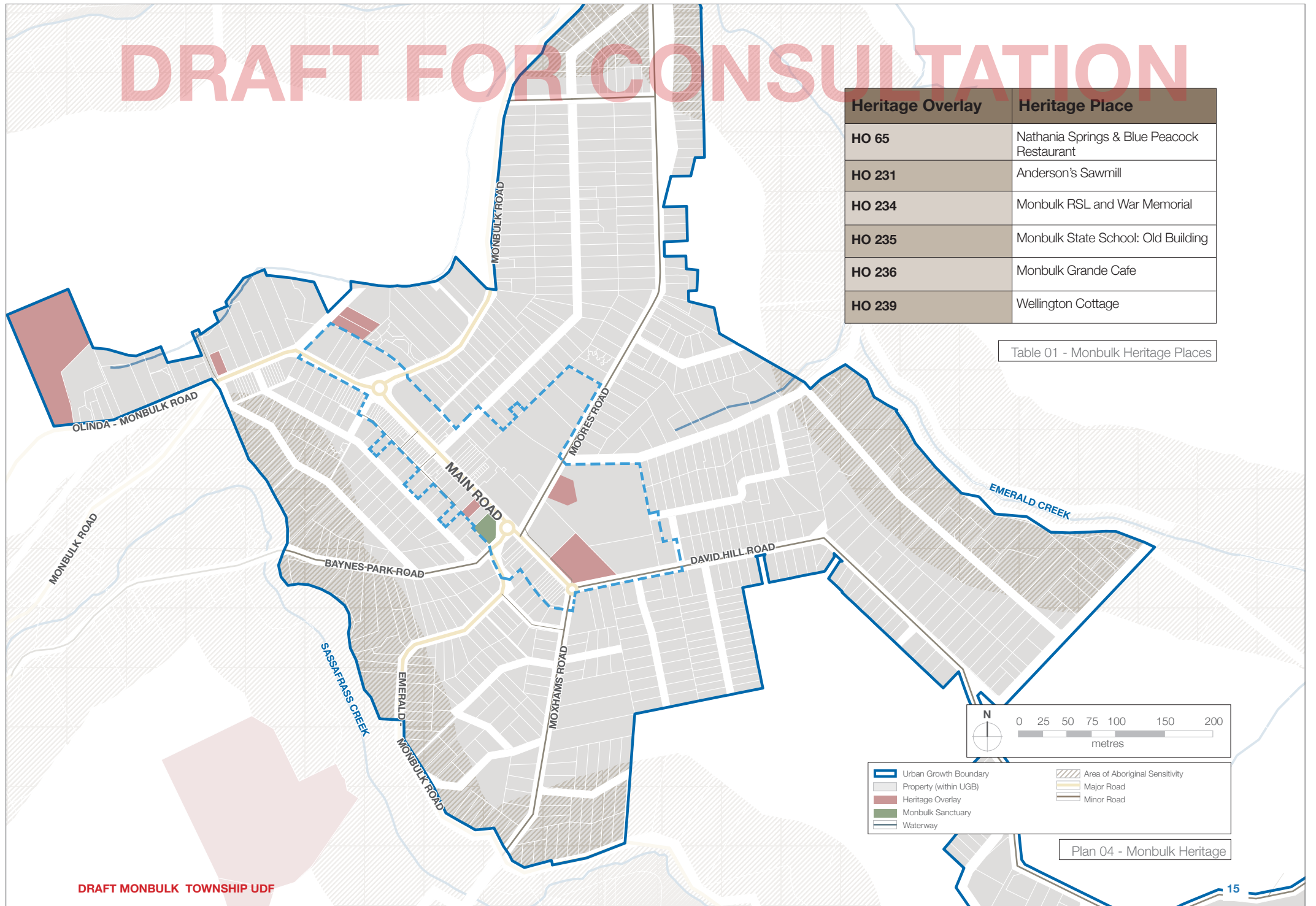


Image 06 - Commemorative Plaque at Monbulk Sanctuary

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Heritage Overlay	Heritage Place
HO 65	Nathania Springs & Blue Peacock Restaurant
HO 231	Anderson's Sawmill
HO 234	Monbulk RSL and War Memorial
HO 235	Monbulk State School: Old Building
HO 236	Monbulk Grande Cafe
HO 239	Wellington Cottage

Table 01 - Monbulk Heritage Places



Plan 04 - Monbulk Heritage

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2.3 Land Use

Zones

The primary street activity strip of Monbulk forms the structural anchor for the township. This activity strip contains key commercial and community uses and is generally one block wide on either side of the street. Residential development branches from the strip and extends to the urban growth boundary in all directions completing the extent of the township. The key zones in Monbulk include:

Commercial 1 Zone (C1Z)

The majority of the primary retail strip along Main Road within Monbulk is covered by C1Z. It contains mostly low scale individual retail premises.

Public Use Zone (PUZ)

The PUZ applies to government owned land and community services. This land together with the retail offering creates the mixed use activity centre that forms the townships heart.

Public Park and Recreation Zone (PPRZ)

