



# **ORDINARY COUNCIL MEETING**

**TUESDAY 24 SEPTEMBER 2019**

## **AGENDA**

### **VISION**

*Whether you live here or visit, you will see how much we value our natural beauty, how connected our communities are, and how balanced growth makes this the best place in the world.*

### **COUNCILLOR COMMITMENT**

*We'll be truthful, represent the community's needs, be positive and responsive and always strive to do better.*

# NOTES FOR QUESTIONS AND SUBMISSIONS FROM THE PUBLIC

(In accordance with the 2015 Council Meeting Guidelines – Public Participation)

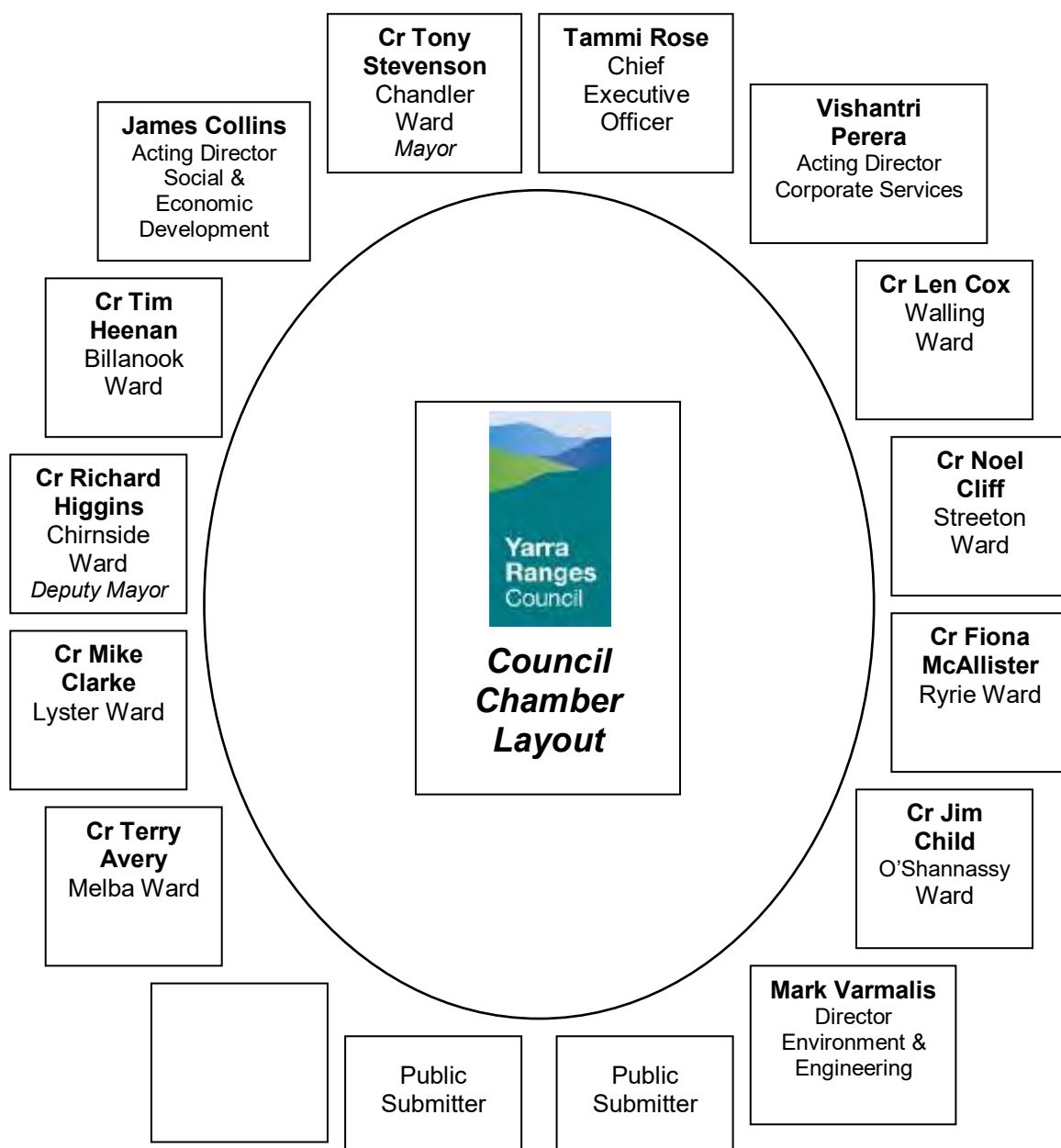
The public is invited to submit questions to the Ordinary Council Meeting by completing the form on the Council's website; or via email. Your question must be received **no later than 5.00pm on the day before** the Council meeting date. Questions relating to items on the agenda, or which are the same as previous questions, will not be considered.

A question will not be accepted if, in the opinion of the Chief Executive Officer, it appears to be derogatory, defamatory or embarrassing to any Councillor, member of staff, ratepayer or member of the public. A limit of one question per person per meeting will apply. Multiple parts to a question will be treated as multiple questions. A maximum of 15 minutes will be allocated to 'Question Time' at each meeting. As far as practicable, questions will be considered in the order they were received. Your question will be read out on the night and if possible will be answered by the appropriate officer. If a question cannot be answered on the night or if time constraints restrict the ability to read out a question, it will be answered in writing in accordance with Council's normal correspondence procedures. You are welcome to attend the meeting and hear the answer to your question, but it is not a requirement. If your question is addressed on the night, we will provide a copy of the answer to you in writing in the days following the meeting.

**Submissions to Council on matters not listed on the Ordinary Council Meeting agenda** will generally be heard before the items listed on the agenda. The subject should not relate to matters on the agenda for the meeting, or matters that have been already considered by Council or to operational issues. You must provide the required information at least eleven (11) days before the meeting you wish to attend to the Governance Team, to allow for consideration of your request and appropriate arrangements to be made.

You should provide sufficient copies of any supporting information you want to be distributed to all Councillors and this will be circulated upon request. A copy of any supporting electronic presentation needs to be given to Governance Team **by midday** of the date of the meeting to ensure compatibility with Council's computer system.

**Submissions in relation to a specific item on the agenda** for consideration will be invited to come forward by the Chair in the order items are listed. For planning applications and policy issues, the Chair will invite one person to speak on behalf of any objectors and one person to speak on behalf of the applicant. For other matters on the agenda, only one person will be invited to address Council, unless there are opposing views. At the discretion of the Chair, additional speakers may be invited for items of large interest. Submissions must be made in a way that is respectful of Councillors and staff. You should make sure that you are present at the meeting when the item you wish to speak about is considered, as there will no opportunity for you to speak after the Chair has invited speakers and councillors have begun to consider the item.



