



WELCOME
TO

MONBULLOCK

MONBULLOCK TOWNSHIP DRAFT URBAN DESIGN FRAMEWORK

Feedback Report for the
community review of Draft
Urban Design Framework

July 2023

REPORT PURPOSE

The purpose of this report is to outline the key issues and feedback received on the proposals and actions of the Monbulk Urban Design Framework that generated the most responses.

The community feedback has been sorted into 20 themes, with the key issues generated within each theme highlighted, and followed by responses to the feedback raised about the key issues. In some instances it is proposed to make changes to the Monbulk Urban Design Framework to resolve the issue or implement an idea.

This 'Feedback Report' is to be read in conjunction with the 'Engagement Report', which is a higher level report that focusses on presenting the numbers and frequency of commentary received during the Community Consultation period.

THE THEMES

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There were **72 comments** received on the theme around 'Accessibility'. The commentary was concerned with a number of matters including (but not limited to): improved access throughout Monbulk, provision of cycling infrastructure and universal access consideration.

2 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Pedestrian access between Main Road and Village Green	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Village green pedestrian links to Main Road are essential”. “Main Rd/Village Green links revitalisation is supported”. 	<ul style="list-style-type: none"> Noted. The pedestrian access between Main Road and the Village Green will be considered as part of the future masterplanning process of the Village Green. This will require input from Woolworths, and business operators working with Council to achieve a mutually beneficial outcome.
02 - Pedestrian access between Nugent Street and Main Road	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “A formal path from Nugent Street would be beneficial”. “It will be good to have access from Nugent Street into the carparks at the back of the shops and medical centre. This will be really good for people with mobility scooters and walkers or prams”. 	<ul style="list-style-type: none"> Noted. Any pedestrian access provided between Nugent Street and Main Road will need to be Disability & Discrimination Act compliant to maximise usability of paths.
03 - Cycling infrastructure	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “We are definitely in need of some cycling paths”. 	<ul style="list-style-type: none"> It is noted that there is a lack of dedicated bicycle paths within Monbulk. Unfortunately, the topography and narrow widths of road reserves does not provide the opportunity to retrofit bicycle paths within Monbulk. An alternative will be to identify streets in Monbulk that are suitable for cyclists to share with other road users. Provision for end of trip facilities (such as a shower and locker) will be considered with any redevelopment of Council facilities (such as the Monbulk Living & Learning Centre).
04 - Bike lane on Nugent Street	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “A bike lane on Nugent st is redundant. it is a nice quiet st to ride on as it is”. “The proposed bicycle lane seems dangerous on such a narrow road for cars cyclists and pedestrians. The street would be better served with a footpath as Nugent st is a very busy street for walkers and children going to school”. “Cycle path along Nugent st is an excellent idea.” 	<ul style="list-style-type: none"> The narrow road reservation of Nugent Street will not allow for the provisions of an off road cycle path or a dedicated on road bicycle lane. It is recommended that Nugent Street be identified as a bicycle priority street with clear demarcated markings.
05 - Purchase of 43 Main Road	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Love the planned 43 main road development. It makes sense to review the use of this vacant land and improve pedestrian access to other precincts”. “I agree with connecting the Main rd to the rear of the shops at 43 Main rd”. 	<ul style="list-style-type: none"> Noted. Purchase of 43 Main Road will be recommended for consideration as part of the Village Green Masterplan project.
06 - Improved path networks through central Monbulk	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “More foot paths and safer walking and bike tracks all around Monbulk”. “The proposed new pathway network improves connectivity and encourages better exercise within the community”. “The idea of being able to walk so easily to facilities makes sense”. 	<ul style="list-style-type: none"> Noted. Key pedestrian links have been recommended for construction - such as a path around the Monbulk Recreation Oval or upgrade such as the gravel path from Nugent Street to the RSL car park.



07 - Pedestrian access between Monbulk Recreation Reserve and Village Green

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “A stronger connection to village green and reserve is needed (consider a shared use connection across Moores Rd)”. 	<ul style="list-style-type: none"> It is acknowledged that a safe passage between the recreation spaces must be provided for pedestrians, however this needs to be balanced with the fact the Moores Road facilitates a significant north-south corridor of traffic into the town centre. Two raised pedestrian crossings have been suggested at locations on Moores Road where pedestrians are likely to want to cross, however both are unlikely to be needed. The ultimate location of a pedestrian crossings will be determined upon completion of the Village Green masterplan process.

08 - Support Main Road streetscape ramps

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Ramps connecting the roadway and foot path and the art at the roundabout are good ideas”. “Yes better access to shops rather than little steps and bushes at the moment - but not to compromise on number of parking spaces”. “The proposal of ramps on the parallel parking side, north side, is not feasible due to the width and fall of proposed ramp and the storm water drainage aspect”. 	<ul style="list-style-type: none"> Universal access has underpinned the design vision of the Monbulk Urban Design Framework, through consultation with Council’s Disability Advisory Committee. The collaboration with this committee has enabled key access points such as the level difference between Main Road and the adjoining footpath to be addressed. A drainage, car parking and traffic assessment will need to be undertaken prior to any detailed redesign of streetscape.

PROPOSED CHANGES

- 1. Remove bicycle lane from Nugent Street.**
- 2. Identify Nugent Street as a cycling priority street.**



There were **72 comments** received on the theme around 'Affordable Housing'. The commentary was concerned with: potential social issues associated with affordable housing, availability of housing to Monbulk residents, and the provision of too much housing.

3 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Fear of public housing

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "No public housing should be considered on or near these public areas". "I hope this includes elements of public housing for those on low income as well as for the aged". 	<ul style="list-style-type: none"> No social housing is proposed as part of the Village Green redevelopment. The development will be undertaken by a private developer, however in accordance with State Planning Policy¹ they will be required to provide some affordable (subsidised) housing as part of the redevelopment. Prior to the redevelopment occurring a Masterplan design of the Village Green space, Planning Scheme Amendment and Planning Permit application process will be required to be undertaken. Each of these processes will require Public Consultation.

02 - More housing diversity is required

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "Housing is needed now. Not in 10 years time". "We understand the tensions that are felt around the need to house residents, workers and tourists in towns within the Yarra Ranges Shire. However, supply and demand is likely to mean that residents may find better accommodation options outside of high-tourist destinations or on the outskirts of towns". "There is a need for more housing in Monbulk. There are very few opportunities to rent or buy a home in Monbulk". 	<ul style="list-style-type: none"> Council is aware of the housing shortage problem in Monbulk and more broadly the Yarra Ranges. Land at 2-6 Mount Pleasant Road is already zoned low density residential to allow for some residential development. This site will be a priority for providing some immediate solutions to the housing problem. Through the future masterplanning and planning permit application process, consideration of the types of housing (such as townhouse, units and/or low scale dwellings) will be undertaken.

03 - Social issues of affordable housing

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "With the village demographic changing and "Affordable and Social Housing" i.e. State Government housing will come social issues and whilst it is a sentiment that the Council seems to like, it is certainly NOT what residents want in our town". "As generalised as this might sound, where low cost housing is put in place the rates of crime, violence and substance abuse rise and that is not what we want in Monbulk!" 	<ul style="list-style-type: none"> It is a priority of Council's Health and Wellbeing Plan 2021-2025 to 'Improve mental wellbeing and social connection'² and with the advocacy of social housing principal to helping address this issue. It is a generalisation to say that social housing will automatically result in an increase of anti-social activities, many of these activities occur in areas where no social and affordable housing is provided.