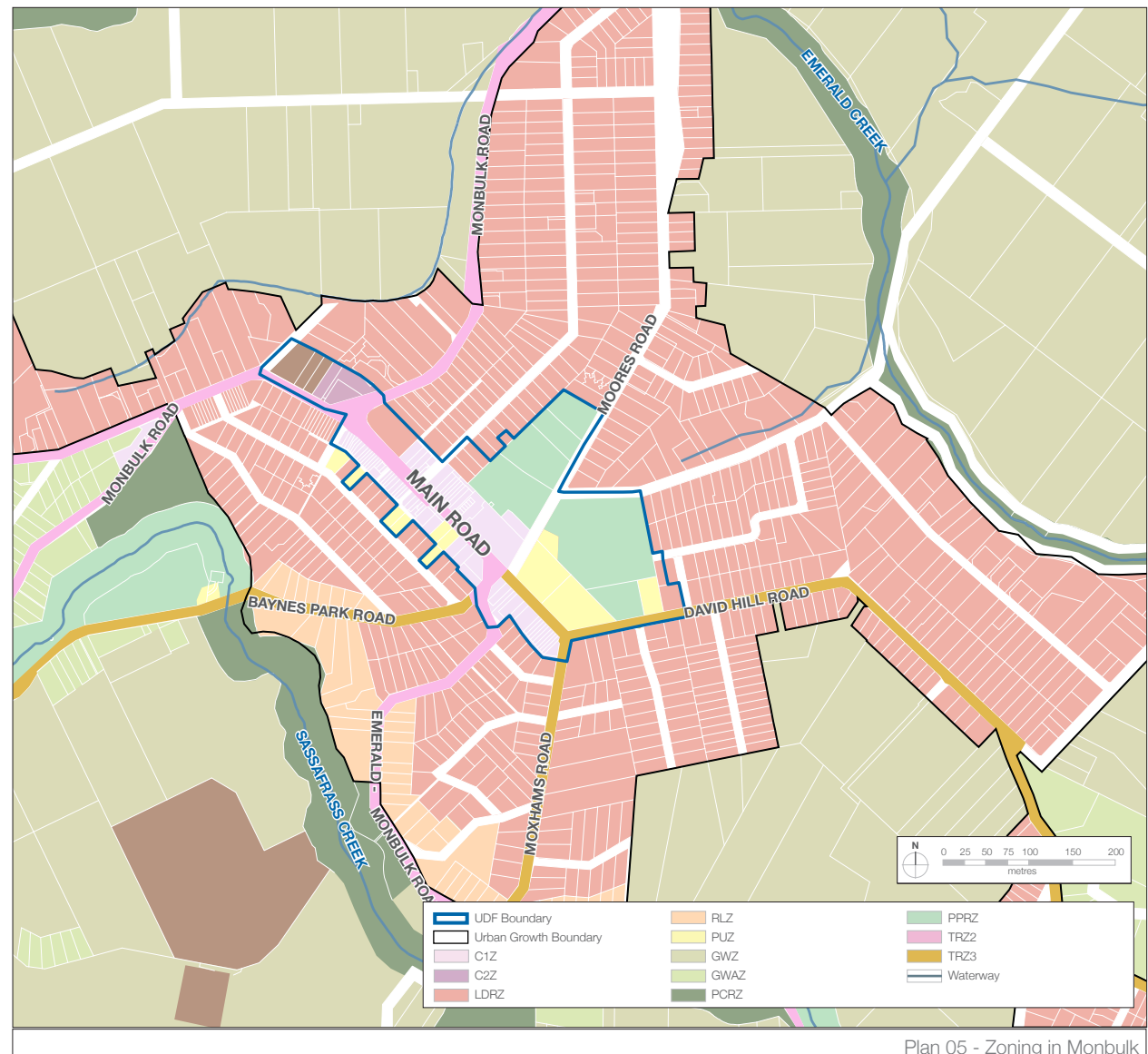
Land immediately north adjacent to the retail strip is categorised as PPRZ. This area recognises land for public recreation and open space such as Monbulk Recreation Reserve and Moores Road Recreation Reserve.

Transport Zone 2 (TRZ2)

The TRZ2 covers Monbulk Road, Olinda-Monbulk Road and Emerald-Monbulk Road illustrating the primary access points into Monbulk. These roads form part of the Principal Road Network and are maintained by the Department of Transport.

Low Density Residential Zone (LDRZ)

Most residential land within Monbulk is covered by the LDRZ. The resulting residential typologies are characterised by low density, single dwellings, on larger lots than the commercial areas. The lack of variation in housing typologies and density highlights the opportunity for greater housing diversity.



Plan 05 - Zoning in Monbulk

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Overlays

Overlays in Monbulk provide design and built form guidance or serve to protect the environment and mitigate risk.

Design Development Overlay 12 (DDO12)

DDO12 applies to all commercial zoned land along Main Road. DDO12 is a generic control that has been applied to many of the townships across the Yarra Ranges.

The DDO recognises that the township's centre should be dominated by a main street that retains an attractive country town character. The new built form should reinforce this character and retain the distinctive features associated with the history of the township, including established trees, and views to rural features such as nearby wooded hills.

Heritage Overlay (HO)

The HO protects heritage places of natural or cultural significance within Monbulk. It conserves and enhances the elements which contribute to the significance of the place, and ensures that development does not detract from the importance of these heritage places.

Bushfire Management Overlay (BMO)

The most significant threat to Monbulk is bushfire. The BMO identifies areas where the bushfire risk is high. Due to the extensive vegetation and topography of the area this risk applies to most of Monbulk.

Significant Landscape Overlay (SLO)

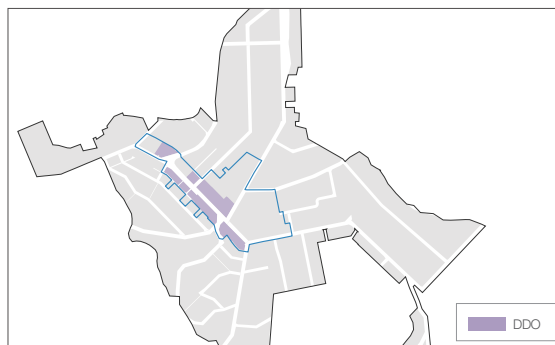
The SLO identifies the majority of Monbulk as a significant landscape. The aim of the overlay is to conserve and enhance the character of this area.

Environmental Significance Overlay (ESO)

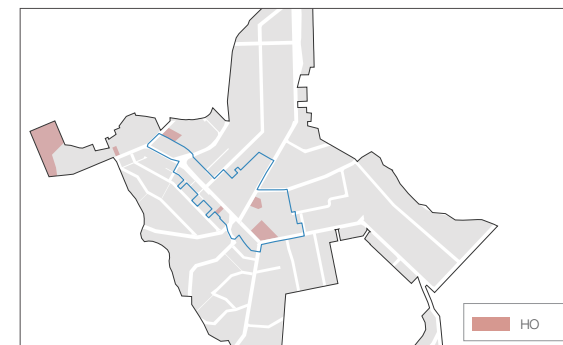
Monbulk contains extensive areas of remnant bushland which are an intrinsic part of the unique landscape and environmental character. The ESO highlights significant vegetation adjacent to and within the waterway corridors.

Erosion Management Overlay (EMO)

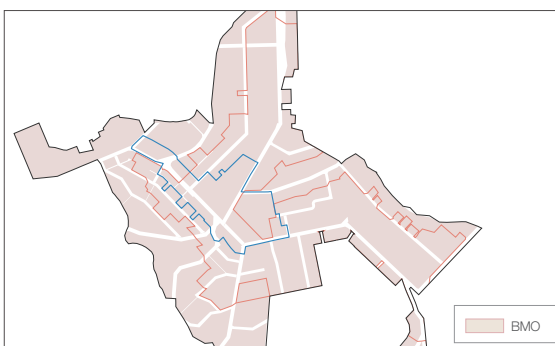
The EMO highlights areas where managing the risk of landslip is a critical for environmental protection, and the impacts of any future development.



