

DRAFT MONBULK URBAN DESIGN FRAMEWORK FOR CONSULTATION

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Ward(s) affected: Chandler;

The author(s) of this report and the Responsible Officer consider that the report complies with the overarching governance principles and supporting principles set out in the Local Government Act 2020.

CONFIDENTIALITY

This item is to be considered at a Council meeting that is open to the public.

SUMMARY

Between 2014-2017 the Monbulk Community participated in several engagement activities to share their aspirations for the future of Monbulk. This was captured in the development of the Monbulk Community Plan 2015-2020 and embedded into the more expansive Monbulk Structure Plan adopted by Council in 2017.

The Draft Monbulk Urban Design Framework builds upon the vision and strategic direction of the Monbulk Structure Plan by providing practical design solutions to realise the intent as a suite of deliverable projects and proposed controls to guide private investment.

Focussing on the Monbulk Town Centre, the framework will assist Council decision making in the areas of development, infrastructure and programs for Monbulk that aligns with community needs.

Following consultation with key internal and external stakeholders during its development, the Draft Monbulk Urban Design Framework is now ready to be placed on public exhibition for broader community input.

RECOMMENDATION

That Council

- 1. Support the Draft Monbulk Urban Design Framework to be placed on public exhibition between 16 December 2022 and 26 February 2023; and***
- 2. Note that findings from the community feedback and proposed amendments to the Draft Monbulk Urban Design Framework will be presented at a future Council meeting.***

RELATED COUNCIL DECISIONS

The Monbulk Structure Plan was adopted by Council in October 2017, and numerous actions identified in the Monbulk Structure Plan are addressed through the development of this Draft Monbulk Urban Design Framework.

DISCUSSION

Purpose and Background

Purpose

This report introduces the Draft Monbulk Urban Design Framework (Attachment 1), to seek endorsement to commence public consultation and exhibition of the Draft Monbulk Urban Design Framework.

Background

The Monbulk Community Plan 2015-2020 (MCP) was identified as an important initiative to capture the aspirations of the Monbulk Community for the future of the township. Community Plans are developed by community, and all actions are deliverable by community. While they are not endorsed by Council, they can be used to advocate to Council seeking support for improvements. At a high level the Monbulk Community Plan has been a helpful reference that identified for Monbulk what works well, what needed to be fixed and what was missing.

The Monbulk Structure Plan (MSP), adopted in 2017, embeds some of the vision setting of the Community Plan while adding deep research and rigour to provide a framework for the land use and layout of Monbulk Township. More specifically it identified land use issues and opportunities; located preferred land uses and infrastructure; and outlined development controls to support intended land uses.

Following the completion of the MSP, several actions were identified to enable its implementation. Many of these actions required further detailed analysis of built environment issues and opportunities for commercially and publicly owned land in proximity to the Monbulk Town Centre.

The development of a Draft Urban Design Framework for Monbulk was identified as an important initiative to provide the detailed design guidance and site specific design solutions to address many of these actions.

The Draft Monbulk Urban Design Framework will assist Council's decision making for development, infrastructure, and programs for Monbulk Town Centre that aligns with community expectations, and industry best practice. It will form the basis for updated planning controls for private development. The framework also guides Council's ability to prioritise and allocate capital resources for the town centre.

Draft Monbulk Urban Design Framework – Document Structure

The Draft Monbulk Urban Design Framework applies to 18.5 hectares of commercial and public land within walkable proximity to Main Road (see page 9 of the draft Urban Design Framework). The document is structured into six sections:

1. *Introduction* – which provides a design vision for Monbulk, an overview of the project area, intended outcomes and the relationship of the Draft Monbulk Urban Design Framework with existing frameworks;
2. *Context* – outlines current characteristics and controls around the centre of Monbulk;
3. *Analysis* – breaks the Monbulk Town Centre into three precincts based on similarly identified issues and opportunities that impact upon the community's experience of the Monbulk Town Centre, and maps where these occur;
4. *Frameworks* – provides an integrated framework for each precinct, embedding design solutions across different discipline areas. It outlines the preferred development character of three precincts within central Monbulk underpinned by high level design solutions to key issues and opportunities and built form guidelines;
5. *Places* – a more focussed exploration of concept designs for key sites demonstrating possible responses to key design parameters to achieve the preferred character of Monbulk; and
6. *Actions and Costings* – a summary of supporting actions to deliver on the vision and resultant precinct frameworks, along with estimated likely timeframes and costs for each.