04 - Real affordability of housing

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "The homes will be unaffordable by the cohort you say you are targeting". "Concerned about who is going to be funding the houses and how the 'affordable housing' will be distributed". 	<ul style="list-style-type: none"> Council cannot control or influence the market conditions that drive real estate. Council can advocate to ensure a range of housing forms and types will need to be considered, this includes provision of some affordable subsidised housing as per State Planning Policy. The detail and design of the housing will be undertaken as part of a future planning permit application.

05 - Concern housing is not for Monbulk residents

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "It would be great if this project could be put to the community to potentially purchase and work with a builder to deliver the housing, rather than it simply sold. Keeping opportunities within the community". "We would like to see age appropriate and energy efficient dwellings built with preference given to Monbulk residents". 	<ul style="list-style-type: none"> No private real estate anywhere in Australia can exclude buyers or renters based on their suburb or locality of origin. Council can advocate to ensure that residents within Monbulk have the first opportunity to purchase or rent the dwellings, but ultimately it is a decision for individual landowners.

1 Department of Transport & Planning – Yarra Ranges Planning Scheme Clause 16.01-2S – (Housing Affordability).

2 Yarra Ranges Council – Health and Wellbeing Plan 2021-2025 – pg.34



06 - Too much housing has been provided

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • “Far too much medium density housing”. • “Too much housing proposed will outweigh the benefits of parkland and open space”. 	<ul style="list-style-type: none"> • Currently the population of Monbulk-Silvan is 5,077 and by 2041 it is expected to be 5,229¹, a modest increase around 150 people. The Urban Design Framework proposes some housing to help to accommodate this growth – generally speaking many structure plans develop housing on a model of for every 2.8 residents a dwelling should be provided², currently in Monbulk there is 2.7 residents for every dwelling³. Using these figures alone Monbulk would need to provide at a minimum between 54 and 56 dwellings. Currently Council’s preferred option B of the Urban Design Framework accommodates 58 dwellings. However not all areas as shown will need to be developed for housing as projected population rates may fall and some of the shoptop housing that could be provided along Main Road will absorb some of this growth. • Consideration of feedback provided has indicated a strong disapproval for the housing proposed at the Monbulk Tennis and Netball clubs. It is recommended that the proposed housing at the Tennis and Netball Courts can be removed from the Urban Design Framework, on the basis that there will likely be a supply of housing provided in Main Road through shop top developments, in the short term. As a contingency, an indicative sketch of the of the lot layout and a footnote should be included around these clubs identifying a review of the population trends, housing availability and usage of the Netball and Tennis Clubs in Monbulk in 10 years may require the land to provide housing.

PROPOSED CHANGES

1. **Remove proposed housing from Monbulk Netball and Tennis Club sites.**
2. **Include a sketch option and footnote outlining future review of Monbulk Netball and Tennis Clubs sites for housing suitability.**
3. **Highlight in the footnote that the provision of like for like facilities should be considered as part of the review.**

1 Forecast.Id – Monbulk-Silvan Population Forecast (2023) – <https://forecast.id.com.au/yarra-ranges/about-forecast-areas?WebID=200> – Accessed 1 June 2023.
 2 Victorian Planning Authority (various) – Precinct Structure Plans <https://vpa.vic.gov.au/metropolitan/interactive-status-map/> - Accessed 1 June 2023
 3 Australian Bureau of Statistics - 3793 Quick Stats (2021) <https://abs.gov.au/census/find-census-data/quickstats/2021/POA3793> - Accessed 8 June 2023



There were **97 comments** received on the theme around 'Aged Care Needs'. The commentary relates to: the opportunity to age in place, the provision of a retirement village and/or aged care facility, and the design of the housing needed for the elderly.

1 change is proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Opportunity to age in place

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "The building of more ageing in place homes would definitely be a good asset for the town". "The new proposed housing will enable ageing in place and greater diversity, close to the town centre". 	<ul style="list-style-type: none"> Noted. Council is aware of the concern from the Monbulk Community that not enough provisions have been made to enable residents to retire and remain in Monbulk. The Urban Design Framework has suggested several ideas for the community to consider including the provision of low scale housing at the Village Green and Netball/Tennis Courts, shop top housing along Main Road and the potential for aged care at the St Georges Anglican Church site. With the feedback from the community we will look to ensure the Council progresses with options that consider what the broader community wants.

02 - Request for a dedicated aged care facility

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "What happened to the original plans for an Aged Care facility. I would have thought with an ageing population that would have been more appropriate". "Concern that the Independent Aged Care Living facility, originally suggested for the soccer ground has been shelved". 	<ul style="list-style-type: none"> Council cannot impose the requirement for a dedicated aged care facility on any public land, nor is Council able to develop public land for an aged care facility or residential land. The development of this housing or aged care facility will be subject to the discretion of a private developer.

03 - Proposed multi storey housing unsuitable for elderly

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "Multi storey apartments aren't appropriate for the aged". "I feel it would not suit the elderly population to have multi story town houses. It would be far more appropriate to keep the houses one story with a small yard that easily maintained". 	<ul style="list-style-type: none"> The proposed housing developments in the Monbulk Urban Design Framework are high level concepts only. The formal design of the buildings will be undertaken as part of a future Planning Permit Application. From the feedback we have received from the community many would like to see a mix of housing types provided including small individual dwellings, townhouses, over and under product and shop top housing. Some of the product that is to be designed will be cognisant of the needs for the elderly community.

04 - Request the Village Green be turned into aged care facility or retirement village

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "There is enough land at the soccer ground for a retirement home which can then utilise the bowls club and increase their membership. They are close to all shops and medical facilities". "The old soccer oval would be perfect for some aged care home". 	<ul style="list-style-type: none"> Council has been trying to balance the needs of the whole community including aged care housing, affordable housing, and provision of passive open space. The old soccer pitch site represents a largely flat site near to the town centre. The site is large enough for both housing and open space as has been shown in the Village Green Addendum. The complete repurpose of this site into an aged care facility will not enable Council to provide a suitable outdoor space close to the town centre for the community and visitors who do not wish to partake in physical sport.

05 - Proposed site at St Georges Anglican Church is not suitable for aged care facility

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "I am understanding of the building proposed at (St Georges Church) for the purposes of retired living/nursing homes but I feel it would be better suited to the nearby Mt Pleasant Rd or Moores Rd. It's the only picnic area we have in the Main Street and is also used for the towns markets". "The development of the land of st George church is again completely going to ruin the feeling of the town". 	<ul style="list-style-type: none"> Noted. By providing a Village Green space at the soccer pitch site, for a playground, markets and general outdoor gatherings Council has identified that the space adjacent to the St Georges Church may become redundant. An idea proposed was the consideration of the space to hold a 3-storey building that potentially encompasses an aged care facility (Key Place 5.2.2). The site is suitably flat, closer to the Main Street and with the provision of a bus stop more easily accessible to other larger centres. However, as both the Anglican Diocese and the community are unsure of this idea, the proposal will be removed from the Urban Design Framework. Council will continue to work with the community to identify other sites within Monbulk that may also be suitable for an aged care facility.

PROPOSED CHANGES

- Remove proposed 'St Georges Forecourt Redevelopment' proposal from Urban Design Framework.**

BUILDING FORM / HEIGHT



There were **328 comments** received on the theme around 'Built Form / Height'. The commentary relates to: the potential future height of buildings, the amount of potential development and the potential amenity impacts from new development.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - 3 Storey built form is too high for Monbulk (and the Hills).