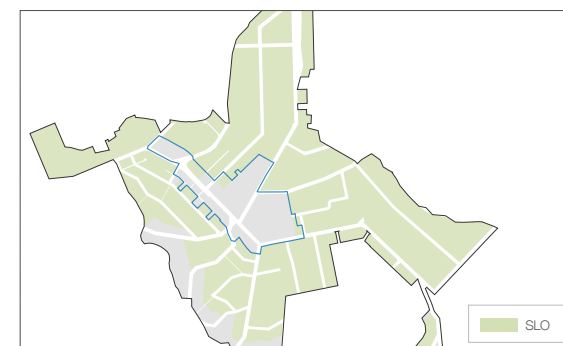
Plan 05a - Monbulk - Design Development Overlay (DDO)



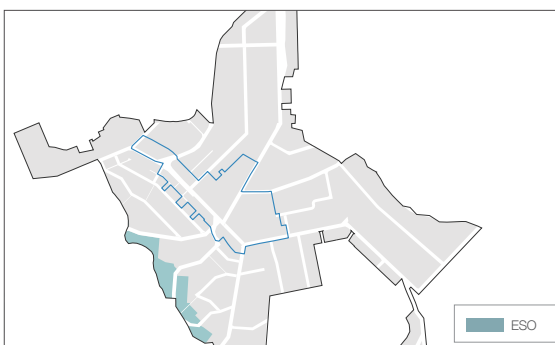
Plan 05b - Monbulk - Heritage Overlay (HO)



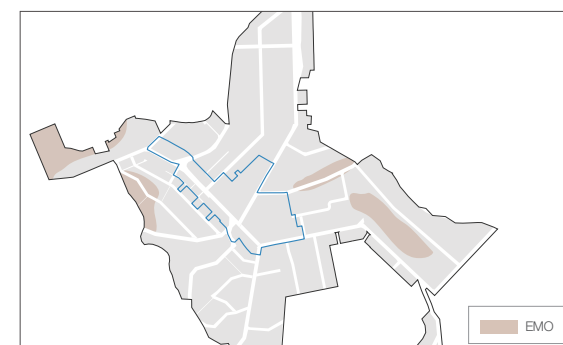
Plan 05c - Monbulk - Bushfire Management Overlay (BMO)



Plan 05d - Monbulk - Significant Landscape Overlay (SLO)



Plan 05e - Monbulk - Environmental Significance Overlay (ESO)



Plan 05f - Monbulk - Erosion Management Overlay (EMO)

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2.4 Land Form & Environment

The landform for Monbulk is characterised by the ridgeline on which the township is situated, formed by the Sassafrass and Emerald Creeks. The environment is built upon this landform with abundant vegetation throughout.

Topography

Overall the land falls from the central ridge that Main Road, Mount Pleasant Road and David Hill Road are located on. This land is punctuated by steeper rises which characterises the local landform. The highest local rises are immediately to the north and north-east of the town, and to the south-west.

Even along the creek lines there is little naturally occurring flat land. The flattest land in the township is man made and it is occupied by the Monbulk and Moores Road Recreation Reserves.

Ridgelines

The ridgelines of the area are the major land form feature of the area. Key ridgelines include the the Dandenong Ranges to the north-west and west and upper Yarra Ranges to the north-east. These ridgelines are local landmarks as they can be seen from most vantage points.

Local ridgelines form the basis for the street network of the town, with key roads being located along their peak. This has facilitated key viewlines along major roads.

Waterways

The Sassafrass and Emerald Creeks are the two major waterways of Monbulk and are supported by a number of tributaries. The prominent vegetation of the area means the waterways are not very visible from the town centre. Given how high Monbulk is built above the waterline, flooding and inundation from the waterways is a minimal risk.

Vegetation

The Monbulk area is heavily vegetated with a mix of exotic and indigenous species. Indigenous species include mountain ash and ferns and are more commonly found on the outskirts of town and along the waterways. Exotic species tend to dominant private garden areas and also contribute significantly to the character of the area.

Bushfire Risk

The most significant environmental threat to Monbulk is the potential of bushfire. The BMO identifies areas where the bushfire hazard risk is high. Due to the extensive vegetation and topography of the area this risk applies to most of Monbulk.

The Monbulk Recreation Reserve is the town's designated safe place during bushfire or other environment crisis. Viewlines towards this space are therefore critical.

Aboriginal Areas of Sensitivity

Areas of potential Aboriginal significance or sensitivity are focussed in and around the waterways of the area.



