

## Lilydale Quarry Planning Scheme Amendment C193 – Summary of Issues

Ref.	Area	Issue	Management approach and recommendations
1.1	Quarry Pit Rehabilitation	A need to ensure rehabilitation is undertaken safely that minimises amenity impacts and is suitable for proposed future uses – including housing, community facilities, open space, infrastructure.	<p>Rehabilitation of the filling will be managed under the Work Authority and Work Plan up to RL100m (State Govt.) Amenity issues and bonds to be covered by Work Plan.</p> <p>A planning permit is proposed to manage backfilling after RL100m following removal of the Work Authority.</p> <p>The CDZ requires a statement from a qualified geotechnical engineer confirming that the geotechnical condition of the filled area will support the proposed type and scale of development proposed. The CDZ requires a peer review of this report by an independent qualified geotechnical engineer.</p> <p>Council's recent peer review of the Geotechnical Framework undertaken by Senversa and advice from Golder confirm that additional review of the Geotechnical Framework is required.</p> <p>A section 173 agreement between Council and the owner of the land is proposed (and required under the CDZ) to implement an agreed Geotechnical Framework governing backfilling methodology and specifications, monitoring and reporting,</p>

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			settlement performance criteria, and security/rectification bonds. This agreement is not yet finalised (pending acceptance of Council's requirements) and should be executed before the Amendment is progressed.
1.2	CDZ Schedule	No trigger for geotechnical considerations for land within close proximity to quarry edge but outside Precinct 4.	The CDZ Schedule should be modified to require geotechnical considerations for land close to quarry edge.
2.1	Transport – Train Station	<p>The Comprehensive Development Plan (CDP) is developed on the assumption a train station will be provided when there is no State Government commitment.</p> <p>The CDP does not detail land requirements for a future train station</p> <p>The proposed traffic generation rates are discounted taking into account access to future public transport including a new train station that has not been confirmed by the State Govt. This highlights the need to confirm the new station as part of the approval process.</p> <p>Significant higher density housing and/or larger scale retail/commercial uses within the Urban Core are suitable if a train station is confirmed.</p>	<p>The CDP needs to describe a mechanism of how the consideration and approval of permits will be managed ahead of confirmation of a new train station (if the station is not agreed to by the State Government as part of finalising the draft Amendment).</p> <p>The amendment approval process should provide a timeframe of when the new train station for this site will be provided and coincide with a commitment to duplicate the rail line from Mooroolbark to Lilydale.</p> <p>Future more detailed planning/permits relating to Precinct 4 should only occur following resolution of the station and confirmation of the suitability of the land for residential development.</p> <p>The CDP should explain under what circumstances the plan will need to be modified.</p>

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2.2	Transport – Mooroolbark Railway Underpass	Supporting transport documentation implies proposed upgrade(s) to Mooroolbark Railway Underpass are feasible and supported by relevant rail operators.	<p>Proponent to confirm feasibility of railway underpass option(s) and gain written in principle support from Victrack and Metro Trains Melbourne (MTM) before Amendment proceeds further.</p> <p>The VPA should investigate the coordination of upgrading the underpass with duplication of the rail line.</p>
2.3	North-South Connector Street	Submitted documents do not provide certainty around the location and connection of the North-South Connector Street through Box Hill Institute land.	The proponent will need to provide written confirmation from Box Hill Institute on the agreed land requirements for the future connector street. The design and location will need to be to Council and DoT satisfaction.
2.4	Traffic impact mitigation measures	Council's review of mitigation measures has highlighted inadequacies.	<p>Traffic mitigation measures will need to be revised and agreed to before they are formalised within the Infrastructure Contributions Section 173 agreement.</p> <p>A developer funded signalised intersection at Maroondah Hwy/Hutchinson St will be required (subject to DoT approval).</p>
3.1	Infrastructure Contributions	<p>Infrastructure contributions have not been finalised or agreed. Key areas include:</p> <ul style="list-style-type: none"> <li>• Traffic impact mitigation measures</li> <li>• Standard of Community Centre</li> <li>• Active Recreation Precinct</li> </ul> <p>The details of a proposed Community Centre have not been finalised and the proposed description is not considered</p>	<p>A section 173 Agreement is proposed to be entered into between Council and the proponent to lock in future infrastructure requirements (items, standard, timing). This should be in place before the amendment is finalised.</p> <p>The details of the new community centre and open space (including open space</p>

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		<p>adequate. The proposed land area has not been confirmed. Council does not agree that a 35 per cent external usage applies to the proposed Community Centre.</p> <p>The proposed Active Recreation Reserve of 6.7 hectares is not sufficient in size to accommodate the proposed activities. The area needs to be at least 8 hectares. The developer will need to fund improvements to the active recreation reserve including a new pavilion in accordance with Council's submission.</p> <p>Agreement will need to be reached on appropriate contributions towards community infrastructure needs that are unable to be delivered on site.</p>	<p>improvements) will need to be included in the Infrastructure Contributions Section 173 Agreement. It is expected that 100 percent of the cost of the new community centre, open space and open space improvements will be met by the developer.</p> <p>The section 173 agreement can be used to resolve how off site community infrastructure needs will be met.</p>
3.2	State transport infrastructure	<p>State Government planned infrastructure upgrades should be brought forward to coincide with and support the development of the Quarry. Key regional projects include:</p> <ul style="list-style-type: none"> <li>• duplication of the rail line (which should be combined with a new station)</li> <li>• Development of the Healesville Arterial link from Wantirna to Mooroolbark Road, which includes upgrade of Mooroolbark Road.</li> <li>• Lilydale Bypass</li> </ul>	<p>The VPA should work with relevant State authorities and Govt departments to secure commitments for the required upgrades to the public transport and arterial road network as part of finalising the Amendment.</p>