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Not too sure on the three-storey facilities 2 story at best suitable for area”. “Two and three storey buildings seem very inappropriate for the main street of Monbulk”. “Keep the area low level buildings. It will destroy the beauty of the area”. “Councils planning schemes have given us a low building line by limiting the height to 2 levels and that has set the standard that we expect in a small town”. 	<ul style="list-style-type: none"> Currently the land adjacent along the length of Main Road is zoned Commercial 1. Under the provisions of Commercial 1 zoned land there are no mandatory building heights. Building heights and setback controls can be guided through the application of a Design and Development Overlay but this is as long as the 'Height and setback controls can be appropriate so long as they are not aimed at restricting the built form, but at facilitating good design outcomes'¹. The current DDO 12 allows for 3 Storey Development provided where the development 'is set back so as not to be easily discernible from the opposite side of the street'². The Urban Design Framework provides guidance on what the discernible limit is and that is 30% visibility which translates into 4 metre setback.

02 - Medium density built form is not suitable for Monbulk (and the Hills)

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Do not want these double storey apartments on top of commercial. Ruins the landscape”. “What I don't like about the Monbulk Design are the residential apartments above the shops. I feel it's too urban”. “I have heard complaints from many about the short supply of accommodation in the area, that said, I'm not sure that many people would be keen to live in apartments above what will be if the other part of the plan is successful, a busy and noisy retail space”. 	<ul style="list-style-type: none"> Medium density built form is undertaken in a range of contexts including rural towns. The medium density built form can be through townhouses, units or even shop top apartments. The extent of medium density built form within the Monbulk Urban Design Framework could only eventuate if every landowner along Main Road applied and got approval for 3 storey mixed use developments, and the Community was supportive of the relocation of the Tennis and Netball Courts. It is unlikely that social and economic conditions will allow for the extent of medium density housing shown in the Monbulk Urban Design Framework to eventuate in the short to medium term.

03 - The buildings will result in overshadowing.

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Block out light due to the increased buildings”. “Building two and three storey shop fronts would destroy the views around the town and would overshadow the beautiful natural landscape”. “2 storey limit to avoid overshadowing both on the Main St and to properties on the lane”. “Supportive of mixed use development in main street so long as this is done sensitively to enhance the character and protects the street amenity, setbacks, overshadowing visual bulk/mass and character need further consideration. A sunstudy/shadow diagram should be undertaken to determine appropriate building heights and setbacks”. 	<ul style="list-style-type: none"> Each building development application will be required to undertake a shadow study diagram as part of their planning permit application. Upper level setbacks as described within the Urban Design Framework will improve the ability of light to penetrate the ground level streetscape as opposed to built form with no setbacks.

PROPOSED CHANGES

None

1 Department of Transport & Planning – Planning Practice Note 60 (Height & Setback Controls for Activity Centres) – pg.2

2 Department of Transport & Planning – Yarra Ranges Planning Scheme – Clause 43.02 – Schedule 12 (Design Development Overlay – Schedule 12).



There were **143 comments** received on the theme around 'Car Parking'. The commentary discusses an oversupply of car parking, an undersupply of car parking and suggestions for new car parking areas.

4 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns for the loss of car parking

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Not very happy about removing car parking near the church, and street frontage”. “I also wouldn't want to lose the parking in front of the shops. It wouldn't be helpful to the ageing population”. “This increases the parking issues already in place with the draft providing only a handful of additional space”. 	<ul style="list-style-type: none"> The Urban Design Framework is only proposing the loss of ten car spaces. Two car spaces along Main Road to accommodate access from the Main Road carriageway to the footpath and eight car spaces from the Nugent Street car park areas to accommodate tree bays. This is offset by the creation of more than 100 new car park spaces throughout Central Monbulk.

02 - Concerns for the oversupply of car parking

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Monbulk suffers from excessive parking that is only at capacity on festival and sports days (which will change when the soccer field is moved)”. “Too much space allocated for asphalt parking”. “It seems like you are proposing a lot of car parks/improvements to car parks, but I don't find parking to be a problem in Monbulk, so I'm not sure why it's such a dominant focus of the Main Rd proposal”. 	<ul style="list-style-type: none"> It is noted that a significant amount of car parking has been provided within Monbulk. However not all of the car parking needs to be surfaced with bitumen. Other methods for car park construction include permeable surfaces, such as waffle concrete, which allow for grass to grow in the space but relies on the waffle concrete to support the weight of the vehicle. This type of parking is suitable for overflow car parking (i.e. areas that do not have a heavy vehicle usage). The benefit of permeable paving car parking is it allows for other temporary uses such as market stalls to use the space as well.

03 - New car parking area near Haig Avenue

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> Supportive of the increase car parking behind the water tank adjacent to Haig Ave”. “With all the new recreation facilities I don't think 44 new car spaces is enough”. “Precinct 3 already has plenty of car parking space available, no need to replace green/open space to provide more car parking”. 	<ul style="list-style-type: none"> The additional car parking near Haig Avenue adjacent to the Monbulk Recreation Reserve has been requested by the Monbulk Football & Cricket Club to accommodate the increase in vehicle numbers on game days, where surplus vehicles are required to park on adjoining residential streets. The provision of this car parking will help to alleviate this problem particularly on Haig Avenue and MacAllister Road. This car park area may be a suitable candidate for a permeable surface.

04 - Nugent Street car parks

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “The Nugent Street carparks access via Nugent St is a good idea”. “Nugent St should have no access to car parks, which would create unnecessary traffic condition on Nugent St for the residents”. “Nugent Street car park west access and central access is supported”. 	<ul style="list-style-type: none"> Overall, there has been much support for the idea to provide access from Nugent Street to the existing car park areas. Many business owners and residents are concerned around the lack of long stay car parking available in proximity to Main Road. The Nugent Street car park areas currently provide this opportunity, however due to their poor accessibility via Helen Chandler Alley they are not seen as a viable option for many. The opening up of these car parks will help to take pressure of existing car parking along Main Road.

05 - Request bitumen seal of road around the edge of oval to enable game day parking

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Could you not provide more than enough carparks around the oval if you were to bitumen the entire driveway and accommodate a car around each section of the oval?”. “Asphalting the roadway around the ground and creating designated parking bays - 90 degrees at fence and 45 degrees on McAllister Road side”. 	<ul style="list-style-type: none"> There has been some misinformation spread regarding the removal of car parking around the perimeter of the Monbulk Recreation Reserve Oval. This has never been suggested in the Monbulk Urban Design Framework. However, to remove any doubt, the provision of car parking around the oval will now be shown. An additional issue of traffic and drainage around the oval has identified the need to bitumen seal this road from the outset.



06 - Creation of car park adjacent to the skate park

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Formalised parking is required at the skate park and Moores Road entry end”. “Provide delineated parking around skate park”. 	<ul style="list-style-type: none"> Noted. Suggestions have been about the creation of a formal car parking area on ‘dead space’ immediately south of the Skate Park which could provide additional parking for match day, the Monbulk Living & Learning Centre, and the Monbulk Primary School. A new key place project will be added to demonstrate this proposal.