Image 07 - Mountain Ash & Ferns - endemic to the Dandenong Ranges

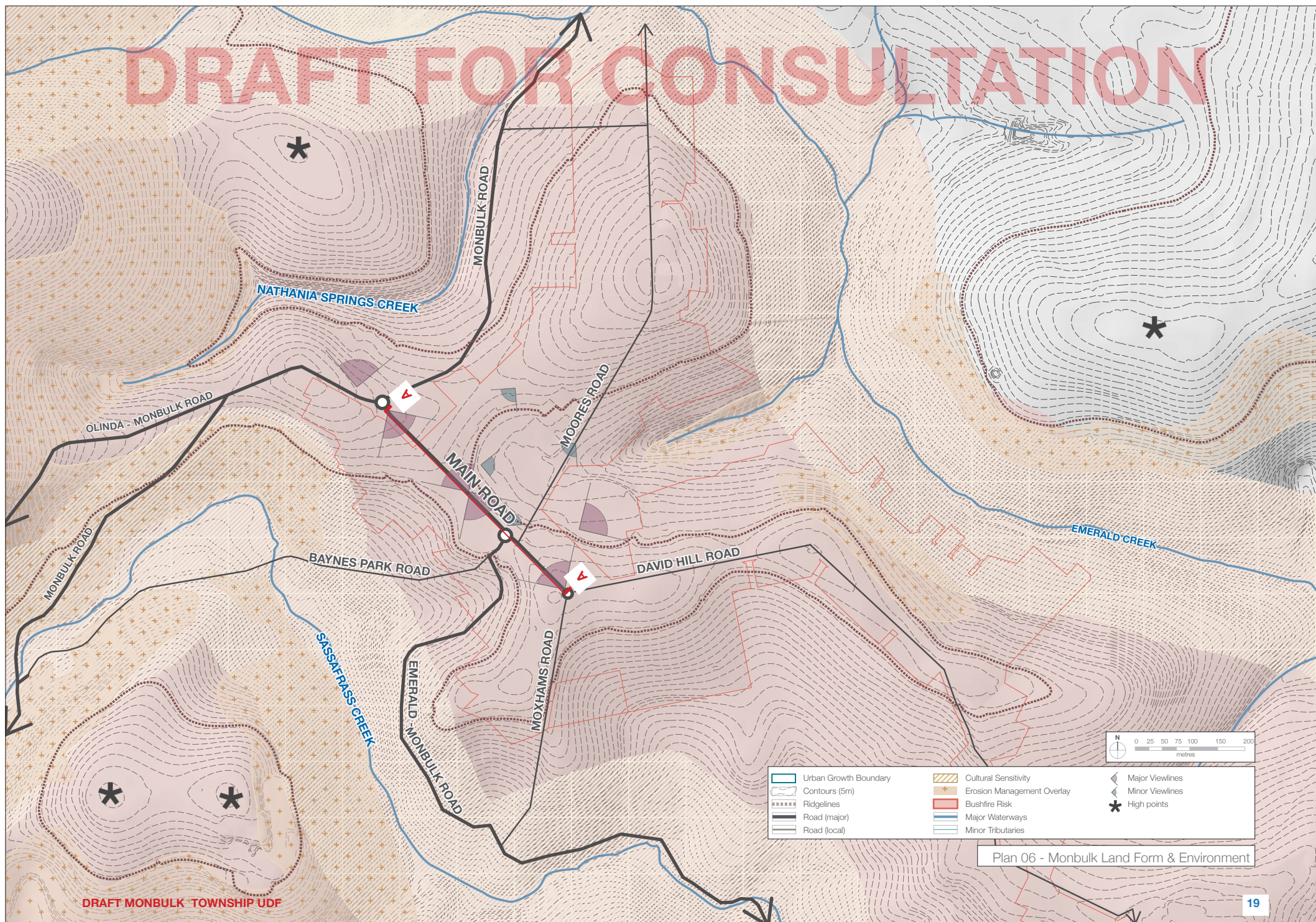


Image 08 - Baynes Park - along Sassafrass Creek



Section AA - Main Street

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2.5 Land Structure

The structure of land use within the town centre is predominantly retail and open space but also includes community, residential, service industry and car parking.

Main Road forms the primary activity strip and structural anchor for the township.

Retail

Retail is the most common land use along Main Road. The retail types vary from food and drink premises, to clothing retail, to financial services, and health services. The concentration of these uses is along the central section of Main Road.

Larger format retail bookends the retail heart of Main Road with 2 supermarkets being located at the south-east end and a trade supplies at the north-west end.

Community

Community uses make up most of the remaining lots along Main Road. These uses include Council services, education and emergency services and places of worship. Most of the community services is located towards the south-eastern end of Main Road with the colocation of the Monbulk Living and Learning Centre with the Monbulk Primary School.

Residential

Very little residential development is located in Central Monbulk. Some new developments on Main Road, are providing the first mixed use developments with apartments above shops.

Open space and recreation

Major open space and recreation uses are located

behind (to the north of) the main activity strip of Main Road. These open space areas accommodate active recreation.

Smaller informal passive open space is located on Main Road but is not very prominent.

Service industry

The far extremities of the Main Road Activity Centre are occupied by service industry uses such as petrol station and auto repairs.

Car parking

A notable amount of land is set aside for car parking. This includes onstreet and offstreet parking. Significant clusters of parking include around large format retail and behind Main Road accessed via the laneways.

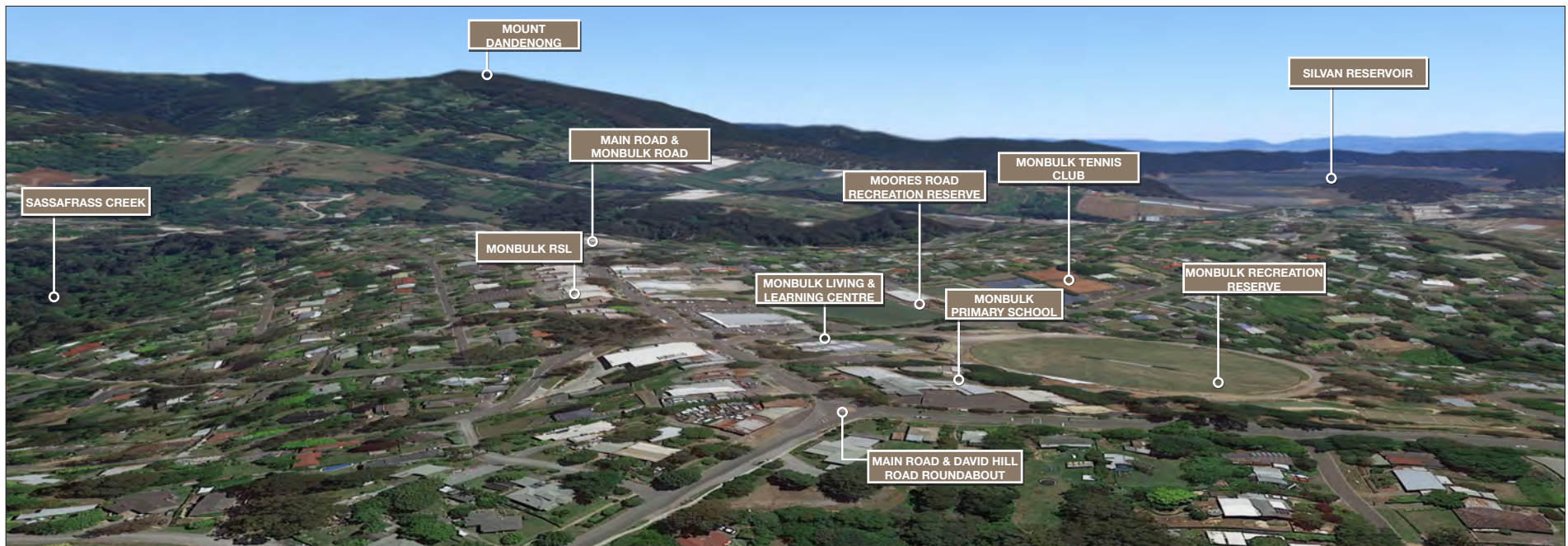
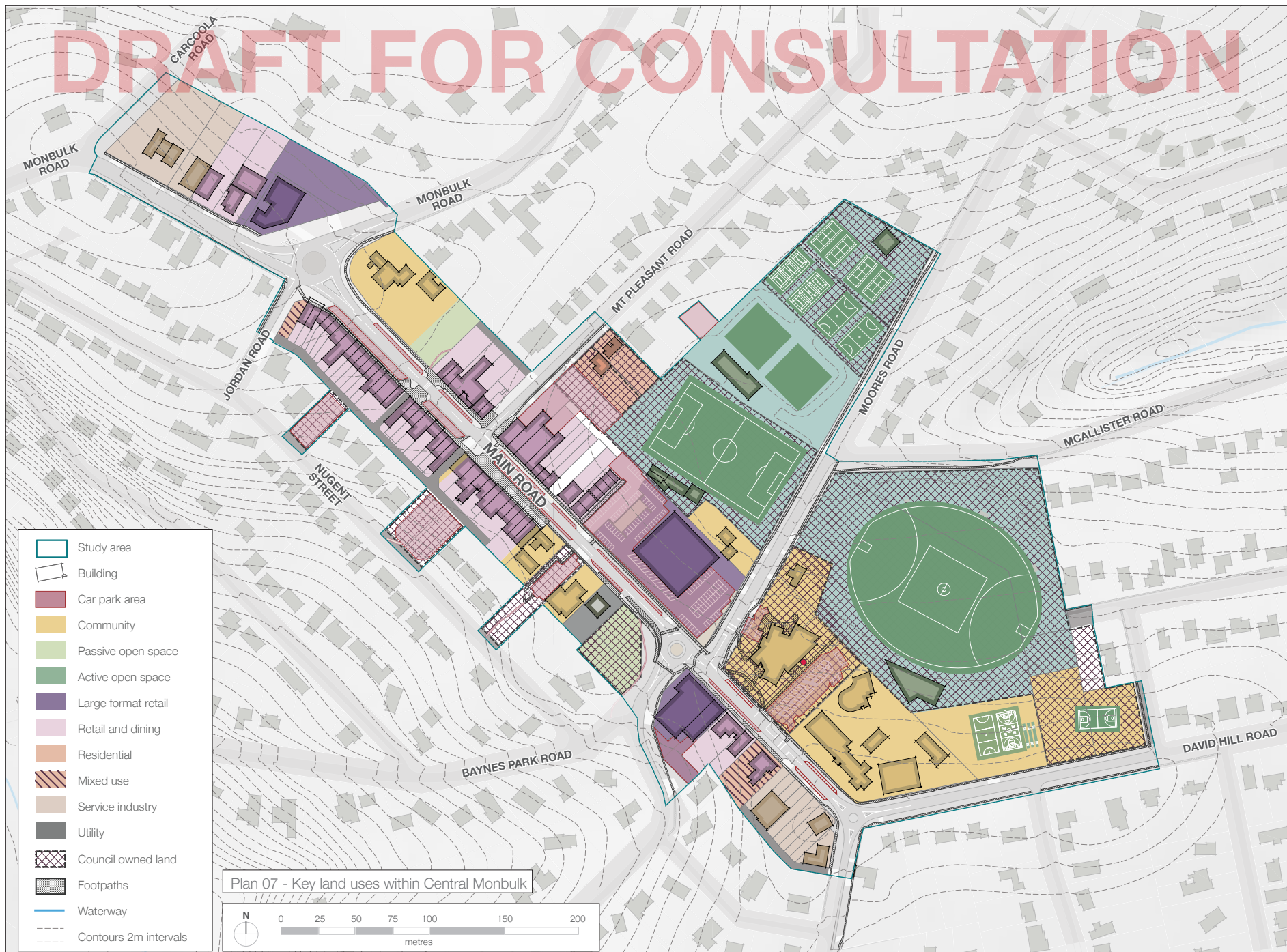