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# YARRA RANGES COUNCIL

AGENDA FOR THE 502<sup>ND</sup> ORDINARY COUNCIL MEETING TO BE HELD ON TUESDAY 24 SEPTEMBER 2019 COMMENCING AT 7.00PM IN COUNCIL CHAMBER, CIVIC CENTRE, ANDERSON STREET, LILYDALE

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1. COUNCIL MEETING OPENED
2. INTRODUCTION OF MEMBERS PRESENT
3. APOLOGIES AND LEAVE OF ABSENCE

Apologies for this meeting have been received from Councillor Len Cox, Councillor Noel Cliff and Councillor Tim Heenan

4. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

## RECOMMENDATION

*That the Minutes of the Ordinary Council Meeting held 10 September 2019, as circulated, be confirmed.*

5. DISCLOSURE OF CONFLICTS OF INTEREST

*In accordance with section 79 of the Local Government Act 1989.*

6. QUESTIONS AND SUBMISSIONS FROM THE PUBLIC

*In accordance with Clause 83 of Meeting Procedures and Use of Common Seal Local Law 2015.*

### ***Submission***

#### ***Ms Ann Maynard, Belgrave Outdoor Pool Season***

Ms Ann Maynard wishes to speak in relation to the Belgrave Outdoor Pool Season



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## 7. BUSINESS PAPER

### SOCIAL AND ECONOMIC DEVELOPMENT

No. of Pages – 5

#### 7.1 Lilydale Place Plan

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RESPONSIBLE OFFICER      Acting Director Social & Economic Development

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#### SUMMARY

The Lilydale Place Plan establishes Council's strategic intent for the township. It provides an evidence based platform from which to advocate and influence investment in the town and guide long term decision making around programs and infrastructure.

The Draft Lilydale Place Plan (LPP) was brought to Council on 28 May 2019 and released for public exhibition online and promoted in local newspapers from 29 May to 3 July 2019.

Council received 78 submissions in response to the LPP with a majority responding positively (61%) and a low negative response (8%). Comments focussed on specific tangible issues such as the relocation of the library to central Lilydale, more interesting public places, the deteriorating White Dog Hotel, increased traffic, the proposed bypass and more considered development and protection of the natural environment.

Some of these issues will be addressed in the Lilydale Structure Plan and Integrated Transport Strategy currently in development, whilst others will be incorporated into the Lilydale Place Plan's yearly actions.

Recent level crossing removal announcements for Lilydale reinforce the value of the Lilydale Place Plan to provide the groundwork for community views and expectations.

#### RECOMMENDATION

***That Council adopt the Lilydale Place Plan to guide decision making for Lilydale's future liveability.***

#### DISCLOSURE OF CONFLICTS OF INTEREST

The report writer does not have a conflict of interest.

#### PROPOSAL

It is proposed that Council adopt the Lilydale Place Plan (Attachment 1).

The following minor amendments have been made to the LPP to reflect priorities and feedback from community:

- Reposition the Acknowledgement of Country to the start of the Plan.
- Add 'library services' to Action 1.1.
- Add 'advocacy for restoration of streetscape and heritage' to Action 4.1.

## **BACKGROUND**

The development of a place plan for Lilydale was identified as a major initiative listed in the Council Plan 2017-21. This followed a review of projects and strategic directions, and in response to the unprecedented levels of public and private investment proposed for Lilydale. It aimed to leverage and coordinate development in Lilydale for improved liveability by engaging community in place-based planning.

From September 2017, Council invited the community to participate in a variety of ways in order to have their say on the future of Lilydale. This included:

- The Lilydale Summit with 150 community members attending.
- The establishment of the Lilydale Project Reference Group (LPRG) consisting of 12 community members and 12 Council Officers with technical and community knowledge.
- Connect Lilydale, community planning to build capacity and connectedness, and create inputs for the Place Plan. Community groups have formed from this to progress specific issues.

## **STRATEGIC LINKS**

The Council Plan strategic objective Vibrant Economy, Agriculture and Tourism includes a major initiative to "Develop and implement the Lilydale Project to improve liveability and attract private and public investment into the area".

This report builds on the strategic approach to planning for town centres in Yarra Ranges.

- "Township Structure Plans" and the "Yarra Ranges Planning Scheme" are identified as a supporting policy/strategy in meeting the Council Plan 2017-21 objectives of "Quality Infrastructure and Liveable Places".
- Economic Development Strategy 2012-2022, which underpins the Council Plan 2017-21 objectives for a "Vibrant economy, agriculture and tourism," outlines a place-based development and investment approach with appropriate place making outcomes and urban renewal taking place in the 'urban triangle' (Chirnside Park, Kilsyth, Lilydale, Mooroolbark and surrounds).

- Creative Communities Strategy states: “Our vision is to shape Yarra Ranges as a creatively vibrant place where participation in the cultural life of our communities is sustained as a seamless and deeply meaningful experience encountered in the street, our open spaces, our businesses and industry, our civic places, our schools and in our homes”.

## **CONSULTATION**

The development of the Lilydale Place Plan involved extensive community engagement, research and data analysis.

The LPP was published on Council’s website for public exhibition from 29 May to 3 July, 2019. It was promoted via newspapers and online.

The Mail News Group published two news items on the LPP with links to Council’s website. Social media advertising included three segments; Transport, Local Businesses and a General advertisement targeted at Lilydale and the surrounding area with different photographs and information related to the specific issue.

78 submissions were received on the LPP, two email submissions and 76 via the online form.

Through the online forms, respondents were asked demographic information, what their past engagement with the Lilydale Place Plan has been, how well they felt the plan achieved its intentions and their overall thoughts of the Plan.

### ***Demographics***

Of the 76 online submissions, 95% described themselves as local residents. The ages of respondents covers all age brackets, however the 55 to 74 year olds were highest contributors at 46%. The lowest contributing age bracket was 17yrs and under (one person).

### ***Achieving Intentions***

Respondents were asked to rate how well they thought the LPP achieves five specific intentions. The rating system was based on five options ranging from very poorly to very well (including an option for ‘no opinion’).

Generally, respondents felt that the LPP met each intention positively. The strongest rated intention was ‘improving public spaces and footpaths’ with 74% of respondents rating ‘well’ or ‘very well’ in this question. The intention that did not rate as highly was ‘improving traffic and transport connections’ which had a combined well / very well rating of 58% - but also had a combined poorly/very poorly rating of 33% of respondents.

### ***Overall Response***

Respondents were asked to give their overall thoughts on the LPP. The overall response was positive with 61% of respondents rating ‘positive’ or ‘very positive’. Only 8% of respondents rated ‘negative’ or ‘very negative’.

Attachment 1 provides detail on the feedback received.

## FINANCIAL IMPLICATIONS

The completion of the LPP will be developed within existing resources. Implementation of the actions proposed in the LPP would be completed through existing service provision and by direct alignment within the 10 year capital program.