07 - Village Green/Bowling Club Car Park

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Problem of increased incompatible traffic and loss of parking facilities for Monbulk bowlers in preferred Council Option B for Precinct 2 in the Monbulk UDF”. “(Create) 40+ Angle Parking along Bowling Club laneway”. 	<ul style="list-style-type: none"> The provision of 16 car spaces at the Village Green is supported by the community, however there is concern the design and location of the car parking will not allow for the best utilisation. The distance of the space from the entrance to the bowling club means many of the elderly members are unlikely to use the space. This along with the provision of residential housing nearby means that preferred (existing) car park spaces will be at a premium. If the car parking was made closer to the Bowling Club but away from the residential developments those with mobility issues are more likely to use the space. The reconfiguration of the car park to run along the southern edge of the Bowling Club Laneway will achieve this.

PROPOSED CHANGES

- 1. Identify car parking locations for permeable ‘waffle’ treatment.**
- 2. Bitumen seal the perimeter road of the Monbulk Recreation Reserve and provide delineated around the inner edge.**
- 3. Introduce a new Key Place Project that details provision of car parking adjacent to the Monbulk Skate Park.**
- 4. Provide 90 degree angle car parking along the southern edge of the Monbulk Bowling Club laneway.**

DEVALUATION



There were **10 comments** received on the theme around 'Devaluation'. All commentary was concerned with the perceived loss in value of private property.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns for the loss of value of property

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none">• "This is going to destroy the value of our property".• "We do not need to risk existing property values".• "What will this do to our property values and resellability as a residential home?"• "I'm also very concerned about the impact on property prices as we have spent good money to be in a small and laid back community so we just want to ensure Monbulk stays small and laid back".	<ul style="list-style-type: none">• Noted. All proposals within the Urban Design Framework are concept level only. If a project is deemed suitable for Council to progress, a required masterplanning exercise will be undertaken. This will look at in more detail the design and construction of the proposal as well as potential threats and risks and how to mitigate these, especially on adjoining properties. With respect Devaluation, it is not considered a valid ground for objection.

PROPOSED CHANGES

None



There were **46 comments** received on the theme around ‘Emergency Management’. The concerns relate to the potential increase in bushfire risk, and design for a place of refuge.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns the increase in population will heighten bushfire risk

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “More houses means more traffic. How will people be able to evacuate safely?” “I have not seen how bushfire evacuations have been factored in to such growth. Given the limited routes for timely evacuation in a bushfire how will an increase in population density affect this?” “This is a high bush fire danger zone; and you want to put MORE people on the hill to evacuate in a bushfire emergency??” 	<ul style="list-style-type: none"> It is noted that with development an increase in risk occurs. However, the Urban Design Framework is only planning for a modest increase of 150 people over the next twenty years. Currently the population of Monbulk-Silvan is 5,077 and by 2041 it is expected to be 5,229¹.

02 - The Urban Design Framework has not considered places of refuge

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “A Bushfire Place of Last Resort has to be taken into account in the redevelopment of the village green”. “Access to the oval which is our last place of safety in a bush fire will be compromised”. “Not taken into account - BUSHFIRE PLACE of LAST RESORT”. 	<ul style="list-style-type: none"> Consideration of the ‘Place of Last Resort’ has been made in the development of the design framework. The path network through the Village Green is designed to maximise connectivity between the Village Green and Monbulk Recreation Reserve. The wider paths linking the Village Green to Main Road creates an additional and clearer option to access the Monbulk Recreation Reserve from the Main Road Activity Centre.

PROPOSED CHANGES

None

¹ Forecast.Id – Monbulk-Silvan Population Forecast (2023) – <https://forecast.id.com.au/yarra-ranges/about-forecast-areas?WebID=200> – Accessed 1 June 2023.



There were **42 comments** received on the theme around 'Environment'. The commentary related to strengthening environmental outcomes, and loss of existing vegetation.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - A want for the document to prioritise environmental outcomes

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "I'm very concerned about development and its impact on our natural environment (flora and fauna) and our culture as a community". "Fails to recognise climate adaptation/mitigation". 	<ul style="list-style-type: none"> The Urban Design Framework has been prepared with consideration of the environment of the Monbulk area. This includes the provision of new trees and vegetation, improving walkability and cycling infrastructure to reduce carbon footprint and built form guidelines around sustainability and adaptation

02 - Concerned the Urban Design Framework is removing too much vegetation

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "All existing indigenous canopy trees and shrubs need to be retained". "You will be cutting down trees when trees are so important for the environment". 	<ul style="list-style-type: none"> The Urban Design Framework contains design concepts only. Each proposal within the document will require detailed design to be supported by expert background reports, including arboriculture, drainage, soil and ecological values assessments. The documents will provide recommendations on which trees need to be retained, key drainage patterns and works to mitigate erosion to inform design solutions. Every effort will be made to retain existing vegetation (exotic and indigenous). Under the provisions of the Significant Landscape Overlay any vegetation nominated for removal would require planning permission, a costly exercise that can be avoided through good design.

PROPOSED CHANGES

None



There were **13 comments** received on the theme around 'Funding'. The concerns relate to cost of undertaking the proposed projects within the Urban Design Framework, and external funding sources.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns Council cannot afford the projects within the Urban Design Framework	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Any funding allocated to UDF will mean other projects cannot be funded”. “The proposals to date would have been costly to put together and the implication of this is that council believes they are worthwhile projects”. 	<ul style="list-style-type: none"> No capital funding (Council funding) is committed to any projects proposed within the Monbulk UDF. Any future funding streams required to establish new buildings, public realm projects, streetscape projects, or undertake upgrades of an existing building/place/infrastructure including design, architectural, surveyor and permit costs; site preparation costs; project management costs; construction costs; and other associated costs will rely on future funding streams including, but not limited to, capital works and available grants.
02 - Concerns about State Government funding and ulterior motives	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Approximately what percentage of funding is likely to be received from the Vic State Government 20-Minute Neighborhood Initiative? What agreements would be made to receive this funding?” 	<ul style="list-style-type: none"> No State Government funding has been committed to any of the projects listed within the Monbulk UDF. The suite of costings and potential funding sources are opinion only, the State Government will assess any applications made by Council against other projects submitted by other organisations across Victoria. Prior to undertaking any applications for State Government funding, formal Council approval is required through a Council Meeting Resolution. This resolution would be undertaken at Council's Public Meeting.
PROPOSED CHANGES	
None	

OPEN SPACE NEEDS



There were **238 comments** received on the theme around 'Open Space Needs'. The commentary related to ideas for open space activities, and the location of open space areas.

4 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Ideas for an alternative to the Village Green at the soccer pitch site

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "Possible a walking track around an ornamental lake". • "Keeping the soccer pitch for public use would be an excellent idea". • "Celebrate what Monbulk is famous for and create a beautiful flower garden - like a small-scale botanical garden...That could also attract outsiders to spend time here, not to mention bring joy and happiness to residents". 	<ul style="list-style-type: none"> • The Urban Design Framework has responded to key community feedback from the Community Plan 2015-2020 and the Monbulk Structure Plan 2017 which both highlighted the communities desire to see a Village Green space delivered at the Moores Road soccer pitch site. Some of the ideas raised in the submission's can be considered as part of the future masterplanning of the site and will be documented for review at the commencement of the Masterplan project.