Image 09 - Monbulk - looking north from Main Road & David Hill Road Roundabout

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2.6 Public Realm

The public realm within central Monbulk is made up of recreation areas, sporting facilities, parks, streets, and vegetation. This includes:

Monbulk Recreation Reserve

Monbulk Recreation Reserve is the largest unencumbered open space area within central Monbulk. This reserve is home to cricket, netball and football, and contains the town skate park. Also the reserve is the focal evacuation point during extreme weather events.

Despite its prominent role in Monbulk, the reserve has limited visual connection with the Main Road Activity Centre. Access from Main Road is also obscured by existing built form, and dense vegetation

Moores Road Recreation Reserve (MRRR)

The MRRR is the second largest open space area. The MRRR is located adjacent to the retail core of Main Road but is not very visible.

The MRRR is not currently used and is a surplus active open space area. This provides a significant opportunity to alleviate some of the passive open space pressures. Despite being more visually prominent, physical access to the reserve is hindered by existing chain fencing, unmaintained vegetation and steep grade changes.

Passive Open Space

Passive open space is severely under represented in Central Monbulk. The Monbulk Sanctuary at the corner of Main and Emerald-Monbulk Roads is the only public passive open space along Main Road, yet is only used as a thoroughfare due to the dense vegetation.

A small informal passive open space area is located at the opposite end of Main Road, however despite having outdoor seating is privately owned.

Outside of the skate park, provision of outdoor spaces for young people is non-existent.



Image 10 - Monbulk Sanctuary



Image 11 - Moores Road Recreation Reserve



Image 12 - Private owned open space on Main Road



Image 13 - Main Road streetscape (south-western side)

Main Road

The Main Road streetscape is the the most visually prominent and active of outdoor areas in Monbulk. The street can be divided into 3 sections. The first section contains coloured concrete footpath, seating and garden beds with an extended kerb on the south-western side allowing for activities such as retail or dining. The second section has a narrowed kerb and is a thoroughfare only. Despite containing limited street trees and furniture, the third section of Main Road is the least active.

Canopy Coverage

A key feature of Monbulk's public realm is the generous provision of trees. Streetscapes and open spaces adorned with trees provide significant shading and cooling opportunities, whilst simultaneously contributing to the rural character of the town.

Some vegetation and tree clusters are quite dense and create unsafe concealed spaces.

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2.7 Movement - Transport

Transport movement in Monbulk is anchored by five arterial roads, that are dominated by private car use.

Gateways

There are three major gateway entries to the Main Road activity precinct. The most prominent of these entries the roundabout at the intersection of Monbulk and Main Roads. Its prominence is emphasised by its shape and size, as well as its location at a high point.

The other main gateways are located at the south-eastern end of Main Road and are much smaller in appearance. Much like the larger gateway, these gateways are situated at high points and this helps to elevate their visibility.

Road Hierarchy

There are five arterial roads forming the anchor to the street network. Monbulk Road, Main Road and Emerald-Monbulk Road are State Government managed Transport Zone 2 Roads. Baynes Park Road and David Hill are Transport Zone 3 Roads. Extending from these arterials are a number of access streets which provide connectivity to residential areas.

Public Transport

Two bus services provide the only public transport options within Monbulk. Only one bus stop services the whole Main Road activity precinct. Its location near Emerald-Monbulk Road, is away from the pedestrian friendly and higher activity areas of Main Road.

Active Transport

Bicycle infrastructure within Monbulk is limited to three bicycle storage locations. Cycling as a mode of transport is limited to the shoulders of roads, and this poses a significant safety risk as they are not primarily dedicated for the use of cycling.