## KEY ISSUES

The following directions were identified through research and community engagement as priorities for Lilydale and form the basis of the Lilydale Place Plan:

- Creating a new centre.
- Focus population growth within the town centre.
- Support local jobs and businesses.
- Improve traffic and transport connections.
- Improve public spaces and walking amenity.

These directions were validated as key issues in the community submissions to the LPP. The most frequently raised topics were:

1. Train station and public transport: including station parking, crowded trains and improved public transport.
2. Traffic, roads and parking: including congestion, parking and traffic infrastructure particularly for shared use and mention of congestion in Main Street and a call for a Lilydale Bypass.
3. Population growth and infrastructure: concern regarding lack of infrastructure to support community growth and impact on existing community such as Cave Hill development (Kinley Estate).
4. Implementation of LPP: including concern that it won't be fulfilled and lack of detail or action plan.
5. Loss of built heritage: including concern regarding dilapidated state of the White Dog Hotel, impact on streetscape, heritage and tourism.
6. Loss of Environment and sustainability: concern over development and impact on native trees and wildlife; and food security, sustainability initiatives and green spaces.
7. Community connection, health and wellbeing: including sentiments that Lilydale has lost its sense of community, and suggestions for activation such as Library relocation and projects that may increase social connection, health and wellbeing.
8. Connectivity / pedestrian and bike access: including improved footpaths, footbridge and pedestrian lights and increased pedestrian and bike pathways.
9. Local economy: including impact of congestion and parking on local trade, incentives to build local economy and consideration of empty shop fronts.

Many of these issues will be addressed through further development and implementation of actions for the LPP, through the upcoming Lilydale Structure Plan, specific Council projects or through community initiated projects associated with the LPP engagement process.

### ***Environmental Impacts***

The Lilydale place planning process identified the natural beauty of the tree lined streets, Lillydale Lake and the Olinda Creek that runs through the town as important. The broader place planning process and principles are directly linked with environmental sustainability, the natural environment and the sites of biodiversity of a particular place.

### ***Social Impacts***

The actions outlined in the LPP and their integration within the Lilydale Structure Plan will provide an opportunity for a significant positive impact in the delivery of social infrastructure and services contributing to improved liveability.

### ***Economic Impacts***

Similarly the actions outlined in the LPP and their integration within the Lilydale Structure Plan will provide positive investment opportunities for Lilydale, and support business and employment growth.

### ***Risk Assessment***

The LPP provides a long term informed approach of the development of Lilydale. There is a risk that Council will be unable to respond to the community's aspiration for Lilydale with resources as well as failure to embed the whole process from planning to implementation within Council systems.

## **CONCLUSION**

The LPP establishes an evidence based platform from which to advocate and influence investment in the town and guide long term decision making around programs and infrastructure. The Lilydale Place Plan was developed through an in depth process of community engagement and research.

Following approval of the Lilydale Place Plan, action plans will be developed and implemented. The Lilydale Place Plan, in conjunction with the upcoming Lilydale Structure Plan will guide Council's decision making for infrastructure, programs and services for Lilydale to achieve improved liveability for the community.

## **ATTACHMENTS**

- 1 Lilydale Place Plan [↓](#)



# Lilydale Place Plan

Volume One in a series of Place Plans for  
Yarra Ranges Activity Centres

### **Acknowledgement of Country**

We respectfully acknowledge the Traditional Owners, the Wurundjeri People as the custodians of this land. We also pay respect to all Aboriginal community elders, past and present, who have resided in the area and have been an integral part of the history of this region.

Published by Yarra Ranges Council 2019.

This document is available on our website. Hard copies of this document are available at any of our five Community Links. To request a copy, email or phone our Customer Service Centre using the details below:

[www.yarraranges.vic.gov.au](http://www.yarraranges.vic.gov.au)  
mail@yarraranges.vic.gov.au  
Phone: 1300 368 333

## Vision

Lilydale thrives.

It is a place to breathe on the edge of the city.

Building on historic foundations, the community will continue to value the natural beauty of tree lined streets and the Olinda Creek that runs through town. The community will share experiences in quality urban spaces, feel a sense of belonging and connection with the surrounding environment. People will spend time together at Lilydale Lake and Melba Park, and enjoy local produce at cafes, galleries and shops.

People of all ages and nationalities will live, relax and work in Lilydale taking advantage of the healthy lifestyle, town's prosperity and its country town feel.

Billanook Country, as the area around Lilydale is known, has been lived in by the Wurundjeri for at least 35,000 years. Generation after generation took care of the land and lived in harmony with it. The Olinda Creek was a rich source of food and site for community. In 1837, pastoralists saw the land's potential and began to settle the area. Lilydale was surveyed in the 1860's, far outside the new city of Melbourne. The town was placed on the high and dry ground above Olinda Creek to service the surrounding farming and timber districts. With the commencement of quarrying by David Mitchell in the 1880's, new investment came to town, including the opening of the Lilydale Railway Station in 1882.

Lilydale continued to develop to become part of Melbourne's outer eastern suburbs by the 1970's. At this time, housing development was expected throughout the Yarra Valley and Dandenong Ranges, with Lilydale as the centre. This suburban growth was halted by the Regional Strategy Plan of 1977. The Plan "enabled increased protection for the special features and character of the Region". With this Act of Parliament, Lilydale's suburban prospects slowed and the town's sense of place between city and country was established.

Now we have a new phase of development coming to Lilydale in the form of major infrastructure works around the railway line, the quarry redevelopment and investments in education and community. This place plan outlines how Lilydale can take advantage of this future. The objective is to increase confidence through a strong shared vision for the future of Lilydale. Council actions, advocacy and private investment will support the continued growth of the Lilydale Town Centre and the multiplication of community benefits that will result.

We have learnt that Lilydale's people value and welcome diversity. The community feels strongly about connecting with each other and improving activity and connection within the town. We must take advantage of Lilydale's location with Melbourne City easily accessible to the west and some of Victoria's most spectacular green places to the east.

Council action aligns with the vision, research and themes identified in this place plan. The detailed actions can be found on pages 15 to 18.