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3.3	Proposed Govt education facility	Future proofing of the land for a future education facility.	An agreement between the State Govt and landowner needs to be in place to secure the site.
4.1	Planning Framework – CDP	CDP still requires significant additional investigations to be undertaken before permits can be considered.	Overall preference for additional investigations e.g. relating to stormwater and cultural heritage to be undertaken earlier to inform the CDP.
4.2	Planning Framework - Commercial uses	A retail/commercial centre is proposed on corner of Maroondah Hwy and Mooroolbark Road. This use is considered to be an out of centre development and could result in a poor built form outcome at entrance to Lilydale.	The CDP should remove the retail/commercial precinct shown on the Corner of Maroondah Hwy and Mooroolbark Rd. A residential hotel may be acceptable in this location.
4.3	Planning Framework – Commercial uses – impact on activity centres	The CDP provides limited guidance on extent of Commercial uses. Potential confusion around consistency with CDP is likely for future permit applications. Potential for the North – South Connector Street to become a significant bulky goods/restricted retail location, potentially undermining nearby activity centres and leading to excessive traffic generation and poor built form outcomes.	Recommend the CDP provide clearer framework around extent of proposed Commercial uses within each Precinct.
4.4	Planning Framework - CDP	A community centre is not identified on the CDP.	Council preference is for a 0.8Ha site to be provided with two options shown - Heritage Precinct and Urban Core outside of Quarry pit area.
4.5	Planning Framework - Third party notification and appeal rights	A significant body of investigations are required for each Precinct prior to the granting of planning permits. This is not a transparent process.	Preference for more detail to be included in the CDP enabling certainty or reintroducing a Precinct Plan approach that includes the additional public consultation phase.

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5.1	Affordable Housing	The proposed affordable housing approach mainly caters for Moderate Income household brackets. Council research indicates a need to address housing shortages for Very Low and Low Income households.	While a positive step towards addressing housing affordability further discussions will need to take place with the proponent and relevant housing providers to negotiate an Affordable Housing section 173 agreement and Schedule to CDZ.
6.1	Heritage - Northern Recreation Precinct - Public Open Space	<p>Proposed northern recreation precinct showing two sports ovals is not resolved due to uncertainty of alternative stormwater treatment on Council land and Heritage Victoria.</p> <p>Previous feedback from Heritage Victoria raised concerns about heritage impacts of extending the existing oval to a competition size.</p> <p>The proposed 6.7Ha is considered too small to accommodate the required active sports facilities. A figure of 8Ha is required to meet demand generated by the development.</p>	<p>Council is supportive of the proposed extension of the existing oval to competition size and creation of a second adjacent oval.</p> <p>Council officers have requested confirmation on the feasibility of the proposed stormwater treatment facility on Council land which will require MW agreement.</p> <p>Further discussions with Heritage Victoria are advised to resolve the northern recreation precinct.</p> <p>Council recommends the sports precinct area of 6.7Ha be reviewed and increased to 8Ha.</p>
6.2	Aboriginal Cultural Heritage	Incorporation of Aboriginal cultural heritage into the CDP.	An Aboriginal Cultural Values Assessment should be prepared to inform the CDP.
6.3	European Heritage	No clear commitment to protect or repurpose significant heritage buildings or structures.	The CDP should provide more details on how significant heritage structures and buildings will be protected and repurposed.

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7.1	Stormwater Management – Council land	<p>Further clarification is required regarding the submitted Stormwater Strategy as outlined in Council submission. Key issues:</p> <ul style="list-style-type: none"> <li>• Confirmation from Melbourne Water on proposed approach of stormwater strategy and use of Olinda Creek, Lillydale Lake</li> <li>• Confirmation that development will not lead to increased flooding risk on any land</li> <li>• The feasibility of a proposed retarding basin and wetland on Council land has not been confirmed.</li> <li>• Further investigation of ways to reduce conventional end of line treatments</li> </ul>	Response is required to address issues raised in submission. Further clarification from MW is required.
7.2	Stormwater management – Box Hill Institute land	A proposed overland flow path that is required on Box Hill Institute land to Lillydale Lake has not been confirmed by Box Hill Institute. Details have not been provided to Council on impacts to Lillydale Lake Reserve.	Written confirmation from Box Hill Institute should be provided before the Amendment is progressed. The impact on Lillydale Lake Reserve will also need to be assessed and approved by Council and MW.
7.3	Stormwater management – staging of infrastructure	The Stormwater Strategy or CDP does not propose how stormwater management infrastructure will be aligned with development stages given facilities will treat multiple Precincts.	The CDP and Stormwater Strategy should provide more guidance on delivery of interim stormwater treatment infrastructure and not rely on details being provided at later stages for each precinct.
7.4	Stormwater management – ownership and	The CDP has not confirmed the future ownership and maintenance obligations	Confirmation and resolution of ownership/responsibility of treatment

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	management	for stormwater drainage retardation basins and wetlands.	facilities is required. Council position is that MW should manage the two nominated facilities in current CDP as previously understood.
8.1	Sustainability	A sustainability framework has been submitted by the proponent that requires sustainability objectives but does not nominate targets or commitments and leaves this to future approvals.	The CDP should be more definitive in relation to committing to a third party rating scheme and setting minimum sustainability benchmarks. This could be achieved by committing to at least a 5-6 star Green Star Communities (with certification) or an equivalent tool.

Abbreviations:

CDP	Comprehensive Development Plan	DET	Department of Education and Training
CDZ	Comprehensive Development Zone	MW	Melbourne Water
DoT	Department of Transport	YVW	Yarra Valley Water