Urban Design Frameworks have traditionally focussed on commercial and mixed-use areas, and public land. This Draft Urban Design Framework has focussed on land along the Main Road, extending from Carcoola Road to David Hill Road, and the adjacent open space areas along Moores Road.

Commercial areas, such as Main Road, and Council-owned land, such as the recreation reserve spaces, are the places where Council has the greatest control to influence high quality design-based outcomes that reflect the vision of the community and the intended strategic land use outcomes of a structure plan.

Design guidance for privately owned residential land is set out by Planning Frameworks (in this instance the Structure Plan) and the Planning Scheme, in particular Clauses 54-58 (ResCode). Commercial and public land are not afforded the same specialised design guidance, although the Main Road shopping strip does benefit from application of the Design and Development Overlay Schedule 12, which applies to many town centres throughout the Yarra Ranges. The findings of the draft framework will help to inform future planning design controls in the form of a further refined and Monbulk specific Design and Development Overlay. This work will be subject to a future Planning Scheme Amendment.

Key design opportunities and challenges

The design analysis for the Draft Monbulk Urban Design Framework identified the following key design opportunities and challenges:

Opportunities	Challenges
<ul style="list-style-type: none"> • Capture and frame key viewlines to the surrounding hills. 	<ul style="list-style-type: none"> • Movements across Main Road.
<ul style="list-style-type: none"> • Complete and improve the path network to and along Main Road. 	<ul style="list-style-type: none"> • Existing landform and topography of Monbulk.
<ul style="list-style-type: none"> • Provide a consistent and high-quality streetscape that is accessible for all. 	<ul style="list-style-type: none"> • Lack of useable passive open space areas.
<ul style="list-style-type: none"> • Enhance connections between Main Road and the Moores Road Recreation Reserve. 	<ul style="list-style-type: none"> • Bushfire risk.
<ul style="list-style-type: none"> • Enhance connections between Moores Road Recreation Reserve and Monbulk Recreation Reserve. 	<ul style="list-style-type: none"> • Interface treatment between Moores Road Recreation Reserve and Monbulk Bowling Club.
<ul style="list-style-type: none"> • Embrace laneways as part of the public realm. 	<ul style="list-style-type: none"> • Access to public transport options and alternatives.
<ul style="list-style-type: none"> • Celebrate arrival to Monbulk with treatments at key gateways. 	<ul style="list-style-type: none"> • Interfaces to residential land.
<ul style="list-style-type: none"> • Use of surplus car parking and Council owned land. 	<ul style="list-style-type: none"> • Connections to the Monbulk Tennis Club.
<ul style="list-style-type: none"> • Provide end-of-use facilities within precinct for public use. 	<ul style="list-style-type: none"> • Lack of housing diversity options.
<ul style="list-style-type: none"> • Identify and enhance connection to the indigenous history of Monbulk. 	<ul style="list-style-type: none"> • Inconsistent streetscape treatments.
<ul style="list-style-type: none"> • Provide electric vehicle and electric bike charging stations throughout Central Monbulk. 	<ul style="list-style-type: none"> • Conflicting intersection treatments (Moores Road and Emerald-Monbulk Road).
<ul style="list-style-type: none"> • Improve permeability between Mount Pleasant Road and Moores Road. 	<ul style="list-style-type: none"> • Approved mixed-use developments.
<ul style="list-style-type: none"> • Provide new built form along Moores Road Recreation Reserve perimeter. 	<ul style="list-style-type: none"> • Lack of connection to heritage and culture of Monbulk.
<ul style="list-style-type: none"> • Improve relationship of Monbulk Living & Learning Centre; Monbulk Recreation Reserve; and Monbulk Primary School. 	
<ul style="list-style-type: none"> • Improve access to Monbulk Recreation Reserve from the east. 	
<ul style="list-style-type: none"> • Repurpose Moores Road Recreation Reserve as a public plaza or 'Village Green'. 	

Key design solutions

The Draft Monbulk Urban Design Framework addresses the key opportunities and challenges by defining Central Monbulk into three precincts based on similar opportunities, challenges and land uses identified. The precincts are:

1. Main Road Activity Centre – all land that has frontage to Main Road between Monbulk Road and Moxhams Road (excluding the Monbulk Living & Learning Centre and Monbulk Primary School);
2. Moores Road Recreation – the original soccer reserve and adjoining public land and open space areas (including the Monbulk Bowling, Netball and Tennis Clubs) along Moores and Mount Pleasant Road; and
3. Monbulk Civic – the cluster of community land uses anchored by the Monbulk Living & Learning Centre, Monbulk Primary School and Monbulk Recreation Reserve.