02 - Concerns for the loss of open space at the St Georges Anglican Church

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "Leave the open space next St Georges. It functions well as a place to eat, reflect and relax as well as being a vibrant marketplace". • "The loss of the green space near St George's will be felt by many people who lunch there". 	<ul style="list-style-type: none"> • It is noted that the space next to St Georges Anglican Church serves as the primary open space adjacent to Main Road. The premise of the Village Green was to provide a much larger open space area which would take on all the current offerings of the St Georges Anglican Church site and more. However, given the strong desire of the Community for this space to remain, further considerations to redevelop the site will no longer be progressed and removed from the Urban Design Framework.

03 - Ideas for land at the corner of David Hill Road and Haig Avenue

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "Please put in badminton courts, there is already a large amount of tennis courts around but there are no badminton courts.". • "Consider using the existing court location (where tennis courts are shown) for a public multi-purpose court in same location". 	<ul style="list-style-type: none"> • Noted. As per the ideas for the Village Green space, any redevelopment of the land at the corner of Haig Avenue and David Hill Road will require a masterplan to be prepared prior to the delivery of the activities. During the masterplanning phase the community will be invited to provide feedback and input into the programming of this space. Some of the ideas raised in the submissions can be considered as part of the future masterplanning of the site and will be documented for review at the commencement of the masterplan project.

04 - Question the idea of a bouldering wall

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "Bouldering is a nice idea but may not be appropriate on the retaining wall sleepers structurally". • "Not sure about the bouldering wall. It could be a good position for a flora and fauna mural". 	<ul style="list-style-type: none"> • Noted. The idea of the bouldering wall was to activate the retaining wall rather than just painting a mural. Bouldering walls less than 2m in height do not require significant additional measures to control a fall and as such they can be a dynamic in where they are located. Examples include railway underpass, freeway sound walls and other retaining walls. Given a majority in the Community does not want this feature, it will be omitted from the Urban Design Framework moving forward. A greenwall and mural will be pursued as the primary option for this space.

05 - Support upgrade of BMX pump track

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "I support the addition of the courts and pump track". • "Features we do like about the proposal for the south-east corner of the Monbulk Recreation Reserve - New pump (bicycle) track". • "Pump track could easily fit on vacant area behind scoreboard over the bank. Access from McAllister Rd or Haig Ave end". 	<ul style="list-style-type: none"> • The final location of the pump track will be considered as part of the masterplanning of the area. The colocation of the pump track near to the skate park will help to activate the McAllister Road interface with the Monbulk Recreation Reserve and in turn could free up more space at the corner of David Hill Road and Haig Avenue to accommodate other open space activities. The skate park site should become a new key project site incorporating the skate park, car park and pump track.



06 - Request for a dog park

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Will there be consideration of an off-lead space for dogs?” “What about a dog off-lead walking area? There aren’t enough dog friendly places in the hills”. 	<ul style="list-style-type: none"> The Monbulk area has been highlighted as an under-supplied area. It is expected that provision of one off-leash area in the Hills, Valley and Urban areas of the Yarra Ranges will become a priority outcome of the DRAFT Dogs and People Plan. The Plan is anticipated to be completed in late 2023. Concerning the Monbulk Urban Design Framework area, as the framework is only focussed on the central part of Monbulk, it only looks at the programming of the Village Green and the area of land at the corner of David Hill Road and Haig Avenue. However, because of the other recreational/community uses proposed at these locations as part of the Urban Design Framework, an off-leash dog park would be incompatible and, therefore, unsuitable.

PROPOSED CHANGES

- 1. Remove proposed St Georges Forecourt Redevelopment proposal from Urban Design Framework.**
- 2. Remove bouldering wall proposal from Urban Design Framework.**
- 3. Introduce a new Key Place Project that details provision of car parking adjacent to the Monbulk Skate Park.**
- 4. Locate new pump track adjacent to McAllister Road.**

PEDESTRIAN CROSSINGS



There were **67 comments** received on the theme around 'Pedestrian Crossings'. The commentary was concerned with the number of proposed pedestrian crossings, and impact of pedestrian crossings on traffic movements.

4 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Question the need for all crossings as proposed in the Urban Design Framework

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Is it necessary to have 7 signalised pedestrian crossings in the fairly short Main Street?” “The proposal of 7 raised and signaled pedestrian crossings is inappropriate for this size town”. “They are too many extra pedestrian crossings, there doesn't need to be that many”. 	<ul style="list-style-type: none"> Noted. The provision of 13 new raised pedestrian crossings and upgrade of 3 existing crossing points is an oversaturation. All pedestrian crossings identified in the Urban Design Framework were suggestions only and were identified based on design analysis of where people were crossing the roads and through discussions with local residents. The feedback provided through the consultation process will help to focus the crossings that needs to be delivered and/or upgraded.

02 - Concern around pedestrian crossings at Monbulk and Main Road Roundabout

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Creating a pedestrian crossing at the Mitre 10 roundabout would create a traffic hazard as people come from Monbulk Road and are looking left for traffic from Main Road”. “Supportive of crossing at Mitre 10 this is an awkward and unsafe pedestrian/vehicle interface”. “Adding pedestrian crossings at a round about with a large number heavy large vehicles and trucks is dangerous”. 	<ul style="list-style-type: none"> Noted. The pedestrian crossings at the Main Road and Monbulk Road roundabout were highlighted for consideration. It is acknowledged that the provision of raised crossings will cause significant disruption to a high traffic route. The number of large vehicles passing through the roundabout at higher speeds will likely result in quick degradation of the speed humps, impacting both the road and pedestrian crossings. The crossings at Main Road and Monbulk Road will be removed. Ultimately however provision of pedestrian crossings at this location will be subject to approval from the Department of Transport & Planning given both Main Road and Monbulk Road are declared roads. The provision of a raised pedestrian crossing at Jordan Road will help to deter vehicles from using Nugent Street as a thoroughfare.

03 - Concerns raised pedestrian crossings will cause traffic congestion

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Too many pedestrian crossings will make traffic congestion”. “Having a raised pedestrian crossing would increase traffic congestion and accessibility to carparks”. “Raised crossings would create extra congestion and noise in the main street”. 	<ul style="list-style-type: none"> As mentioned not all pedestrian crossings proposed will continue. The removal of the Main Road and Monbulk Road roundabout pedestrian crossings will help. The number of pedestrian crossings along Moores Road and Main Road near the Monbulk Primary School can also be reduced as well, considering the overall low pedestrian volume (despite having some peaks). For the Main Road commercial strip between Monbulk Road and Emerald-Monbulk Road only two new crossings have been proposed. The crossings have been provided near to the main supermarket and bus stops where there is a high level of pedestrian activity and slowing down of traffic due to entry/exit from the supermarket and Emerald-Monbulk Road roundabout. The two existing pedestrian crossings are already pedestrian right of ways. The proposed crossings are only adding one additional slow point along this section Main Road.

04 - Support for Main Road pedestrian crossings

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Raised crossings need to be put in at pedestrian crossings through Main Street”. “I am supportive of raised pedestrian crossings to improve safety”. 	<ul style="list-style-type: none"> As previously discussed, the raised crossings along Main Road between Monbulk Road and Baynes Park Road have been located due to consistent high pedestrian volumes and access to key services. No change is considered, the four proposed raised crossings will remain in the Urban Design Framework.

05 - Concern pedestrian crossings will cause an increase in traffic along Nugent Street

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “We will see more and more people taking “short cuts” along Nugent st to avoid delays”. “As a resident of Nugent street I am vehemently opposed to funnelling more traffic on to our street”. 	<ul style="list-style-type: none"> Under current traffic circumstances there is the option to use Nugent Street as an alternative thoroughfare to Main Road. The Main Road crossings they have been provided or are to be upgraded in high pedestrian volume locations. It is considered that the raised pedestrian crossing at Jordan Road should remain as a deterrent for traffic to use Nugent Street and the provision of three speed humps along Nugent Street will also deter traffic.