## ATTACHMENT 1. Lilydale Place Plan

<b>What is important from the Research?</b>	<b>What have we learnt from Community?</b>	<b>What will Council do? (Directions)</b>	<b>What will this deliver? (Benefits)</b>	<b>What is influential? (Principles)</b>
1 Melbourne is growing and some of this growth will be accommodated in Lilydale. The population make-up of the town is changing.	Lilydale's people are looking for considered and constructive growth that strengthens the town's sense of place.	Encourage population and housing growth in the Lilydale town centre.	A diverse, welcoming and active Lilydale with new housing choice and access.	Economic prosperity & wellbeing  Future oriented land use & development
2 Lilydale is a large town with distinct precincts.  Passing trade and the railway station bring people and value.	Getting around town and accessing public transport are important for Lilydale's people and businesses to connect with each other.	Enhance the connectivity and effectiveness of transport infrastructure for the community.  Work with the State to determine the future of the Lilydale bypass.	An easier town to get around with quality roads and public transport infrastructure.	Culture, community & service needs  Integrated movement & spatial networks  Leadership & governance
3 Lilydale has many beautiful places and destinations over a wide areathat are separate from each other.	People walk and bike in Lilydale along good paths with signage, cross roads easily and enjoy attractive streets that connect destinations.	Improve Lilydale's streets and public places to increase walking amenity and connection.	A Lilydale town centre with active and beautiful spaces and streets leading to a greater sense of community, safety, and pride.	Culture, community & service needs  Integrated movement & spatial networks
4 Lilydale's economic strengths need to be supported in to the future.  There are job and business opportunities in the evolving economy.	Lilydale's people value living and working locally and supporting new business. Having meaningful work for young people and attracting new residents would help support Lilydale as a place to live work and play.	Help grow Lilydale's local jobs and businesses through supporting key existing sectors and targeting emerging and growing sectors.	Lilydale's people will have the opportunity to prosper as the town grows a more diverse and resilient economy.	Economic prosperity & wellbeing  Future oriented land use & development  Leadership & governance
5 Lilydale is a centre for the region due to its many community organisations, services and recreation opportunities.	Lilydale will benefit from identifiable community centres that are integrated and welcoming to people for all kinds of activities and services. The Olinda Creek precinct and Main Street are highly valued.	Create new places for people to gather in Lilydale such as community facilities and connection to nature through the Olinda Creek precinct.	Integrated and highly accessible spaces and services that support good health, access to the great outdoors, social care and connectedness.	Integrated movement & spatial networks  Future oriented land use & development

## What is planning for place?

Planning for place is a process for improving neighbourhoods, community centres, towns or cities. By inviting community participation, and considering physical, cultural and social factors, it delivers responsive places and strengthens the connection between people and the spaces we use and share.

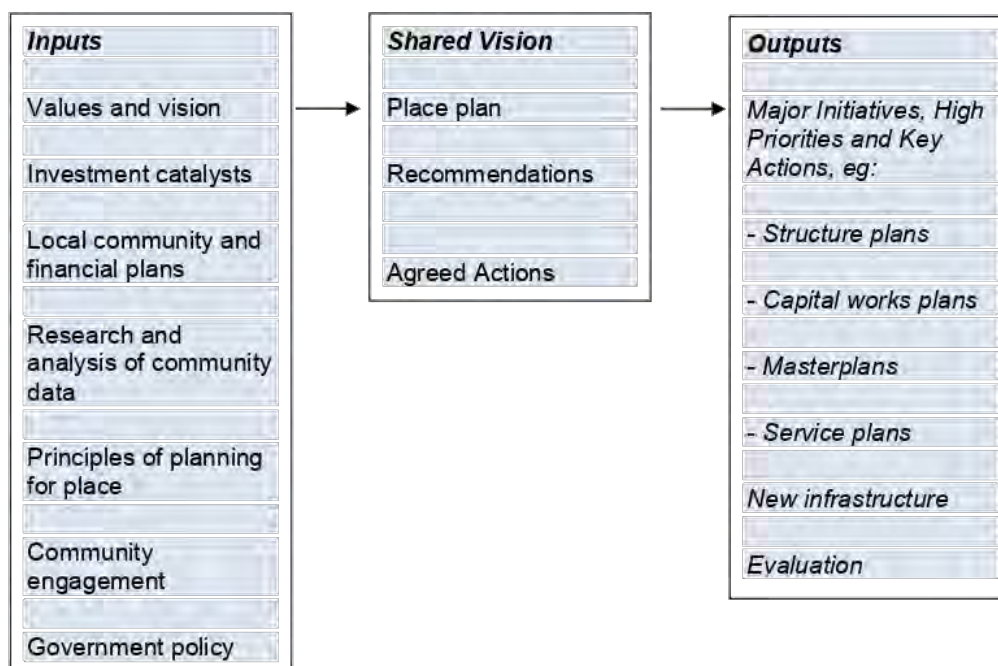
Place plans establish Council's strategic intent for a place over 20 years or more. They are for Council and Community, and:

- transparently communicate Council's strategic intent for a place
- influence investment attraction strategies
- provide an evidence based advocacy platform to Government
- guide long term decision making around programs and infrastructure
- provide planning, design and delivery confidence
- are evaluated and moderated over time to improve impact

Place plans are delivered to support Council's vision statement for the entire municipality:

"Whether you live here or visit, you will see how much we value our natural beauty, how connected our communities are, and how balanced growth makes this the best place in the world."

A place plan documents recommendations and intentions at a particular point in time. However, planning for place and placemaking is an ongoing process and does not end with the production of a plan or document.



5

## Principles of planning for place

The following five principles of place planning have been developed to guide Council's overall planning for place framework.

### **PRINCIPLE A: Culture, community & service needs**

*What is the current population telling us about this township?*

Appropriate policies, support services and resources are based on a clear understanding of the community's aspirations, needs and culture.

### **PRINCIPLE B: Economic prosperity & wellbeing**

*How can we improve resilience and help a township flourish through changes occurring on a global scale?*

Collaborations and partnerships are built on connections to place which creates shared value and a thriving and resilient community, delivering maximum impact for economic, physical and environmental wellbeing.

### **PRINCIPLE C: Integrated movement & spatial networks**

*How can we best use common land in our townships?*

Well-structured and welcoming public spaces integrate multiple functions, such as public transport and active transport, recreation and conservation areas, vibrant and attractive streets and meeting places.

### **PRINCIPLE D: Future-oriented land use & development**

*How will townships in Yarra Ranges respond as Melbourne develops?*

Policy, planning and investment attraction help guide development and use of private land and buildings in order to support public and social activity.

### **PRINCIPLE E: Leadership & governance**

*How will we sustain and manage Council and community effort?*

Planning for place and making those plans a reality involves many different parties and processes. Ongoing management is required to implement actions and evaluate their effectiveness once completed.



## Why plan for place in Lilydale?

### Community direction

Lilydale is one of Yarra Ranges' key activity centres. Themes from community engagement and data on the social, economic, built and cultural environments have been used to inform Council's directions and actions to enhance liveability.

### Strategic direction

Lilydale is part of the Yarra Ranges' urban area (Chirnside Park, Kilsyth, Lilydale, Mooroolbark and surrounds). Place-based development and investment is vital for urban renewal within this area; to accommodate growth, to support employment, and to attract further public and private investment.