Each of the precincts provides solutions to the key challenges and opportunities through the provision of:

- Preferred character statements – vision statements which articulate the desired look and feel of the built environment of the precincts;
- Built form guidelines – clear guidance to inform built form outcomes and decision making to ensure that the preferred character is achieved;
- Design diagrams – a series of high-level plans, elevations, cross sections and illustrations that demonstrate how the guidelines could be applied to the design of development to achieve preferred character outcomes; and
- Concept design sites – indicative design solutions on key sites that set the benchmark to achieve the preferred character.

Framework Design Principles

There are 13 design principles embedded in the Draft Monbulk Urban Design Framework that provide the overarching outcomes that all design projects and concepts within Monbulk should achieve. These principles have been derived from the Urban Design Charter for Victoria and Indigenous Design Charter, and together will provide a consistent approach to design practice.

The principles are centred around four themes:

- Structure – the layout of the key uses in the precinct and site.
 - Structure & Connections
 - Continuity & Change
 - Fit & Function

- Public Realm - the allocation of key features and use of materials throughout the precinct and site.
 - Sense of Place
 - Safety
 - Sensory Pleasure
 - Animation
 - Inclusiveness & Interaction
- Movement and Access – how people and transport will move through the precinct and site.
 - Legibility
 - Accessibility
- Built Form – the buildings and structures that occupy the precinct and site.
 - Complementary mixed uses
 - Consistency & variety

The thirteenth principle is an all-embracing ‘Indigenous Design’ principle, that works in tandem with every other design principle. This is to ensure that design interventions are conscious of and actively connect to the deep history of Aboriginal belonging on country within the Yarra Ranges, and Monbulk (which is derived from the Indigenous word ‘Monbolloc’).

This principle sets out a series of actions that need consideration to ensure that the Indigenous voice is impactful on design outcomes, allowing the story of the land to continue in a contemporary and meaningful manner.

Precincts design

These design principles are applied to the three precincts, through a series of relevant design concepts and guidelines. These design concepts and guidelines provide additional detail to aid Council, the Community and Developers to achieve the desired future development of Monbulk.

The guidelines are separated into six categories including:

- Building Design – that sets how the buildings in the precinct should look and feel with respect to their location;
- Building Frontage & Interfaces – that sets out how buildings should present to the street, as well as treatments to consider when adjoining sensitive uses (such as residential);

- Building Performance – that sets out how the building should function over its lifespan;
- Car Parking and Access – that sets out how access to developments is undertaken and where car parking areas should be located, designed, and accessed;
- Servicing – that sets out where services (such as mechanical plant) should be located; and
- Public Realm – that sets out the key guidelines to ensure the Town Centre is well presented and enjoyed by a wide variety of user groups.

The guidelines and concepts proposed by the Draft Urban Design Framework as part of the precincts design will be captured as part of future Strategic Planning work including the preparation of Design and Development Overlay controls. This work will be subject to a future Planning Scheme Amendment.

Concept design sites

The Draft Urban Design Framework outlines concept designs for ten sites within Central Monbulk. Each of the project sites seeks to achieve known community outcomes or improve the conditions of an existing space. The sites are as follows:

1. Monbulk & Main Road Intersection Activation – proposes a gateway ‘arrival’ treatment into Monbulk Township, as well as a slip lane and the creation of 16 car parks;
2. St George Anglican Church Forecourt Redevelopment – explores ways to deliver housing and residential outcomes that respond to community needs, which may take the form of aged care, social and affordable, or accessible dwellings. This would support a prominent landmark built form to help bookend the north-west end of Main Road and create a stronger sense of arrival;
3. Nugent Street Car Park (west) Access – proposes an access (new crossover) to the existing car park from Nugent Street;
4. Nugent Street Car Park (central) Access – proposes an access (new crossover) to the existing car park from Nugent Street and new, *Disability Discrimination Act*, compliant pedestrian pathway from Nugent Street to Main Road;
5. RSL Car Park Access – upgrades the existing path network connecting Main Road and Nugent Street as well as providing a raised pedestrian crossing at Main Road;
6. Main Road – Village Green Links Revitalisation – proposes accessible paved pedestrian connections between Main Road and the former soccer pitch site. The connections are activated with ground level retail and dining;