Private Transport

The lack of alternative transport options has resulted in cars being the most preferred form of transportation in Monbulk. The Main Road streetscape has also been



Image 14 - Car park behind Main Road (southern side)



Image 15 - Main Road looking south-east



Image 16 - Gateway at Emerald-Monbulk Road & Main Road Roundabout

developed to respond to private car use with generous expanses of the road reserve accommodating car parking. Only two signalised pedestrian crossings act as traffic calming devices.

Car Parking

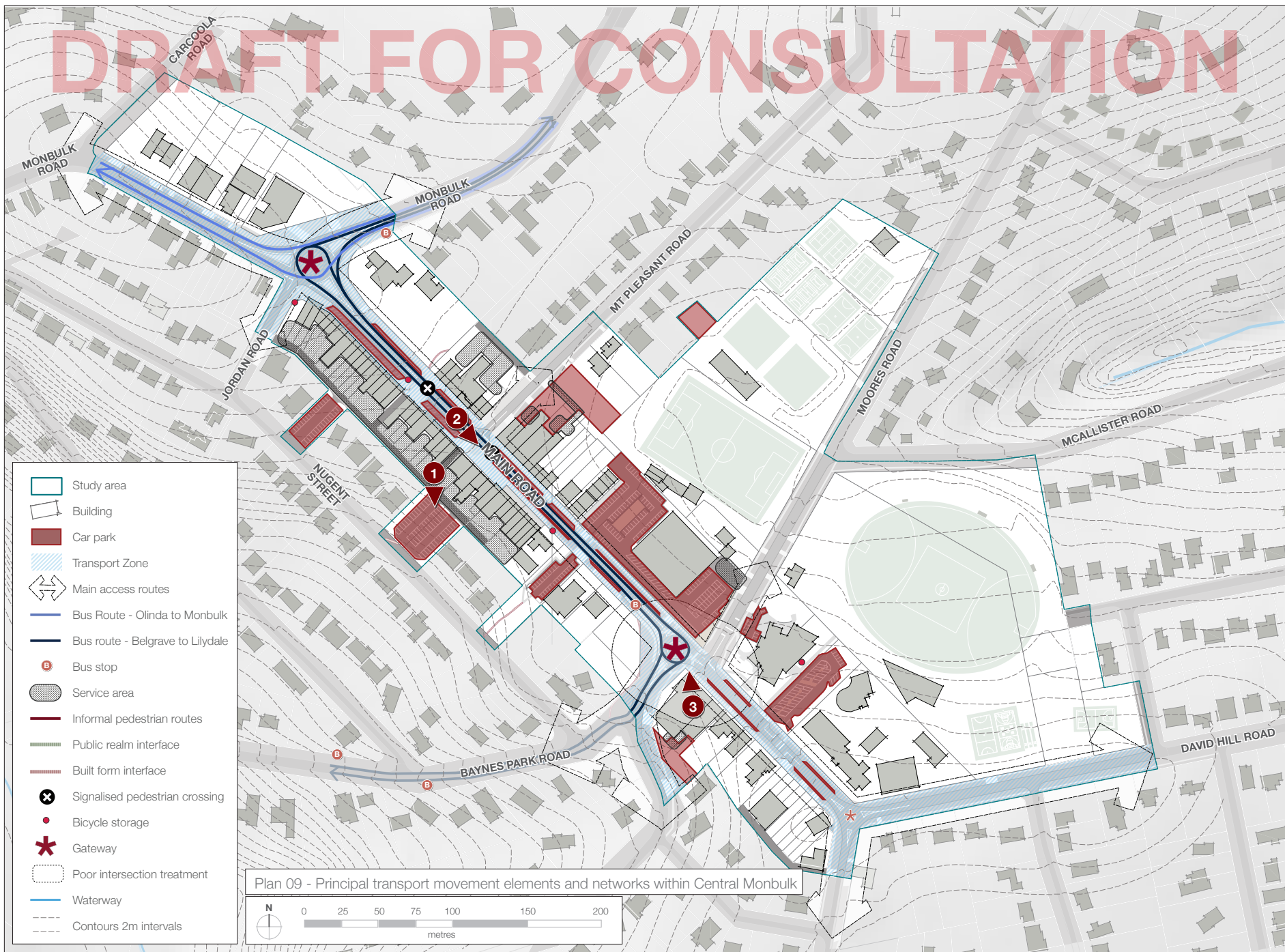
Car parking is a prominent land use within central Monbulk. In addition to the on street carparking along Main Road, a significant supply is provided off street. The majority of this supply is also accessed via Main Road. With the exception of the car parking adjacent

to the supermarket most off-street car parking is not visible from Main Road (often set behind buildings).

Servicing & loading

Servicing and loading areas are well hidden from the Main Road streetscape. Most access points to the service and loading areas are away from Main Road helping to reduce their visibility.

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2.8 Movement - Pedestrian

The low scale and linear street network provide a strong foundation for walkability in Monbulk. However, some challenges regarding infrastructure provision, access and topography need to be considered.

Existing Path Network

The path network of Monbulk overall provides good level of connection from close adjoining residential areas into the Main Road Activity Centre. Width and location of the footpath is variable ranging from 10m along sections of Main Road to 1.5m on connecting streets.

Informal Path Network

Service lanes, arcades and vacant land complete the remaining pedestrian movement locations. They provide links to the residential land south of Main Road and links between the open space areas to the north.

Laneways/arcades

Laneways and arcades are a prominent contributor to pedestrian movement. Only one arcade prioritises pedestrian movements, it is currently being activated with outdoor dining. The remaining areas prioritise vehicle movements, however their narrow width and poor sightlines creates safety issues.

Crossing Points

Only two signalised crossing points are provided along Main Road, however they are not equally distributed. Crossing points are provided at the Emerald-Monbulk Road roundabout, yet they prioritise vehicle movements.

Pedestrians utilise informal crossing points at visually convenient locations adjacent to the RSL Club and supermarket, and at the Monbulk Road roundabout.

Movement Barriers

The lack of crossing points and high traffic volume on Main Road is the most problematic movement barrier.

Conflicting traffic movements at the Monbulk Road and Emerald-Monbulk Road roundabouts also provides a



Image 17 - Informal path through Monbulk Sanctuary



Image 19 - Signalised Pedestrian Crossing (near Mt Pleasant Road)

barrier to pedestrian movements.

Other barriers are located adjacent to open space and are characterised by fencing, grade changes and building location.

Universal access

The treatment of some kerbs and the topography of Monbulk provides challenges for those with a mobility impairment.