### Major projects

Lilydale is the focus of a number of key projects which will shape the local community:

- Maroondah Highway Level Crossing Removal (State, ~\$100–200M)
- Lakeside Campus, Box Hill Institute (State, ~\$50M)
- Cave Hill Quarry Urban Renewal (Private, ~\$2.0B over 20 years)
- Civic Centre Redevelopment (Council, \$32M)

Such significant levels of investment require a proactive and strategic response to maximise outcomes for Lilydale and surrounding areas. In recognition of this, Council activities, strategies, policies and plans, and Victorian Government and private investment were reviewed, resulting in the commencement of the 'Lilydale Project' in 2017.

### Levels of influence

Place planning considers the requirements of a region at different levels of scale and influence, from the macro level to the micro. The impact of the Lilydale place plan will be felt differently at each of these levels, from the municipality to local activity centres and neighbourhoods, to individual streets.

## How was the community involved in the Lilydale Place Plan?

From 2010–2018 Yarra Ranges Council engaged with over 1,700 people through surveys, workshops, pop-up stalls, social media, summits and other community events to find out what they want for the future of Lilydale.

### 2010

#### Lilydale Activity Centre Planning Scheme amendment

Public advertising of planning amendment

### 2011

#### Street 11 Design Competition

Pop-up exhibition of entries to gain community feedback on ideas for Lilydale's Main Street

### 2012-2015

#### Lilydale Made For Walking

- Pedestrian surveys about walking in Lilydale in the daytime and nighttime
- Engagement with businesses and traders about works to increase foot traffic

### 2016

#### Lilydale Project Feasibility

- Pedestrian surveys and rating of four Lilydale locations
- Online survey asking what would make Lilydale a better place

### 2017 - March

#### Yarra Ranges Civic Centre

Pop-ups, online survey, targeted email, postcards asking about possible uses for the new Civic Centre

### 2017 - June

#### The Lilydale Project

- Pop-ups to gain community feedback on issues and ideas
- One-on-one stakeholder meetings

**2017 - September****The Lilydale Summit**

- Major public event to commence community and infrastructure planning
- Promotion on social media plus Yarra Ranges Council and Lilydale Project websites

**2017 - November****Anderson St Affordable Housing Project**

Engagement on proposal to increase affordable housing in Lilydale

**2018****The Lilydale Project**

- Community planning groups to generate community project ideas
- Reference group to recommend place plan to Council
- Development of a shared vision for Lilydale

## What did the community tell us?

Key findings from community feedback aligned with the principles of planning for place.

### Key findings

The following recurring themes were highlighted during the community engagement phase, indicating that the Lilydale community wants:

- An environment which reflects Lilydale's natural character, its country town identity and its role as a cultural/economic centre
- A connected community including strong leadership and safe places to gather
- A sustainable community including community gardening
- A strong local economy and affordable housing
- An increase in government and private investment in the local area
- An improved traffic and transport service.

	<b>PRINCIPLE A: Culture, community &amp; service needs</b>	<b>PRINCIPLE B: Economic prosperity &amp; wellbeing</b>	<b>PRINCIPLE C: Integrated movement &amp; spatial networks</b>	<b>PRINCIPLE D: Future- oriented land use &amp; development</b>	<b>PRINCIPLE E: Leadership &amp; governance</b>
Aspirations for the future	<ul style="list-style-type: none"> <li>- A new community centre</li> <li>- Enhanced town character</li> <li>- Celebration of history and future</li> </ul>	<ul style="list-style-type: none"> <li>- Housing choice and affordability</li> <li>- Beautified Main Street</li> <li>- More activity and sense of place</li> </ul>	<ul style="list-style-type: none"> <li>- Improved traffic flow</li> <li>- Improved walkability</li> <li>- Revitalised public transport</li> </ul>	<ul style="list-style-type: none"> <li>- Appropriate building heights</li> <li>- Community gardening</li> <li>- Olinda Creek access</li> </ul>	<ul style="list-style-type: none"> <li>- Development of township group</li> <li>- Advocacy on key transport and development issues</li> <li>- Make decisions with impact</li> </ul>
Issues for consideration	<ul style="list-style-type: none"> <li>- Identity</li> <li>- Places to gather</li> <li>- A connected town</li> <li>- A growing, ageing population</li> </ul>	<ul style="list-style-type: none"> <li>- Appropriate responses to homelessness</li> <li>- Safety in public places</li> <li>- Strengthening passing trade</li> </ul>	<ul style="list-style-type: none"> <li>- Uncertainty over the proposed Lilydale Bypass</li> <li>- Pedestrian connections</li> <li>- Quality of train and bus facilities</li> </ul>	<ul style="list-style-type: none"> <li>- Building density</li> <li>- Keeping green spaces</li> <li>- A quality Quarry development</li> </ul>	<ul style="list-style-type: none"> <li>- Strengthening township leadership</li> <li>- Lilydale as a place of choice</li> <li>- Making the most of new investment</li> </ul>

## What does the data tell us?

### Culture, community and service needs

#### Population growth

Lilydale's population is growing and ageing

- *Lilydale is expected to grow from ~17,500 residents today to ~31,000 residents by 2041. The Lilydale Quarry development alone will bring an estimated 9,000 people to the area.*
- Lilydale's over 60 year olds will grow from 21% of the population today to 35% by 2041. This is an actual increase of more than 7,000 people over 60.
- Lilydale's 0-9 year olds will maintain a steady 12% of the population to 2041. This is an actual increase of more than 1,600. The introduction of three year old kinder will require significant increases in services.

#### Household type and income

Lilydale's future housing should reflect a diversity of household types and needs

- A high proportion of Lilydale households do not have children (48%), but only 22% of housing is apartments or attached housing.
- A high proportion of Lilydale households earn an 'average' income; (Lilydale average is \$1,422/wk) There is a low number of rental dwellings available (home ownership 73%).
- Lilydale has approximately 120 social housing units out of 6,000 total dwellings (2%). This is below the Victorian average of around 3%.

#### Public space activation

Lilydale's public places need to invite character and activity

- Welcoming and unique upgrades to existing places are needed rather than more new spaces.
- Busier places provide more foot traffic for business and 'more eyes on the street' for safety.
- Lilydale's streetscapes and shop fronts could be more engaging.

#### Cultural expression

Lilydale's physical and cultural environments must be connected

- Cultural expression is diverse in type and location with niche groups and subcultures.
- Cultural and community precinct, including Melba Park, the Showgrounds, sporting grounds, museum and theatre are not as visual from the main street of Lilydale.
- Young people access culture online but there is no real-life expression of this in Lilydale.



## Economic prosperity and wellbeing

### Jobs, business sectors and training

Lilydale's employment and training opportunities are changing

- ~1,100 businesses operate in the Lilydale employing nearly 8,300 people and generating ~\$1.1 billion.
- Key industry sectors are Electricity Distribution, Public Administration and Regulatory Services, Retail Trade, Construction - Services and Heavy and Civil Engineering.
- New approaches needed in high-value industries as traditional employers transition to new technology.
- Establishment of Box Hill Institute offering higher education and training.