7. Main Road Streetscape Revitalisation – improved access from parallel car parking to stepped down pedestrian path through the inclusion of Disability Discrimination Act compliant ramps;
8. Village Green Redevelopment – proposes the creation of a large passive open space area that provides all abilities playground and amphitheatre and is activated by a mix of uses including townhouses and retail. Council officer's preferred option for the layout has been provided in the Draft Urban Design Framework. An addendum document (see Attachment 3) provides details of the three other development options considered for the site along with the pros and cons;
9. Moores Road (North) Redevelopment – options for the redevelopment of the Monbulk Netball Club and Monbulk Tennis Club sites for 38 medium density residential developments (for example rear-loaded townhouses); and
10. Monbulk Recreation Reserve (south-east) Revitalisation – which proposes several improvements made possible due to the extension of the existing open space area to the corner of David Hill Road and Haig Avenue. The space is suggested to be activated with a range of active recreation opportunities including a pump track, bouldering wall and basketball court. A new 35 space car parking area could also be provided.

These projects are deliberately resolved to the concept design level to both provide an indication of what could be achieved in these spaces while allowing for other design solutions to still be possible. Each of these project sites will be subject to a future master planning process which will flesh out fully resolved design solutions.

Key Issues and Challenges

The following discussion outlines the key issues that have arisen through the development of the Draft Urban Design Framework, as well as the likely challenges to the future delivery of design outcomes envisaged.

Village Green

The proposal of a Village Green has been identified since the creation of the Monbulk Community Plan. This space has been advocated for by the community to address the lack of passive open space within the Monbulk Township.

Currently the Monbolloc Sanctuary is the only formally designated passive recreation open space within the centre. The future relocation of the Monbulk Soccer Club to the new Monbulk Regional Soccer Facility on Old Emerald Road will create a significant opportunity to address the shortfall in passive open space as well as address the issues around accessible and diverse housing options in the town centre.

In 2017, the Monbulk Structure Plan (MSP) included four high level concepts for the Village Green on this site for the town to consider. These concepts were very high level and did not extensively explore the opportunities associated with these options, however there was a preference for an option that combined open space and an element of housing.

Several submissions in this process preferred the entirety of the site be converted into open space, though Council has received advocacy from sections of the community to develop part of the land for housing. This divergence of opinion continues in current community discussions. The MSP did not arrive at a final position, resulting in deferral of a clear way forward and any project delivery on this land.

The Draft Urban Design Framework has revisited this discussion and provides a greater level of design detail. Best practice design strategies for open space is to activate the edges with a variety of built form and uses to create safe, inclusive and welcoming spaces, providing passive surveillance and deterring antisocial activities. Parallel to this concern is the high need for diverse housing in Monbulk and the shortage of suitable land to deliver this. The development of the Village Green site offers an opportunity to address all these concerns in a single integrated project providing medium density housing that overlooks high quality open space, as is regularly seen in leading developments throughout Australia.

To inform discussion about the development of the Village Green during the consultation of the draft Urban Design Framework four options to develop the site have been investigated that test different scales of housing development. The accompanying Addendum (Attachment 2) outlines the pros and cons of the four options. The preferred option as recommended by Officers has been included in the draft Urban Design Framework, but Council is able to decide to substitute this for one of the other options in a final version of the document if one of those options proves to be the most supported by the community as the result of consultation.

Bowls Club Pokies

The Bowls Club is currently the main land use to the immediate north of the proposed Village Green site. Developing the site will expose the primary entrance to the club which includes a clearly signed pokies venue. Highlighting a gambling venue through a Council project, such as the Village Green, is considered incompatible with Council's Health and Wellbeing objectives. The built form proposed along the edge of the Village Green will enhance the quality of the open space while also helping to screen the advertising of the pokies. It will not impact on movement between the Bowling Club and the Village Green nor impact on the operations of the Bowling Club.

Department of Transport - arterial roads

Many of the design ideas and solutions proposed in the Draft Urban Design Framework will require a close working relationship with key State Government agencies. As Main Road is a declared road, this will require the approval of the Department of Transport for any works within this space, including the provision of extended outstands, car parking reconfigurations, new bus stops and pedestrian crossings. Including designs in an adopted plan (such as the Draft Monbulk Urban Design Framework) enables Council to effectively advocate for delivery of these solutions to State Government.