PROPOSED CHANGES

- 1. Remove proposed raised crossings at Monbulk Road and Main Road Roundabout – excluding Jordan Road.**
- 2. Make provision for one raised pedestrian crossing on Moores Road.**
- 3. Make provision for one raised pedestrian crossing on Main Road (south of the Baynes Park Road Roundabout).**
- 4. Propose addition of three speed humps along Nugent Street.**



There were **33 comments** received on the theme around 'Population Growth'. All the commentary relates to concern that the Urban Design Framework is abetting a large growth in population.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Question the proposed amount and type of population growth in Monbulk

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "I don't believe current support and infrastructure (transport, health and education in particular) is sufficient to service a significantly larger population in the hills". "I would be keen to see projections of population increases, and the expected demographic moving in". "I don't think the community will benefit with such a large increase in population". 	<ul style="list-style-type: none"> Currently the population of Monbulk-Silvan is 5,077 and by 2041 it is expected to be 5,229¹ a modest increase around 150 people. The Urban Design Framework proposes some housing to help to accommodate this growth – generally speaking many structure plans develop housing on a model of for every 2.8 residents a dwelling should be provided², currently in Monbulk there is 2.7 residents for every dwelling³. Using these figures alone Monbulk would need to provide at a minimum between 54 and 56 dwellings. Currently Council's preferred option B of the Urban Design Framework accommodates 58 dwellings.

PROPOSED CHANGES

None

1 Forecast.Id – Monbulk-Silvan Population Forecast (2023) – <https://forecast.id.com.au/yarra-ranges/about-forecast-areas?WebID=200> – Accessed 1 June 2023.

2 Victorian Planning Authority (various) – Precinct Structure Plans <https://vpa.vic.gov.au/metropolitan/interactive-status-map/> - Accessed 1 June 2023

3 Australian Bureau of Statistics - 3793 Quick Stats (2021) <https://abs.gov.au/census/find-census-data/quickstats/2021/POA3793> - Accessed 8 June 2023



There were **53 comments** received on the theme around 'Private Amenity'. The concerns relate to impact on day to day living from proposed Urban Design Framework projects.

1 change is proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns from future development of Recreation Reserve on Haig Avenue properties

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "The new location backs directly onto Haig Ave, a quiet residential street and will cause traffic congestion and loss of basic amenity for its residents due to noise, lights and stray tennis balls". • "Will there be green belts/buffer zones to residents effected by these proposals (Mature trees, planting, bollards, pathways etc)". • "How will it impact the neighboring properties?" 	<ul style="list-style-type: none"> • It is noted that redevelopment of the Monbulk Recreation Reserve could cause some amenity issues for nearby residents. However, the land is zoned Public Park and Recreation, and any development that supports permissible uses cannot be discouraged based on reasonable amenity impacts on other zoned land. Designs within the Monbulk Recreation Reserve area should consider treatments to mitigate any unreasonable amenity impacts such as direct light spill and noise along property boundaries. This could be the creation of a heavily vegetated landscape buffer adorned with canopy trees. For the standalone property (36 Haig Avenue) this is considered an appropriate design approach to implement.

02 - Concerns around an increase in crime

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "I also have concerns that we moved there for a quiet community feel and would not want it to turn into a dodgy suburb with increase in crime and anti-social activities". • "I cannot support rushing in and making what could become a possible ghetto out of Monbulk!" 	<ul style="list-style-type: none"> • There is no evidence to suggest that the Urban Design Framework will increase the propensity for crime within Monbulk. The Urban Design Framework has incorporated industry standard safer design practices in its proposals to increase the safety of public space areas and make them welcome for all residents and visitors.

PROPOSED CHANGES

- 1. Provide a landscape buffer of 8m offset from the property boundary with 36 Haig Avenue.**



There were **107 comments** received on the theme around 'Public Realm'. The commentary relates to streetscape upgrades, treatment of the roundabouts and other design ideas.

1 change is proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Support for the beautification of the Main Road and Monbulk Road roundabout

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "Beautification of our round about, celebrating flowers as per our area". • "The Monbulk Road roundabout provides the opportunity to make an entry statement for Monbulk... The roundabout could be interspersed with some flowers, or completely flowered for the 'Flower Capital' - as long as the council is prepared to upkeep". • "For the artwork on the roundabout, tying into the flower aspect of the area would be great, and also align with the tulip festival which brings a lot of people into the area each year". 	<ul style="list-style-type: none"> • The public art piece shown in the Urban Design Framework is indicative only. The Urban Design Framework was seeking input from the community on whether there was interest in pursuing this design idea. Feedback from the consultation has been positive to this idea and the Department of Transport & Planning (DoTP) has not indicated they object to the idea. References in the Urban Design Framework can suggest the incorporation of floriculture to reflect Monbulk. The Urban Design Framework will update imagery to show floral installation on the roundabout. It should be noted that design details of any artwork/installation will be considered as part of a future masterplanning project where the community and DoTP will have input as well.

02 - Concerns for appearance of Main Road streetscape

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "The main street is desperate for a facelift and more cohesive relationship". • "The township is very rundown and uninviting storefronts tacky and dishevelled". • "Shops are tired, outdated, need more vibrancy and shopping options/ choices, eateries, again, great initiative". 	<ul style="list-style-type: none"> • Noted. A streetscape masterplan will be required to be undertaken prior to any construction works. Overall support for this process will ensure the Main Road streetscape project is seen as a priority for Council to address.

03 - Ideas for new facilities and civil works

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • "What Monbulk needs; A better set of public toilets near the police station". • "I would also like to see more investment in street trees along the Monbulk streetscape to beautify the main street". • "A greater focus on facilities and even street dining would improve the area". 	<ul style="list-style-type: none"> • Noted. Some of the ideas raised in the submissions can be considered as part of the future Masterplanning of the Main Road Streetscape and will be documented for review at the commencement of the Masterplan project.

PROPOSED CHANGES

- 1. Replace artwork shown within Monbulk Road & Main Road roundabout with a floral installation.**

SALE OF PUBLIC LAND



There were **35 comments** received on the theme around 'Sale of Public Land'. The commentary is mostly concerned with the perception too much public land is being sold.

0 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concerns too much public land will be sold off for private development

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> "I do not agree to the selling off of public land zoned for public recreational reserve use for private development". "Too much public land sold off for housing". "I also object to the land, owned by the community, being sold off to a private developer". 	<ul style="list-style-type: none"> The Community has asked Council to consider providing a Village Green space at the old soccer pitch site on Moores Road. The redevelopment of this site is anticipated to cost more than \$9M dollars. Council cannot expect ratepayers in other parts of the municipality to contribute to a public open space area that primarily benefits residents of Monbulk. A way to offset some of this cost is to obtain funding through land sale, whilst also meeting housing demand. The rate revenue provided by the houses will help to pay for the ongoing maintenance of the space. With respect to the land that has been earmarked for housing development this is primarily land that is underutilised land (overflow car parking and laneways etc). The amount of land currently used for open space will increase at the Village Green (as set out in the Village Green Addendum).

PROPOSED CHANGES

None



There were **229 comments** received on the theme around 'Tennis / Netball Courts'. The commentary relates to future location of the Monbulk Tennis Club and Monbulk Netball Club.