Image 18 - Connection between Main Road & Helen Chandler

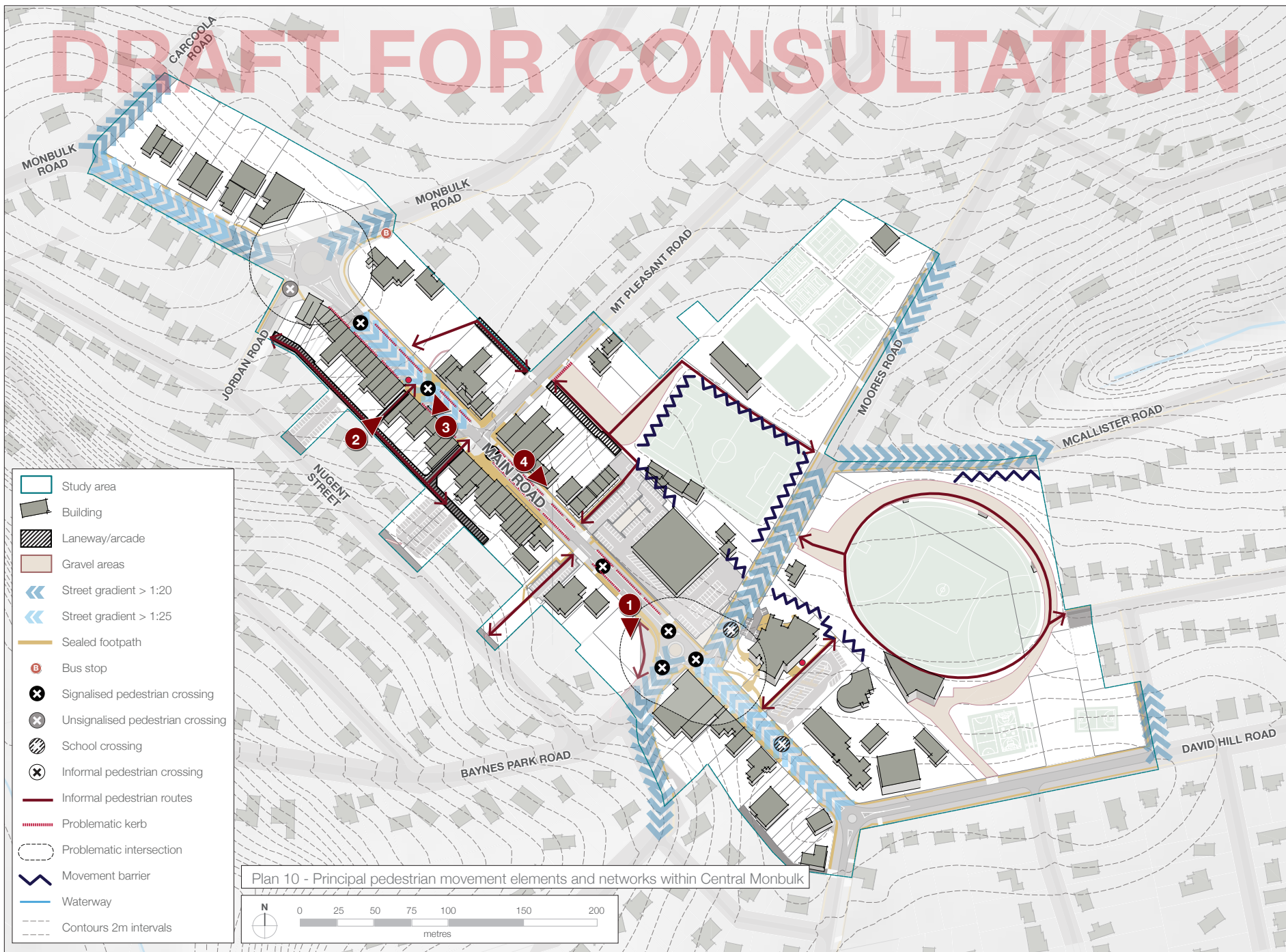


Image 20 - Low rise kerb barriers along Main Road parallel car parks

Kerbs along the north-east side of Main Road are raised above both carriageway and the footpath with intermittent garden beds further reducing accessibility.

Most streets connecting into Main Road have significant grade changes and this has an impact on the useability of some footpaths.

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2.9 Built Form

Monbulk is characterised by its low scale built form on generous lots associated with all land uses.

Along Main Road most built form consists of fine grain retail tenancies that are attached and have consistent setbacks to the street with an active frontage.

Most of Monbulk's built form dates from the postwar era, with the occasional building predating this or being more contemporary.

Building height

The low scale built form of the postwar era results in only three buildings along Main Road being more than one storey in height. Given this issues such as overshadowing and overlooking are not common in Monbulk.

The Monbulk Living and Learning Centre (MLLC) is a taller building. However as it is sited below ground level Main Road, only the second storey is visible from the street.

A two story building with 'shop top' housing is under construction at the corner of Main and Jordan Roads.

Building siting

Most buildings along Main Road present directly to the street with no setback. Commercial buildings also have generally no side setbacks which provides Main Road with a continuous but active streetscape.

Larger buildings such as the RSL Club, supermarket, MLLC and Monbulk Primary School are setback further.

Another key feature of Monbulk's built form is that buildings are sited to complement the topography of the area. Cut and fill for development is minimal.

Landmarks

Architecturally, there are no visually prominent built form designs along Main Road. The landmark features are the surrounding hills which can be seen along Main Road.

Anchor Uses/Strategic Sites

There are six key strategic sites (clustered in two anchor areas) which help to structure the built form layout of Main Road.



Image 21 - Typical appearance of fine grain retail tenancies with active frontage along Main Road responding to topography



Image 22 - St Georges Anglican Church

The first area include two large sites at the Monbulk & Main Road Roundabout, being a trade supplies and the St Georges Anglican Church. The buildings are small, but the sites themselves are located at the high point of a ridgeline adjacent to the major gateway into Monbulk. They are visible from most vantage points at the north-west end of Main Road.