Bus service inefficiencies

The current bus service has only one stop in Main Road (and the Town Centre) requiring multiple laps of the street when heading east bound. This inefficiency

reduces the value and frequency of the service and can be resolved through integration of an additional stop as outlined in the Draft Urban Design Framework.

Planning applications under current controls

Recent planning applications proposing shop-top apartment developments have highlighted the inadequacy of the current controls, resulting in poor built form and ambiguity in applying the Design Development Overlay – Schedule 12. The Draft Monbulk Urban Design Framework creates clear setbacks and character outcomes that can be translated into easily applied updated Design Development Overlay controls.

Lack of coordination and integration of projects

Numerous discrete projects have been delivered in Monbulk without any overarching masterplan or design, leading to fragmentation, lost opportunities, inefficiencies and poor integration. The Draft Urban Design Framework will assist in providing a clear coordinated approach for all future projects.

Aged Care needs

Currently there is a lack of aged care services within a reasonable catchment from Monbulk Town Centre. It is increasingly a concern as the demographic trend ages. The lack of vacant land, steep nearby topography and low diversity of housing products is making it difficult for community to age in place and remain connected with their social networks and supports.

The Draft Monbulk Urban Design Framework explores opportunities for this with a focus on the church land at the west end of Main Road. Some community members are advocating for this to be located on the existing soccer pitch however this would be contrary to the preferred option in the Monbulk Structure Plan to utilise this cluster of Council-owned land for a combination of open space and residential uses.

Options considered

The following options have been considered:

1. Develop the Monbulk Urban Design Framework

The Draft Monbulk Urban Design Framework is an important step towards achieving coordination and integration between Council-led projects, and when finalised developing rigorous built form controls using a methodology that will stand up to the scrutiny of a possible future Planning Panel.

It creates a pipeline of projects through a costed action plan enabling improved advocacy efforts and management of expectations for timing of delivery.

The design solutions directly address the community's concerns and known issues in the centre. This is the recommended option.

2. Produce precinct masterplans

Masterplans for each of the precincts will enable a coordinated project delivery however will not inform built form controls for a Planning Scheme Amendment.

The current planning applications for the Monbulk Town Centre have demonstrated the need to improve clarity and outcomes with a revised Design Development Overlay, and embed stronger place-based controls.

Preparation of discrete precinct masterplans are not recommended.

3. Produce reactive or localised projects as needed

Many projects delivered in Monbulk to date have been isolated and disconnected interventions in the absence of any coordinating vision and plan. This has led to inefficiencies, lost opportunities and lack of integration with the context and rest of centre. This is not recommended.

4. Develop only updated built form controls

5. This option will enable progress of the Planning Scheme Amendment to update the Design Development Overlay to align with the adopted Structure Plan. However, this option creates significant issues due to lack of coordination and detail for design approaches within each precinct. As a result, this does not offer a well-developed advocacy basis to State and Federal Governments for larger scale infrastructure projects. This is not recommended.

Recommended option and justification

It is recommended that Option 1, progression of the Monbulk Urban Design Framework is the most appropriate option. Progression of Option 1 enables Council to respond meaningfully to known issues within the centre, progress planning controls to improve development outcomes, and develop a pipeline of agreed projects that are supported by community and Council.

FINANCIAL ANALYSIS

Section 6 of the Draft Urban Design Framework outlines the schedule of projects to be delivered, including project type, project size, estimated cost and delivery timeframes.

Each of the projects are categorised as follows:

- Public Realm Projects – e.g. parks, streetscapes and play spaces;
- Access Projects – e.g. car parking areas, pedestrian paths and bicycle parking;
- Movement Projects – e.g. pedestrian crossings and traffic calming measures;
- Major Developments – e.g. large scale projects requiring significant resourcing; and

- Other Projects – e.g. Planning Scheme Amendments and other background reports.

Below is a summary table of actions identifying their description and estimated cost.

These projects have been proposed and assessed at a concept design level and the costings, in turn reflect the high-level nature of these estimates that have been generated by a quantity surveyor. It is particularly noted that construction costs have been highly volatile recently and that any estimates need to be reviewed closer to delivery.

A more detailed breakdown of the actions and costings are found on pages 93 to 97 of the Draft Monbulk Urban Design Framework.