### Ageing population, services and health

Lilydale's population make-up is changing

- The demand for community and social services will grow as the population grows.
- Lilydale can benefit from the active contributions older residents make to the community.
- Preventative services will be important to reduce chronic health conditions such as type 2 diabetes, obesity and mental health issues.
- 100+ community services and groups could be better coordinated and made more accessible by locating key services in a new facility or facilities.

## Integrated movement and spatial networks

### Transport networks and car use

Lilydale's transport networks must be planned to support and sustain the growth of the region.

- Lilydale has a high level of car ownership and use, with 60% of households owning 2+ vehicles and 23% owning 3+ vehicles. 75% of residents are likely to drive to work.
- Lilydale train patronage is steady at around 800,000 passengers per year. 11 bus routes service Lilydale Station reflecting regional importance.
- Clear strategy and partnerships are needed for major transport works including a position on the Lilydale Bypass, upgrade of Maroondah Hwy and advocating for liveability within the level crossing removal, new Lilydale and Cave Hill train stations and track duplication to Mooroolbark.
- There is an opportunity to prioritise active transport networks over private vehicles.

### Public land and spaces

Lilydale's liveability is enhanced by the aesthetic appeal of its streets, facilities and green public places

- Lilydale's heritage streetscapes have picturesque tree canopies. These are a key feature of Lilydale's sense of place.
- The town is large in area and has a more diverse feel compared to Yarra Ranges' other urban centres.
- Areas for improvement are Lilydale's natural features, cleanliness, visual character (including public art and furniture), walkability and sense of safety.

## **Future oriented land use and development**

### **Increased density**

The growth being experienced by Lilydale is evidenced by planning application data.

- Over the last 4 years, planning applications received in terms of total dwellings increased by 20%. The number of dwellings per application, as well as the number of applications, is also increasing.
- Most residential development is happening in the western and eastern parts of Lilydale but there is little housing near the main street.
- Increasing housing choice and density helps people to stay in Lilydale as they age.
- Related issues of increased traffic and parking needs will require management, including encouraging walking.

### **Council facilities**

Lilydale is home to a range of facilities managed and maintained by Council.

- The Council's 144 building assets will continue to be updated to maximise sustainability.
- Redevelopment of the Lilydale Civic Centre will create a significant administrative centre and community space.
- Recreation reserves and other green spaces maintained by Council will be used for an increasing number of activities and events.
- New technologies, systems and practices will be embedded in infrastructure such as roads and drainage.

## **Leadership and governance**

### **New investment and advocacy**

Lilydale's role as major municipal centre provides a focus for Council investment.

- Lilydale's population is currently 11% of Yarra Ranges population and expected to become the largest municipal centre by 2036.
- Council will need to invest in Lilydale to maintain existing levels of services and infrastructure.
- Growing and maintaining Lilydale township will require asset management, service planning and funding strategies.
- Exploring new models that enable the community to experience optimum health and wellbeing.

## What next for Lilydale?

Analysis of community aspirations and data highlights key themes for Lilydale. This informs directions for Council.

Aspirations + data x analysis = themes → directions → recommendations for action.

The following directions have been indicated by the research and community engagement.

### Create new centres for Lilydale's community

- Lilydale has a country town feel but does not have an identifiable centre. As Lilydale grows it will be important for its various communities to have places to gather for a sense of belonging. The Town Centre's streets and the Olinda Creek Recreation Precinct are accessible locations for new integrated community facilities and town square spaces. They will create the centre of the town as they, and the areas around them, are progressively developed and renewed.

### Focus population growth within the town centre

- Melbourne is growing and some of this growth will be accommodated in Lilydale. The town will be Yarra Ranges' largest by 2036. Provision of housing must keep pace, particularly age friendly options and housing for vulnerable people. Some housing demand is being met by development around the town centre, but none of the demand is being taken up by the underutilised sites in the town centre proper.

### Support local jobs and businesses

- Lilydale has a number of strengths (diverse regional catchment, role as an administrative, health and government service centre, ready supply of residential land, manufacturing-based economy) but these can't be relied on into the future. There are opportunities to capitalise on an evolving economy, new training and employment pathways, and grow local supply of goods and services.

### Improve traffic and transport connections

- Lilydale's community wants to get around and connect with each other. Balancing the use of the transport network so it services different user groups is challenging. Now is the time, while major works are underway, to determine the transport network and improve connections for the whole community.

### Improve public spaces and walking amenity

- Some parts of Lilydale have tree-lined streets and public spaces, while other areas have less greenery and walking amenity. Crossing the highway, getting to

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Box Hill Institute, the amenity of the station precinct and walkers having to go 'the long way around' are some of the issues encountered. Improving the streets and public spaces will encourage walking, particularly with a new level crossing. This improves sense of safety and community and in turn increases sense of belonging and pride.

## A Plan for Action

### 1. New centres for the community

#### *Action 1.1*

Develop age friendly\* community facilities, town squares and spaces in accessible locations that integrate local service needs with spaces for community groups and activity. This could include:

- aquatics
- community health and wellbeing
- arts and culture
- community enterprise and co-working
- youth services
- library services

#### *Action 1.2*

Partner with stakeholders to develop a masterplan for the future of the Lilydale Pool, Melba Park, Olinda Creek and Lilydale Recreation Reserve. Include the landowners that overlook these spaces.

#### *Benefits*

- Delivers integrated and accessible community facilities and spaces
- Promotes a connected community through social activities, interaction and learning
- Ensures those who need support can access it when required
- Improves health and wellbeing, a sense of belonging, and ageing in place
- Provides a destination that grows the local economy
- Contributes to a Lilydale that is safe and liveable

\*Age friendly - The World Health Organisation's framework that enables people of all ages to actively participate in community and treats everyone with respect, regardless of their age.

## 2. Support a growing township

### *Action 2.1*

Deliver an investment attraction project for appropriate and considered residential / mixed-use development in the Lilydale Town Centre.

### *Action 2.2*

Support the development of the new Lilydale Structure Plan and ensure the findings of the investment attraction project are included in the Structure Plan as appropriate

### *Benefits*

- Increases day and night-time street activity in the town centre
- Delivers more diverse and affordable housing options to suit diverse needs and ageing in place
- Improves perception of Lilydale as a vibrant and safe place to live
- Improves appearance of streetscapes while protecting heritage areas, sensitive neighbourhoods and street tree plantings from over-development
- Reduces car-dependence and increases walking.

### *Action 2.3*

Encourage business and employment growth by; ensuring Lilydale's future industrial and commercial land needs are managed; helping fill gaps in local supply of goods and services; and, supporting initiatives that ensure local skills training is relevant to Lilydale.