4 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Oppose relocation of tennis and netball courts	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “I totally object to the proposal for the relocation of the tennis courts and no relocation of the netball courts”. “I do not support the tennis club and netball club losing their facilities, which is used by the wider community, to be replaced by private development”. “Loss of tennis and netball club is concerning”. “I am very unsupportive of moving the netball and tennis courts, as they will lose their facilities and all the hard work they have put into the clubs”. “I do not support removing the netball and tennis courts to replace with housing”. 	<ul style="list-style-type: none"> The concept for the redevelopment of the tennis courts and netball courts provided in the Urban Design Framework is a revisit of a concept provided to the community in 2017 as part of the Monbulk Structure Plan. This option to relocate the tennis and netball courts to accommodate housing was supported by 51% of community respondents during public exhibition of the Monbulk Structure Plan¹. Given significant changes that have occurred in the last 6 years, it was considered appropriate to give the community the opportunity to review this idea. The feedback received to date has now indicated that there has been a shift in community sentiment. Given that housing is proposed at the Village Green and some additional housing may be accommodated in Main Road, the provision for housing at the Tennis Courts and Netball Courts should be held in abeyance for at least 10 years when circumstance should then be reviewed.
02 - Concerned any relocation of tennis and netball courts will result in reduced facilities	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “The tennis club is being removed with insufficient provision for the size of the club and the facilities required”. “I’m not sure how the netball and tennis club are meant to also use the football/cricket facilities. Why don’t they have their own?” “Netball club feels very upset by the plans to remove their courts and no club rooms or facilities”. 	<ul style="list-style-type: none"> During the preparation of the concept work it was considered that the Monbulk Recreation Pavilion could accommodate the additional sporting clubs. It is noted that the tennis courts were to be located a distance away from the pavilion, thus increasing safety risk for participants, this was an unforeseen issue. As the tennis courts will not relocate soon this issue is currently resolved. A note will be included to ensure that any relocation of the tennis and netball courts in the future must review the capacity of the club and if appropriate provide a like for like provision of facilities.
03 - Support relocation of tennis and netball courts	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “The relocating of the tennis courts and netball facilities to the Civic Precinct makes good use of available space”. “The netball courts and tennis courts there are hardly used already, so to refresh it is necessary and a good use of space”. “The move of tennis and netball facilities to the Reserve area consolidates active recreation to that space and leaves the old courts site for a larger area of passive public open space”. 	<ul style="list-style-type: none"> Despite the opposition to the relocation of the tennis and netball courts, there was some sentiment in the community that could see the benefit of co-locating all active sports facilities in the one precinct.
PROPOSED CHANGES	
<ol style="list-style-type: none"> Remove proposed housing from Monbulk Netball and Tennis Club sites. Include a sketch option and footnote outlining future review of Monbulk Netball and Tennis Clubs sites for housing suitability. Highlight in the footnote that the provision of like for like facilities should be considered as part of the review. Highlight as a sketch the potential relocation of the tennis courts to the Monbulk Recreation Reserve. 	

¹ Yarra Ranges Council (2017) – Monbulk Structure Plan – Pg.46



There were **233 comments** received on the theme around 'Transport Network'. The commentary highlights concerns around proposed traffic thoroughfares, ideas on ways to improve traffic safety and request for additional projects.

6 changes are proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Oppose Haig Avenue facilitating Monbulk Recreation Reserve traffic

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Haig Ave is a most unsuitable exit choice for buses especially. The cul-de-sac is too narrow and short and the bend into Haig Ave too sharp. That bend is dangerous as visibility is low for traffic entering from David Hill Road”. “Diverting traffic through Haig Avenue will create a huge bottleneck of traffic trying to exit Haig Avenue onto David Hill Road and create major delays for people trying to pass through this area”. 	<ul style="list-style-type: none"> It is noted that the initial idea to use Haig Avenue as a traffic thoroughfare on match days and school pick/up drop off time may cause unintended congestion on Haig Avenue. The premise was to avoid the need to direct traffic to the Moores Road and Main Road intersection. A better solution is to seal the perimeter road around the football oval and make the direction of travel one-way from Moores Road to David Hill Road. This will only require a left-hand turn onto Moores Road and will negate the need to use Haig Avenue for exiting traffic.

02 - Concerns about traffic movements onto/from Moores Road

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Trying to exit out of Moores Road is often difficult as well, due to cars parked along Main Road opposite Aldi preventing motorists from seeing cars coming from the direction of the Primary School”. “Traffic for Monbulk Primary [and Recreation Reserve] school should enter from Moores Road and exit onto David Hill Rd therefore [any traffic] have an easier exit onto David Hill Road”. 	<ul style="list-style-type: none"> Noted. A revised proposal to have traffic only enter the recreation reserve from Moores Road and only exit from David Hill Road will reduce the impact on the Moores Road and Main Road intersection as most traffic movements will be a left-hand turn from Main Road.

03 - Question need for school bus bays

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Primary school only uses buses for excursions and camps and this area should be used for the fourth publicly accessible cricket net that was in the original design and cut from the project due to budget concerns. The Moores Rd carpark space would still be suitable for buses”. “As I can only see that it will create more traffic problems with the addition of bus bays”. 	<ul style="list-style-type: none"> Noted. Discussions with the Monbulk Primary School have confirmed the low number of students using buses to travel to/from school. Based on this, the proposal for the two bus bays will be removed from the Urban Design Framework.

04 - Support for a second Main Road bus stop

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “An additional bus stop at the top end of town will provide options for commuters”. “A second bus stop - awesome”. 	<ul style="list-style-type: none"> The support for the second bus stop near St Georges Church is noted. It will be recommended that Council commence’s discussion with the Department of Transport & Planning to facilitate the delivery of this bus stop.

05 - Clarity around the function of the Main Road roundabout slip lane

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “A slip lane in front of Mitre 10 would be beneficial to aid access and parking to Mitre 10, but the entry to the slip lane if coming from Main St is still not accessible and could create potential traffic jam”. “How do you access the slip lane when arriving to the roundabout from the Main Road (southeast)?” 	<ul style="list-style-type: none"> Noted. Concerns had previously been made around the need for better traffic management at the Monbulk Road and Main Road roundabout. The provision of a slip lane was seen as an opportunity to separate conflicting traffic movements. Whilst the slip lane provision allows for safe traffic movements southbound it does not allow for safe right-hand turn into the slip lane for traffic movements northbound. The narrow section land between the northern and eastern exits of the roundabout may allow for a shortened slip to be provided that facilitates entry for northbound and southbound traffic. The slip lane will be redrawn as a sketch option and a note will be included in the Urban Design Framework requiring future work with the Department of Transport & Planning to investigate other options.



06 - Request realignment of Moores Road with Emerald-Monbulk Road roundabout

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “The Aldi/Woolworths intersection – Main Road and Baynes Park Road, is a disaster waiting to happen”. “The Junction at Moores road is also bad and needs changing and connecting to the roundabout on Main road”. 	<ul style="list-style-type: none"> The Emerald-Monbulk Road and Main Road Roundabout is a significant infrastructure project that is needed in Monbulk. Given the land that would be required to facilitate this is within the Woolworths Carpark this is unlikely to be achievable given the significant loss of car parking to occur near the Supermarket. The alternative could be the reconfiguration of the intersection into a modified T intersection where Main Road (west of Emerald-Monbulk Road) and Emerald-Monbulk Road are given priority. The Urban Design Framework can highlight this intersection as a sketch and include a footnote that a future investigation into the redesign of the intersection and discussions with the Department of Transport & Planning.