There is currently no committed funding available to deliver the below projects, and all projects will require funding bids within Council's competitive Capital Expenditure Program and advocacy to State and Federal governments for funding.

Action	Description	Cost Estimate
A01	Whole Draft Urban Design Framework Area Cultural Values Assessment to identify, understand and record the traditional, historical, and contemporary indigenous cultural values of Monbulk.	\$50,000
A02	Monbulk & Main Road Intersection Activation Installation of public art treatment at Monbulk Road and Main Road roundabout.	\$250,000
A03	Nugent Street Car Park (central) Access Prepare a masterplan for the Nugent Street (central) car park to include detailed site planning to investigate new crossover from Nugent Street, pedestrian paths, parking configuration, stormwater and arborist information.	\$1,383,000
A04	Main Road Streetscape Revitalisation Streetscape improvements on the north-east side of Main Road between Mount Pleasant Road and Moores Road, with new DDA compliant ramps, new furniture, new drainage, new retaining walls and new landscaping.	\$2,249,500
A05	Precinct 3 Installation of public art treatment at David Hill Road and Main Road roundabout.	\$250,000
A06	Whole Draft Urban Design Framework Area Prepare a car parking demand analysis for the whole area covered by the Draft Urban Design Framework.	\$50,000
A07	Whole Draft Urban Design Framework Area Investigate feasibility and implementation of electric bicycle and vehicular charging stations throughout central Monbulk.	\$50,000
A08	Precinct 1 Undertake upgrade (bitumen seal) of Helen Chandler Alley.	\$1,713,500
A09	Precinct 1 Bitumen seal rear laneways to properties facing Main Road.	\$459,900
A10	Nugent Street Car Park (west) Access Develop a crossover from Nugent Street to car park at 28 Nugent Street.	\$80,800

Action	Description	Cost Estimate
A11	Village Green Redevelopment Provision of 16 45° Angle Car Spaces within Moores Road Road Reserve.	\$647,500
A12	Whole Draft Urban Design Framework Area Investigate funding options to deliver new pedestrian and cycling connections as identified in the Draft Urban Design Framework.	\$50,000
A13	Precinct 1 Installation of 2 signalised raised pedestrian crossings on Main Road between Emerald-Monbulk Road and Mt Pleasant Road.	\$176,300
A14	Precinct 1 Installation of 2 signalised raised pedestrian crossings on Main Road between Emerald-Monbulk Road and David Hill Road.	\$171,700
A15	Precinct 1 Upgrade of 2 existing pedestrian crossings on Main Road to raised pedestrian crossings.	\$147,400
A16	Monbulk & Main Road Intersection Activation Installation of 3 raised pedestrian crossings at Monbulk Road and Main Road Roundabout.	\$412,400
A17	Monbulk & Main Road Intersection Activation Establish slip lane treatment at Monbulk Road and Main Road Roundabout.	\$532,100
A18	St Georges Anglican Church Forecourt Redevelopment Installation of a new bus stop adjacent to St Georges Anglican Church on Main Road.	\$368,200
A19	RSL Car Park Access Upgrade existing path connection between 8 Nugent Street and Main Road.	\$800,700
A20	Main Road – Village Green Links Revitalisation Relocate crossover to supermarket carpark and widen pedestrian outstand at 37-39 Main Road to establish a pedestrian link between Main Road and the Village Green.	\$2,841,500
A21	Precinct 2 Installation of 3 raised pedestrian crossings along Moores Road between Main Road and McAllister Road.	\$210,400
A22	Precinct 1 Investigate potential development of a residential aged care facility along Main Road.	\$50,000
A23	St Georges Anglican Church Forecourt Redevelopment Investigate potential to develop land on the St Georges Anglican Church site for medium density housing.	\$50,000
A24	Village Green Redevelopment Works for the development of the Village Green passive open space area including: <ul style="list-style-type: none"> • District level playground; • Outdoor plaza; • Public amphitheatre; • Upgrades to laneways; and • Development of some land for medium density housing. The project work is also to include investigation of pedestrian paths, parking configuration, stormwater and arborist information.	\$9,240,400