### *Benefits*

- Supports strong sectors of the economy and promotes business growth in new markets
- Increases diversity and number of local employment opportunities
- Develops education, skills training and employment pathways
- Builds the confidence of future generations to prosper in Lilydale
- Supports a more diverse and resilient economy and community.



### 3. Improve traffic & transport infrastructure

#### *Action 3.1*

Confirm a position on the Lilydale Bypass by working with stakeholders and using the guidance of Yarra Ranges' Integrated Transport Strategy and the Lilydale Structure Plan.

#### *Action 3.2*

Advocate to the State Government for improved outcomes to the Lilydale level crossing removal works that deliver on the Lilydale Place Vision. This includes:

- A new Lilydale Train Station and Bus Interchange
- Retention of the existing station for future heritage uses
- Improvements to Maroondah Highway and Main Street
- Protection of the Queens Jubilee heritage tree plantings
- Improvements to vehicle clearance heights at the John Street underpass
- Improved walkability and access around the whole site

#### *Action 3.3*

Support and work with the State Government to gain efficiencies from the level crossing removal by bringing forward work that duplicates the rail line between Mooroolbark and Lilydale and makes future provisions for the proposed Cave Hill Railway Station.

#### *Action 3.4*

Work with State Government to develop and embed access sustainable transport choices using the guidance of Yarra Ranges' Integrated Transport Strategy and the Lilydale Structure Plan.

#### *Benefits*

- Clarifies the future of the road network
- Makes better use of existing infrastructure and amenities
- Provides investment certainty for the community, land owners and developers
- Integrates land use with high amenity transport
- Improves level of train service to Lilydale and Cave Hill and integration of rail/bus services
- Reduces car-dependence and congestion; increases walking and driver safety
- Supports positive travel experiences for visitors and locals

## 4. Create inviting streets and public spaces

### *Action 4.1*

Analyse, design and deliver upgraded streets, public spaces, pedestrian paths and bicycle infrastructure using the age friendly\* framework. Focus on the railway station, post office, creek crossings, recreation precincts and the connections between them. Include elements such as:

- street furniture and street trees,
- accessible toilets
- provision for festivals and events
- street lighting
- welcome signage and wayfinding
- advocacy for restoration of streetscape and heritage

### *Benefits*

- Removes physical barriers to getting around Lilydale and delivers infrastructure that promotes walking and cycling
- Promotes active transport and reduces car dependence
- Improves accessibility for people who don't or can't drive
- Increases the number of people in public places, increasing the sense of safety
- Beautifies Lilydale's public places and provides opportunities for cultural expression
- Reduced urban heat island effect



## How will the plan become reality?

The actions will progress through the following steps to ensure delivery. As a 20 year plan, the actions signal strategic intent for Lilydale.

1. Lilydale Place Plan adopted by Council and aligned to delivery of key strategies  
Actions included in Council's annual Corporate Action Plan
2. Annual Action Plan will be developed through Council's annual business and project planning with actions allocated to departments and teams and projects initiated
3. Progress on actions and projects reported every six months Performance and monitoring publicly available through Council's on-line presence
4. Lilydale Place Plan is evaluated over time to improve impact.

## How will we measure progress?

Progress will include completion of physical works and positive outcomes for the Lilydale community and the town environment. Re-collecting data once the place plan is under way will tell us what has been done and how effective the actions have been. This is currently planned for 2024.

### Measuring changes in built environment and community perception

- Repeat *Place Score Assessment*\* for Lilydale after major capital works are completed. Compare to score from same locations from October 2016.
- Targets
  - Increased place score for all locations
  - Increased proportion of lively shop fronts
- Consider conducting an age friendly audit every 5 years.

### Measuring changes in economic performance

- Compare local economic profile to baseline data
- Targets
  - Increased skilled employment in high-value industry sectors
  - Increased amounts of new public and private investment.

### Measuring changes in social environment

- Compare measures of community activity with baseline
- Targets
  - Lilydale township group established and sustained by the community
  - Increased number of social housing units in response to need.

### Measuring changes in cultural environment

- Compare expressions of cultural identity with baseline data
- Targets
  - New community-driven event or festival unique to Lilydale
  - Increased attendance by under 35s at Lilydale events.

### Measuring changes in transport networks and environment

- Compare use of public and active transport with baseline data
- Targets
  - 20% increase in the number of people walking past the same Place Score Assessment locations after major capital works are completed
  - 10% increase in the number of people using public transport at Lilydale interchange.

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## **7.2 Submission to the Planning Scheme Amendment to Remove Level Crossings at Lilydale and Mooroolbark**

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**RESPONSIBLE OFFICER**      Acting Director Social & Economic Development

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### **SUMMARY**

As part of a commitment by the Victorian Government to remove 75 level crossings across Melbourne by 2025, level crossing removal works are proposed on Main Street in Lilydale, and Manchester Road in Mooroolbark. Construction is expected to be complete by 2022.

The Level Crossing Removal Project (LXRP) proposes to amend the planning scheme to enable the work to occur expediently. This involves removing permit triggers for all proposed works. An informal consultation process is proposed with the community, after which it is intended for the Minister for Planning to approve the Amendment.

Following the results of community-led workshops, significant concerns have been identified with the proposal, particularly:

- The lack of opportunity for community input, especially regarding the impacts of construction for residents and businesses.
- The ability for 'preparatory works' to occur without any approvals in place through the proposed Incorporated Documents, and the lack of Council involvement in approvals needed before other buildings and works to commence, particularly for drainage, traffic, and infrastructure works, and for use of Council land.
- The proposed demolition of the existing Mooroolbark Train Station.
- Traffic and parking impacts in the two activity centres.
- Potential closure of Melba Avenue.

The preferred options identified by the Level Crossing Removal Project for both sites are rail over road, with new train stations created in each case connecting to raised platforms. In Mooroolbark, the scope of work will include a multi-deck parking structure for 900 vehicles, doubling parking capacity at that station.

Attachment 1 contains a Draft Submission (Submission) recommended for Council endorsement, which is based on an officer-level response sent on 6 September 2019. The Submission focusses on the planning scheme changes, but also comments on broader aspects of urban design, amenity, environment, open space, traffic, and the proposed consultation approach. Attachment 2 contains 3D images of the two new trains station precincts, giving an indication of Council preferred urban design, layout, and treatments, which is recommended for inclusion in Council's Submission to LXRP.

**RECOMMENDATION**

***That Council endorse the submission contained in Attachments 1 and 2, and authorise the Chief Executive Officer to send the submission to the Level Crossing Removal Project.***

**DISCLOSURE OF CONFLICTS OF INTEREST**

The author of this report does not have a conflict of interest.

**PROPOSAL*****Planning Scheme Changes***

The LXP proposes to amend the planning scheme to create new Incorporated Documents for each centre, implemented via a Special Controls Overlay, which will turn off permit triggers for all works associated with the level crossing removals in the required areas.