The second is the group of buildings at the Emerald-Monbulk Road and Main Road roundabout (including supermarkets, the MLLC, and Monbulk Primary School). The building themselves have some architectural qualities, but the high visibility to and



Image 23 - Monbulk Living & Learning Centre

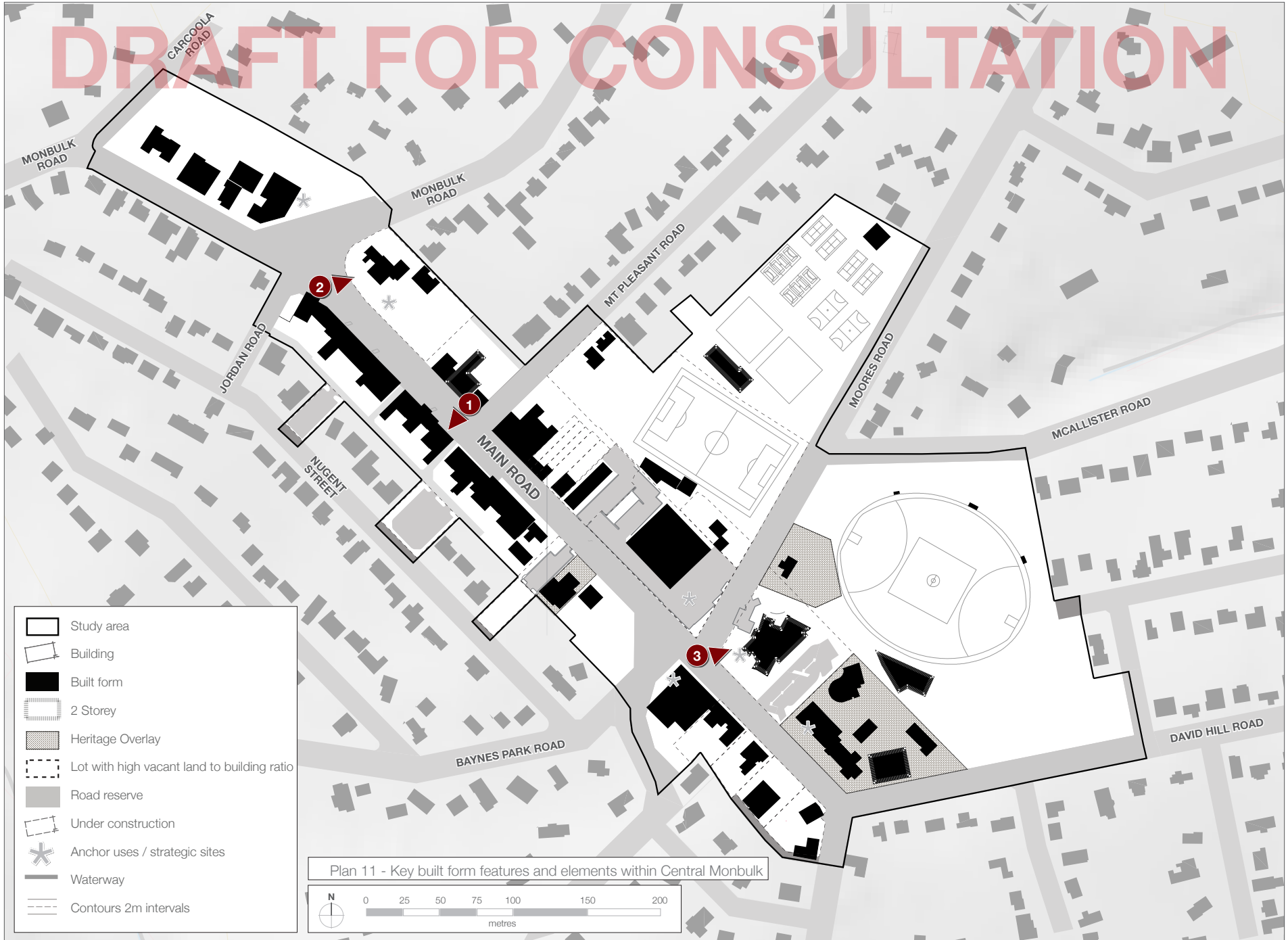
through the sites means that each of these buildings can be seen from most vantage points.

Land to building ratio

Due to the generous lot size, many buildings occupy a small area of the lots. Many of these lots are on the northern side of Main Road, with underutilised land to the rear. Larger landmark sites such as the supermarket sites and the MLLC also have ample space around their buildings.

There are also a number of lots in close proximity to Main Road that are vacant.

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2.10 Interfaces

The land use and built form structure of central Monbulk results in an urban pattern that presents a divergent set of interfaces, internally and externally.

Car Park Interfaces

Car park interfaces are characterised by the existing street network or boundary fencing. The fencing interfaces block viewlines into and passive surveillance of the car park. This creates safety issues for drivers and pedestrians, especially at corners of the car park which tend to be concealed spaces.

Inactive Interfaces

Presentation to Main Road is important to ensure the streetscape is activated. Blank walls and frosted glass along Main Road present a challenge to ensure the streetscape remains activated. These inactive interfaces are suitable for more sensitive uses however their use in prominent locations or clustering can create public realm amenity issues.

Direct Residential Interface

Residential uses predominantly surround the Main Road Activity Centre. However as most interfaces are rear property boundaries and the low scale built form is obscured by deep lots with landscaping, significant amenity issues, such as overlooking and overshadowing, are minimal.

Other Residential Interfaces

Generous road widths help to enforce separation between residential and non-residential uses along Main Road and Moxhams Road. In predominantly residential streets such as Nugent Street, management of built form to not detract from residential amenity requires design treatments such as top storey setbacks, car parking to the rear and ample front setbacks for planting.

Open Space Interfaces

Open space in Monbulk generally has good visibility from the street. For interfaces adjoining other land uses they are typically blank walls or high fencing.



Image 24 - Main Road separating residential and non-residential uses



Image 25 - Typical inactive interface (obscured glazing)

These treatments are not appropriate, as they hide the open space, creating safety perception issues and under use. This is evidenced at Moores Road Recreation Reserve and the open space along Main Road. Separation of open space areas by a street allows for built form to front to the open space and provide the passive surveillance to improve activation of the space.

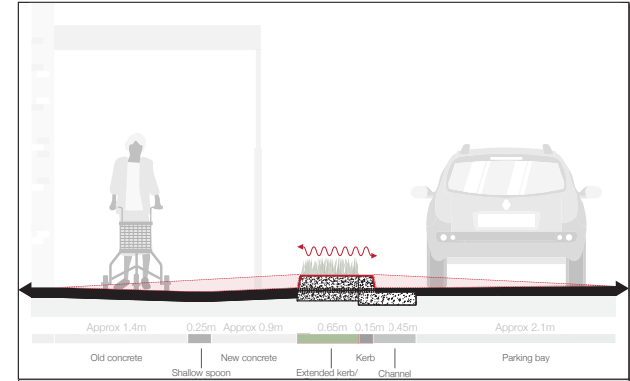


Diagram 02 - Main Road kerb interface between footpath and car park



Image 26 - Residential uses adjoining service and loading area

Heritage Interfaces

Most interfaces to heritage places in Monbulk are positive as all heritage places have streetscape presence.

For property boundary interfaces, consideration needs to be given to the built form of the place as well as its curtilage. The interfaces should be sympathetic to the place and not detract with overshadowing or obscured viewlines.

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