

- 1. An extension to the proposed public exhibition as it is poorly timed and lacks duration for the scale of an unprecedented development such as this to be appropriately considered. As several weeks of this proposed exhibition are in the busy holiday period, we feel it needs at minimum another 4 weeks public exhibition.**

Industry standard consultation periods for strategies, plans and development proposals typically last for 4 weeks (or 28 days). For the Monbulk Urban Design Framework this is the February period which has an intensive range of engagement activities throughout. This was selected to align with when community would have returned from school holidays and have the best opportunity to participate.

It was noted that community may have time on their hands over the Christmas and New Year's period, so it was decided to add this onto the main 4 week period in case community wanted to get an early start on the engagement.

This significantly longer engagement period was proposed at the Council meeting of 13 December 2023.

In response to your concerns raised at this meeting, Council heard your feedback and resolved to extend the consultation period for a further two week period, with the updated closing date now 12th March 2023.

- 2. Being that this redevelopment will have such a major impact on people's lives, should it not receive the opportunity to reach all people of Monbulk and surrounding areas?**

All community members have the opportunity to participate and submit in this engagement process. In particular, Council have heavily promoted the engagement through our social media channels, local newspapers, posters in shop windows, and a display in the Monbulk Living and Learning Centre.

Key representative community groups have been contacted and encouraged to promote the consultation through their own networks to further increase reach, and a large range of in-person and online sessions have been scheduled to enable meaningful conversations.

The UDF has been placed on Council's website, and is one of the first items on the Shaping Yarra Ranges webpage. Anyone can provide a submission.

- 3. Who are the key internal and external stakeholders (pg.16) of the design framework? Is there any bias?**

The range of stakeholders is broad and seeks to include all relevant parties. This has been approached in genuine good faith and we are unaware of any bias in this process.

The internal stakeholders who have assisted in the development of the Urban Design Framework are subject matter experts employed by Council in a range of fields including (but not limited to):

- *Drainage engineers*
- *Traffic engineers*
- *Economic development officers*

- Town planners
- Environmental scientists
- Emergency management responders.
- Recreation planners
- Access and Inclusion experts

The key community members included those from a range of different backgrounds:

- Disabled persons and their carers;
- Members of the Monbulk Business Traders association;
- Members of the Monbulk and District Community Working Group MADCOW (a local organisation comprising residents, business owners, sporting clubs and community leaders).
- Older residents who reside in Monbulk;
- Stakeholders who asked to be kept informed who were provided an overview of the upcoming work and consultation.

4. Precincts, preferred development character – could you please describe in the public submission – what are precincts?

Page 33 of the Draft Monbulk Urban Design Framework describes why precincts have been used within the development of the Urban Design Framework.

The overall town centre that forms the UDF is quite large, so the study area was broken down into more easy-to-understand areas that have similar land uses or are defined by major edges including roads, rivers, or land uses. Each area is referred to as a precinct, which is a standard English language convention to describe a place or space that is associated with a key element such as a building or use. You could also think of it as an area or zone, but precinct is more commonly used in planning.

This was intended to help community focus on the relevant issues and opportunities in each area, rather than having to comprehend the whole centre all at once.

5. What is preferred development character and who defines this?

Neighbourhood character is essentially the look and feel of a place that gives it a unique identity, and emerges from a combination of all buildings, streetscapes, landscaping and open spaces.

Defining the preferred character requires undertaking an analysis of an area to observe patterns in the building types and sizes, the valued aspects of the streetscapes and open spaces, then compares this with what the future needs of that community will be and how to enable those needs to be met while still keeping the desired character.

In Monbulk the community have provided valuable perspectives on what makes up the Monbulk character, while informing Council of what their needs are and future desires. This is combined with insights from demographic data to arrive at a recommended preferred character. The community can contribute again as part of the current UDF consultation process.

6. Will the existing zoning of commercial/mixed use and public land change? Will you please detail this on the public framework submission?

No rezoning is proposed as part of the Urban Design Framework.

There is Council-owned land that has been set aside for housing close to the shops. This has been recommended in the draft UDF to continue to be allocated for housing given community advocacy for increased access to age-friendly homes.

If the proposed Village Green were to be enlarged in line with Option D in the Addendum to the UDF, then this land would need to be rezoned, most likely to PPRZ. This would require a Planning Scheme Amendment which is a separate statutory process governed by the Planning and Environment Act 1987, that includes public exhibition. This is not Council's preferred option for the Village Green.

Likewise, if the narrow strip of land to the north west corner of the Village Green were to be offered for housing (Options A and B in the Addendum) then this too would require rezoning to a suitable residential zone.