Action	Description	Cost Estimate
A25	Moores Road (north) Redevelopment Works for the development of Monbulk Netball Courts and Monbulk Tennis Courts. Masterplan is also to include investigation of pedestrian paths, parking configuration, stormwater and arborist information.	\$4,056,500
A26	Monbulk Recreation Reserve (southeast) Revitalisation Upgrades to the Monbulk Recreation Reserve land, including <ul style="list-style-type: none"> • Boulderling wall, • Pumptrack • Multipurpose outdoor court, • 4 tennis courts, • Informal spectator stands, • 35 new car park bays, • Pedestrian paths and • Provision for 2 bus bays. Upgrades to include, site survey stormwater and arborist information.	\$5,967,900
A27	Precinct 3 Upgrades to the Monbulk Living & Learning and its forecourt. The Masterplan is also to include investigation of pedestrian paths, parking configuration, stormwater and arborist information.	\$3,500,000*
A28	Whole Draft Urban Design Framework Area Undertake a Planning Scheme Amendment to update planning controls to reflect the design and built form outcomes of the Draft Urban Design Framework.	\$50,000
A29	Whole Draft Urban Design Framework Area Investigate the need for the inclusion of the activity centre within the municipal Development Contributions Plan or prepare a new Development Contributions Plan for the activity centre.	\$50,000
A30	Main Road – Village Green Links Revitalisation Purchase, design and develop 43 Main Road to establish a pedestrian connection between main Road and the Village Green.	\$2,000,000
A31	Precinct 2 Undertake a Planning Scheme Amendment to rezone land from Public Park and Recreation Zone to a Residential Zone to reflect the proposed medium density development at the Village Green, Monbulk Netball Courts and Monbulk Tennis Courts.	\$50,000
TOTAL PROJECTED COSTS		\$37,909,700
<i>*Nominal amount only not included in Quantity Survey estimate – scope and extent to be defined.</i>		

The full suite of actions and concept designs proposed by the Draft Monbulk Urban Design Framework are estimated to cost around \$38 million over a period of ten to fifteen years.

Some actions and design projects can be undertaken within existing resources achieving cost savings from reduced external consultant fees, however delivery of projects through construction would all require funding.

The Village Green project, which is the most expensive, is estimated to be approximately between \$9-10 million. Part of the cost could be offset through land sales to facilitate housing outcomes.

The purchase of 43 Main Road and the construction of a pedestrian link (\$2 million) is noted as a current opportunity due to its market availability. The acquisition may explore seeking funding through a State Government funding stream such as 'Our Suburbs Grants', as this project supports the State Government's 20-minute neighbourhood principles. The remainder of public realm works identified would seek funding through normal project bids in the annual Capital Works Program cycle.

The timing of some projects requires significant pre-planning, authority approvals and complex documentation, such as the arterial corridor works and the creation of the Village Green. As a result, delivery would not be possible for five to ten years. Most other projects are simpler and can be scheduled once funds are available.

The Draft Urban Design Framework provides Council with a thorough evidence-based document to help prioritise and justify the delivery of remaining key capital works projects. The Draft Urban Design Framework also provides Council the opportunity to present shovel ready projects as candidates for any external funding grants, including those with short application timeframes.

APPLICABLE PLANS AND POLICIES

This report for the Draft Urban Design Framework contributes to the following Strategic Objectives of the Council Plan (2021-25):

- *Connected and healthy communities — Communities that are safe, resilient, healthy, inclusive, and socially well connected and where quality services are accessible to everyone.*

By providing an overarching design framework that connects built form, services, and public realm areas for the Monbulk Town Centre.

- *Quality community infrastructure and liveable places — Quality facilities and infrastructure that meet current and future needs. Places are well planned hubs of activity that foster well-being, creativity, and innovation.*

By identifying projects needed within Monbulk to help meet demand for infrastructure and facilities from residents and visitors.

It also supports Goal 4 of the Council's Health and Wellbeing Strategy, which is that Yarra Ranges be recognised for its healthy, accessible places to live, work and visit.

RELEVANT LAW

The Draft Monbulk Urban Design Framework has also been developed in accordance with the provisions of the *Planning & Environment Act 1987*, the Victoria Planning Provisions, and the Yarra Ranges Planning Scheme to ensure that any guidelines or proposed outcomes align with the intent of this legislation and policy.

SUSTAINABILITY IMPLICATIONS

Economic Implications

The actions and proposed design solutions within the Draft Monbulk Urban Design Framework, such as improved accessible streetscapes, outdoor dining opportunities and new commercial/retail sites, foster positive investment for Monbulk by diversifying economic and retail activity supporting business growth, and providing employment opportunities.