07 - Request slip lane treatment into the Woolworths carpark

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “Need a slip lane past traffic turning into Woolies at the police station (remove tree kerb projection into road) to ease traffic flow in busy times”. “A turning lane into Woolworths access opposite the RSL Car Park (or rather a slip lane to go around turning traffic i.e. remove tree and kerb obstruction)”. 	<ul style="list-style-type: none"> The Urban Design Framework proposes realigning the western crossover into the Woolworths Car Park opposite the RSL Car Park crossover. Allowing for this shift will enable for the kerb on Main Road to be narrowed. This extra space could allow for a slip lane to be provided within the road reserve. Consideration will need to be given for right hand traffic movements out of the RSL Car park. The Urban Design Framework can be amended to show this change.

PROPOSED CHANGES

- 1. Remove use of Haig Avenue as a traffic thoroughfare.**
- 2. Bitumen seal the perimeter road of the Monbulk Recreation Reserve and provide one way traffic movement from Moores Road to David Hill Road.**
- 3. Remove proposed bus bays for the primary school.**
- 4. Include a sketch showing a modified ‘T’ intersection for the Main Road and Emerald-Monbulk Road intersection and include a footnote detailing further investigation of this intersection with the Department of Transport.**
- 5. Include a sketch showing a slip lane at the Main Road and Monbulk Road intersection.**
- 6. Include provision for a slip lane on Main Road to facilitate right hand traffic movements into the Woolworths carpark.**



There were **116 comments** received on the theme around Village Character. All the commentary related to the particular village/hilly/country feeling of Monbulk.

1 change is proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Concern the Urban Design Framework is not respectful to the existing Monbulk 'village vibe'

KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> • “We love that Monbulk has its own charm and community as it is, and worry that modern housing developments like the ones proposed will strip the town of its character”. • “Monbulk is a unique rural community with a specific character that attracts the residents that live here”. • “The large volume of repetitive townhouses all the same, built to maximise profit for builders & the Council are certainly not in keeping with the township of Monbulk”. • “There is a lot of character in Monbulk and it looks like it will be turning into something that you see in more suburban areas”. • “Monbulk is a unique rural community with a specific character that attracts the residents that live here”. • “Monbulk needs to be updated and revitalised however stay within the hills vibe”. 	<ul style="list-style-type: none"> • The Urban Design Framework has taken into consideration the existing features and characteristics of the Monbulk township, and this has been articulated in Section 2 and Section 3 of the Urban Design Framework. The discussion includes views to the hills, built form area, street presentation and provision of vegetation. The characteristics are captured as key development guidelines that must be considered when undertaking a redevelopment within central Monbulk. These guidelines will then inform a future update to the Design Development Overlay. • The imagery used in the Urban Design Framework was deliberately kept generic to not design buildings on private property. This is important as more detail will limit what individual landowners perceive they can do with their land should they wish to redevelop (including material and colour choices). It is acknowledged that the generic form of the buildings does contribute to a bland appearance. The imagery shown within the document is to be updated to incorporate more of the key characteristic of Monbulk to provide clarity to the community, but not be too prescriptive to potential developers.

PROPOSED CHANGES

- 1. Update indicative perspective drawings for each precinct shown within the Urban Design Framework.**



There were **211 comments** received on the theme around Village Green. The commentary related to the support of the proposal, concerns around adjacent development, and ideas for how to use the space.

1 change is proposed for the Monbulk Urban Design Framework based on this feedback.

01 - Support for provision of Village Green	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “I really like the Village Green concept”. “A village green in much needed but the plans could be greatly improved”. “Activation of Village Green. Excellent and badly needed community green space”. “The village green would be nice but I dont need it”. “It’s a real opportunity to have a green space behind the main street shopping complex that goes all the way through from Moores to Mt Pleasant Road!” 	<ul style="list-style-type: none"> There was strong support for the provision of a Village Green at the soccer pitch site, however there was some opposition to idea with some preferring that the space remain as is. Layout D was the preferred Option followed by Layout B. Yet more residents preferred a level of housing development on the Village Green than none. The next step in the process will be the commencement of the masterplanning for the Village Green which will require further community consultation regarding the layout of the space.
02 - Concern regarding the amount of development adjacent to Village Green	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> “I don’t believe there is enough room to accommodate medium housing on the area closest to the Bowling Club. We need the green space to be free!” “I support the development of that area with a village green but not so much low-cost housing”. 	<ul style="list-style-type: none"> Layout D was the preferred option of the four options presented to the community, but overall the community were supportive of a level of development at the Village Green. Nonetheless as raised previously Layout D contains green space over currently zone residential land, and this is proposition is unlikely to be strategically supported by the State Government given the proximity of the residential land to the Main Road commercial strip, public transport and existing open space (see Planning Policy Framework – Clauses 16.01-1S and 16.01-1R)¹ . Noting the community’s concerns around the provision of housing adjacent to the bowling club, but conversely the need to screen the pokies venue entrance an alternative layout like Layout C will be finalised within the Urban Design Framework. Furthermore, noting the housing required to accommodate population growth, a footnote will be included identifying the land adjacent to the bowling club is to be reviewed for potential housing within the next 10 years.
03 - Ideas to program the Village Green	
KEY COMMENTS	RESPONSE
<ul style="list-style-type: none"> <i>In favour of open space, playground and amphitheatre and development of 5 Moores Road into cafe spaces for example, opening onto village green.”</i> <i>“Would definitely like it to include a market area, and awesome playground, but what would bring outsiders to the area is a seville style water park (on a smaller scale of course!) with picnic/bbq spaces surrounded by edible hedges and fruit trees - so if that fits in the ... budget - yes please!”</i> 	<ul style="list-style-type: none"> Noted. Ideas for the Village Green space, and redevelopment of the land will require masterplan to be prepared prior to the delivery of the activities. During the masterplanning phase the community will be invited to provide feedback and input into the programming of this space. Some of the ideas raised in the submission’s can be considered as part of the future Masterplanning of the site and will be documented for review at the commencement of the Masterplan project.
PROPOSED CHANGES	
<ol style="list-style-type: none"> Prepare a new layout for the Village Green that is similar to Layout C and include a footnote around the future investigation of land adjacent to the Bowling Club for housing. 	

¹ Department of Transport & Planning (2023) – Yarra Ranges Planning Scheme ‘Clause 16 Residential Development’ - <https://planning-schemes.app.planning.vic.gov.au/Yarra%20Ranges/ordinance/16.01> (Accessed 9 June 2023)



As with many projects many submissions were provided that were **not relevant to the ideas and/or intent of the Monbulk UDF**.

That is not to say not important but they are **beyond the scope** of the Urban Design Framework to resolve. These include (but are not limited to):

- Provision of rubbish bins;
- Toilet block designs; or
- Issues/ideas for land outside of the UDF boundary.

Where appropriate these comments have been **forwarded** to relevant Council departments for resolution.

Unfortunately, in addition to the above, some of the commentary was **obscene** and **inappropriate**. Some of these items include (but are not limited to):

- Personal interests of Council Officer's involved in the project;
- Personal insults/threats;
- Theories and outcomes that are not relevant to the project;
- Commentary containing mistruths and deliberate misinterpretation; or
- Items/statements with little or no description.