The process for any future rezoning as part of a planning scheme amendment is further explained in the Addendum to the Monbulk Urban Design Framework (pages 5 & 14).

- 7. If there is going to be a change of zoning, will landowners be notified in the public draft, as this will attract the new windfall gains tax of up to 62.5%? Are you proposing to rezone Monbulk to create a windfall for the State Government?**

In accordance with the planning scheme amendment process under the Planning and Environment Act 1987, any proposed rezoning must be publicly exhibited and affected land owners and occupiers directly notified along with other statutory requirements. Council may also undertake more extensive consultation than what is required under the Act.

Any rezoning is to give effect to strategic policy directions consulted and agreed to by the community and adopted by Council. The private land development options in the UDF only clarify what is possible in the current planning controls and does not exceed what is currently possible. While we do not believe there are any Windfall Tax implications, we confirm this was not a driver for any of the design approaches in the draft UDF.

There are strict thresholds before windfall tax is applied, and we do not expect the UDF would introduce any changes that could trigger this. Further information on the State Government's windfall tax and how it operates is available from <https://www.sro.vic.gov.au/windfall-gains-tax>

- 8. The key design opportunities and challenges at point 7 states, "Celebrate arrival to Monbulk with treatments at key gateways" ... Can you please explain what treatments are (pg.19, pg.22)?**

Treatments, in the context of urban design, are civil works or landscape improvement such as tree planting, paving or public art. Such treatments are commonly found when arriving in rural town centres to signal arrival in the commercial core of a township where services are generally located. This can also be achieved through well designed buildings that are attractive and recognisable.

- 9. Can you please explain what 'gateways' are?**

The gateway concept mentioned is the defining of an entrance or exit through well designed buildings, high character tree plantings or changes in road design. These are experiences of

the area that act as visual transitions between different spaces for the people who live, work, or visit these places. Sometimes they can also be marked with an artpiece or signage. There is no literal gate involved.

10. You state that these 'gateways' interface to residential land, how is this a challenge and why?

Planning development next to residential land can be challenging as it needs to be respectful of the amenity of the adjoining property. For example, if somebody wants to redevelop their land fronting Main Road they would have to consider the impact this could have on any adjoining residential properties, such as overshadowing and privacy, and as such they should be designed sympathetically to respect those properties.

11. Can you describe what we can expect when we arrive at these gateways?

We have not yet designed these areas, however we anticipate it could include a well-designed open space, some tree planting that is characteristic of Monbulk, and maybe in time some new buildings that create a recognisable sense of arrival to Main Street. Community have advised the current experience of arrival is poor and many people just drive straight past which reduces support for local businesses.

The specific design would be subject to community consultation and design development that reflects the identity of Monbulk.

12. Can you please explain if the 'gateways' will be restrictive in nature so as to be considered discriminatory or unconstitutional?

The Victorian Charter of Human Rights sets out the basic rights, freedoms and responsibilities of all people in Victoria, and all local governments must act consistently with the human rights in the Charter.

These gateway treatments will promote access and celebrate Monbulk as a town centre attractive to visit. They foster increased participation, not less.

13. What is the purpose of a slip lane at his entry point? For what use? To interrogate you?

As further outlined on Page 76 of the draft Monbulk Urban Design Framework, the purpose of the slip lane adjacent to the roundabout is to create a safe place for customers to park their cars near the hardware store without the need to worry about conflicts with the current heavy traffic that passes by.

The slip lane means they can re-enter Monbulk Road in a forward motion, without needing to reverse onto a major road. As with any other road and carpark arrangement, it is there to help community travel safely, but people can choose not to use it and decide to park in other designated areas in Monbulk.

14. Point (4) states that enhanced connections between Moores Rd Recreational reserve and Main Road will create challenges of bushfires, how is this bushfire risk being mitigated?

Enhanced connections between Moores Road Recreation Reserve and Main Road will improve sightlines and people's ability to access designated points of refuge within the town in the event of a bushfire.

- 15. What is the regular maintenance schedule that will minimise bushfire risk? Who would perform the regular maintenance to minimize the risk? What are safeguards in place to ensure the maintenance is done correctly?**

The State Government, the Country Fire Authority and Fire Rescue Victoria together monitor, mitigate, and maintain bushfire risks. Council is routinely informed of their maintenance schedule.

With respect to Council owned land, the maintenance is undertaken regularly to minimise bushfire risk, including assessment of tree health, regular mowing of lawns and removal of vegetated debris.

The community are informed of practices to mitigate risks, such as controlled burn offs through media advertisements and Council notifications, to make the community aware of the activity.