Social Implications

The actions and proposed design solutions for public realm areas and integration of social infrastructure, such as the area around the Monbulk Living and Learning Centre improves the accessibility of the services provided, thus fostering better community connections and overall improved community health outcomes.

Environmental Implications

The Draft Urban Design Framework has taken into consideration the high quality natural and landscape features of the Monbulk area into the development of actions and proposed design solutions, including significant views and vistas, drainage and water runoff, and vegetation types.

Complementing these features has been the introduction of sustainable transport and technology opportunities within the Monbulk Township. The Draft Urban Design Framework supports active transport and zero emissions transport options and promotes increased tree canopy cover.

It strengthens residential development opportunities within a walkable catchment of the town centre and increases microclimate outcomes through improved landscape treatments.

Water Sensitive Urban Design solutions will enhance stormwater quality and waterway health.

COMMUNITY ENGAGEMENT

The Draft Monbulk Draft Urban Design Framework has progressed to a point where it is resolved enough to allow for informed community feedback on the intent and purpose of the document to be achieved.

It is proposed to undertake an extensive program of engagement with the broader Monbulk Community, with a low intensity period over December 2022 and January 2023, with a more intensive engagement during February 2023 (see Attachment 3). The engagement activities include:

- Media - Media release;
- Website – Shaping Yarra Ranges Webpage, Hive, and E-news;

- Social Media – Facebook, Instagram, and Twitter;
- Audio Visual – Photography, Visuals and Diagrams;
- Direct mail – letterbox drop of project brochure;
- Internal communications – Staff bulletin, internal workshops;
- Drop-in sessions – Senior Urban Designer to work from Monbulk Living & Learning Centre;
- Webinar – online webinar for property owners, business owners and community members;
- Community Meeting – a presentation and question & answer session; and
- Pop Up – stall at the Monbulk Community Market

An additional concept of a Place Walk through the Town Centre is being explored with the Communications team to enhance community participation and engagement with the Draft Urban Design Framework.

The proposed program of engagement will be undertaken across a variety of times including business hours, weekday evenings and the weekend to capture the input of as many Monbulk residents, traders and visitors as possible.

Following the close of the consultation period it is proposed to report the feedback received to Council along with any suggested changes to the Draft Monbulk Urban Design Framework to address ideas or concerns raised throughout the consultation period.

Noting the length of the whole document due to the rigorous analysis undertaken, a summary document which contains Sections 4 and 5 of the draft Urban Design Framework (see Attachment 4) has been created to focus discussion with the Community around the proposed concept designs for Monbulk.

The full draft Urban Design Framework, as well each individual section of the draft Urban Design Framework (6 sections) will be available on the Shaping Yarra Ranges Webpage.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

The development of the Draft Monbulk Urban Design Framework has relied on a mix of previous engagement undertaken for the Monbulk Community Plan and Monbulk Structure Plan; and more recent targeted consultation.

The framework has been guided internally by a Project Working Group which included input from the following units:

- Statutory Planning;

- Strategic Planning;
- Place Recovery;
- Community Development;
- Economic Development;
- Infrastructure Development;
- Transport Engineering;
- Recreation and Leisure;
- Indigenous Development;
- Gender Equity;
- Disability Inclusion;
- Waste Management;
- Emergency Management; and
- Communications and Engagement.

The project team has been meeting regularly with the Monbulk and District Community Opportunities Working Group (MADCOW), Council's Indigenous and Disability Advisory Committee's, and Council's Positive Ageing Reference Group who have provided valuable assessment on how the Draft Urban Design Framework is responding to community perceptions.

RISK ASSESSMENT

The Draft Monbulk Urban Design Framework provides the necessary evidence-based context to decision making by identifying key capital works projects for upgrade or construction. The Draft Urban Design Framework's holistic approach will assist in informing a wide range of Council service delivery areas of the specific opportunities and challenges to consider in the Monbulk area and maximise Council's response to the Community's expectations.

Failure to deliver the framework will result in Council's expenditure of capital works projects continuing to be undertaken in an ad hoc manner, which does not consider the net benefit of both Council's resources and the Community's expectations.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any

general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Draft Monbulk Urban Design Framework (Published Separately)
2. Addendum - Village Green Options (Published Separately)
3. Proposed Community Engagement Plan (Published Separately)
4. Draft Monbulk Urban Design Framework – Summary Document (Published Separately)