Further information on bushfire maintenance is available from the CFA website www.cfa.vic.gov.au

- 16. Another point (9) states 'Provide end-of-use facilities within precinct for public use' Please define in the public submission what is an end of use facility?**

An End-of-use (more correctly referred to as end-of trip) facility is the technical term used for public toilets and showers. The term 'end-of-trip' relates to someone riding their bike or walking to a place and requiring somewhere to change their clothing after they have finished their activity.

Some end of trip facilities also provide lockers and safe storage for people's personal equipment such as their bicycle.

- 17. How does lack of housing diversity (your challenge) relate to end of use facility?**

They do not relate to each other.

- 18. Point 11 mentions electric vehicle stations, does the electric vehicle station conflict with intersection treatments? What is an intersection treatment and how is it risky to electric vehicle station?**

Electric vehicle stations are charging stations located within car park areas so people with electric vehicles can recharge their battery.

Intersection treatments, for example the building of a roundabout or installation of traffic lights, are located separate from carpark areas and would have no implications for the charging points.

19. What are the safeguards for electric charging stations within close proximity to Main St in light of the recent explosions across the world with electric vehicles that can't be extinguished? Could you please clarify in your draft?

We are aware of very rare incidents of fires related to charging stations. The instance is extremely low, and the technology continues to be improved to further reduce this risk. We know an increasing number of our community are moving to electric vehicles so we want to support local business by including these charging stations within the centre.

During the detailed design stages of each project the community will once again have the opportunity to provide input into the provision of electric vehicle charging points. We have also been working with EVFireSafe.com who liaise with the CFA and provide related training for their volunteers.

28. Under concept design sites (2) the draft proposes that the St George Anglican church redevelopment plan includes more dwellings and intends to create a bookend, please explain what a bookend is. Could this be misconstrued as a road block?

The use of the word 'bookend' is a common planning reference to describe the use of two similar elements (e.g. landmark buildings) that are positioned at either end of a street or shopping strip to frame that space. They are a visual gesture that shows you have reached the start or end of an area.

A bookend is not a road block, and could not be used as a road block.

29. Could the public draft please explain in detail what the 20 minute neighborhood looks like in operation and will the principles of the 20 minute neighborhood limit or restrict movements outside of the Monbulk neighborhood?

The concept behind 20 minute neighbourhoods is simple – communities are designed to make sure everything you need day-to-day is close to home and a walkable distance away. The intent is for people to be able to move about easily and freely without being burdened by excessive travel or costly transport options. It aims to improve movement and access, rather than preventing it.

Previously, towns had been designed over time to be very car-focused and forgot about people, which often resulted in sprawling urban areas. In an ideal community, all of your services – supermarkets, stores, doctors, community hubs – should be accessible within 20 minutes, however you get around. Having walkable towns means that people who drive can still get around easily, but so can younger people or those who choose or need to walk, ride or use a mobility device. It has a positive flow-on for physical health and making people feel connected with their communities.

Of course you can choose to go to other centres for these activities, however having options close by improves people's quality of life.

Further information on the State Government's 20 minute neighbourhood policy can be found at <https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood>

30. Would there be consequences for travelling outside of our 20 minute neighbourhood? Will living in a 20-minute neighbourhood be required?

The 20-minute neighbourhood is a principle to improve people's choices. If people decide to travel further for these activities, then they can go to other centres unencumbered.

Travelling outside of the 20 minute distance only impacts on the quality of life, time and travel cost for the person deciding to travel further for these basic needs, however there is nothing to prevent a person choosing to do this.

31. What will the projected population be of the Monbulk 20 minute neighborhood and how will employment be achieved for that population within 20 minutes seeing as 55% (or 58387) of Monbulk residents currently work outside the area?

The population of Monbulk-Silvan in 2023 is 5,077, by the year 2041 it is expected that the population will have grown by 152 people to 5,229.

Jobs within Monbulk township are likely to be retail and local community services, or home based businesses. Nearby, outside the Monbulk township, are a large range of agricultural activities which often employ locals. The recent increase in popularity of working from home has meant more people can work locally in Monbulk, especially those with office-based roles.

There are, however, a large range of industries sectors that are not offered in Monbulk and hence people employed in these professions would need to travel outside of Monbulk for their work life.

32. Provide clarity on all aspects of this ambiguous draft Monbulk Urban Design framework word salad to allow full public transparency to the public and a full and clear comprehension of what is being proposed for our community?

We understand that sometimes jargon can creep into complex planning exercises such as the UDF. To help with this and in response to your concern we have created a glossary of terms which provides an explanation of commonly used urban design terms and is available on Council's website. This has been reviewed by people who are not in the planning industry to test whether it makes sense and is easy to read. We appreciate you bringing this to our attention.

We trust this satisfactorily addresses any confusion, however Council staff can also further explain any terms if needed.