The proposed Incorporated Documents for the two centres operate similarly to a planning permit, withholding the permission to begin buildings and works until a number of matters are satisfactorily addressed. 'Preparatory works' are excluded from this, which could include the creation of temporary site offices or parking.

Concept designs for the two sites have been released by the LXP and are shown in Attachment 1 Appendix A, noting that the fine detail of these is yet to be finalised.

It is proposed for the Planning Scheme Amendment to be approved through a Ministerial approval process, which means no formal community consultation and planning panel will occur. In place of this, LXP are undertaking informal consultation over an eight week period. Council has been requested to provide its views during this period.

The proposed Planning Scheme Amendment is included in Attachment 1 Appendix B.

**BACKGROUND**

The removal of level crossings across Melbourne is part of an election commitment by the Victorian Government.

On 5 August 2019, the LXP released preferred design options for Lilydale and Mooroolbark (Attachment 1 Appendix A), as a rail-over-road solution in both cases.

This decision was the result of a multi-criteria assessment process, including consideration of topography, environmental effects, flood risk, urban design and traffic impacts, anticipated cost of delivery and other factors. In both cases, the rail-over-road option was considered by LXP as the superior technical option.

The information currently available on the future design (Attachment 1 Appendix A) is lacking much of the detail Council officers consider necessary to determine how successful these changes will be for the two centres regarding the ability to activate streets, complement existing character, and provide engaging urban environments for the future. Key information not known includes:

### ***Lilydale***

- The traffic and parking implications of the new train station and bus interchange for the centre as a whole.
- The location and design of the bus interchange.
- The detail of shared paths and retaining wall treatments, particularly north of Main Street near the current train station.
- Overall visual impact, including details of building cladding, and response to nearby heritage trees and existing train station building, effects on views.
- Use and activation of undercroft area, including entry to the new station.

### ***Mooroolbark***

- The traffic implications of the new train station, particularly for Brice Avenue.
- Use and activation of under-croft area, including entry to the new station, and detail of pedestrian scale connection to Brice Avenue.
- Overall visual impact, including details of building cladding, particularly for the proposed multi-deck parking structure.
- Ground level pedestrian connection north-south through the site.

The planning scheme amendment is a key opportunity to provide Council comment on preferred outcomes.

### ***Process***

On LXRP's wider process, currently LXRP are working towards achieving a costed scope by 1 December 2019, after which detailed design will begin, and then construction.

Consultation on the Planning Scheme Amendment will occur until early October, after which, LXRP intend for the Minister to approve the Amendment, providing for the construction phase to occur without planning-related delays.

## **STRATEGIC LINKS**

Council input into the Planning Scheme Amendment relates to the following objectives of the Council Plan 2017-21:

- Infrastructure and Liveable Places: Quality facilities and infrastructure meets current and future needs. Places are well planned hubs of activity that foster well-being, creativity and innovation.
- Protected and Enhanced Natural Environment: A healthier environment for future generations.

## **CONSULTATION**

LXRP does not intend to hold a formal consultation process under the Planning and Environment Act, where a planning panel would ordinarily hear and advise on submissions. Rather, an informal process is proposed until early October.

LXRP will hold drop in sessions for the community in Lilydale and Mooroolbark, send letters to affected properties, liaise with local traders, and make information available on DELWP's website, as well as at Council offices.

## **FINANCIAL IMPLICATIONS**

The need to respond to the LXRP proposal has involved the assistance of expert consultants to advise on urban design and traffic impacts.

## **KEY ISSUES**

### ***Consultation***

Given LXRP's proposed process, there is limited ability for local communities, businesses and traders to have input in an independent, forum, such as would be provided by a planning panel in a normal planning scheme amendment process.

The key document for these concerns to be addressed is the Environmental Management Strategy (EMS), which the proposed Incorporated Document requires to be prepared in consultation with Council and approved by the Minister for Planning. The EMS will address:

- A summary of key construction methodologies.
- A framework to manage amenity and environmental effects during construction.
- A summary of consultation to inform the EMS, and ongoing consultation throughout construction, and details of complaints management.
- A summary of performance monitoring and reporting, to ensure effective management of amenity and environmental effects during construction.

From the information provided, it is uncertain how much time or ability to influence this document Council will have. It is clear the community and businesses are not intended to have direct input. This is a concern as they will be most impacted, especially during the construction phase.

The recommended response requests that there is genuine community consultation undertaken to inform the preparation of the EMS. The draft EMS should then be made open to comment by the wider community, including local traders. In order to provide an impartial, expert forum for these parties to have their views addressed, it is recommended an expert panel, similar to a planning panel under the Planning and Environment Act, be appointed to hear submissions and make recommendations to the Minister for Planning to consider before a decision is made on the EMS. No works should occur before the EMS is approved.

The recommended response also requests the LXRP consult early with landowners and businesses that will be directly affected by the works during construction and/or will be permanently impacted by the developments.

Key areas of concern for Council, which the EMS should address, are:

- Impacts of lay-down areas and temporary car parks on open space, both formal and informal.
- Impact of changed traffic/pedestrian conditions on recreational movement patterns on access to the Lilydale – Warburton and Lilydale – Yarra Glen bike trails.
- Removal of trees in addition to native vegetation and vegetation protected under the Heritage Overlay.

### ***Use of Council Land***

The proposed planning framework would enable LXRP to use any land mapped within the Special Controls Overlay for any works associated with the level crossing removal works, without Council permission. The recommended response is for Council to oppose this, and require a need for Council approvals to be added to the Incorporated Documents.

In addition, Council is recommended to object to the inclusion of Hookey Park, Mooroolbark in the Special Control Overlay (SCO) mapping. This is considered a no-go zone for works and lay down areas, and should be removed from the SCO.

### ***Lack of Traffic Information***

The current form of the Incorporated Documents allows for intersection and road works to occur without consultation with Council or the Department of Transport (DOT). It is recommended the following be added to the Incorporated Documents:

- Concept plans for any proposed new intersections and access linkages should be prepared to the satisfaction of Department of Transport and Council.
- Any proposed changes to Maroondah Highway should be the satisfaction of DOT.

### ***Effects on Local Businesses***

The recommended response encourages the LXRP to undertake further analysis of the short and long term economic impact on business and jobs in the precincts. It also strongly encourages that the Victorian Government provide at least 6 months lead time of construction phase and accessibility during that period, and an active business support program.

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## ***Extent of Works***

It is recommended that the development of the Lilydale and Mooroolbark projects should be undertaken as a more substantial project that properly integrates planned improvements for the corridor. The scope of works should be expanded to include track duplication from Lilydale to Mooroolbark, the creation of a new station at Cave Hill to support the new Kinley Development and surrounding catchment area, upgrading of the rail bridge over Mooroolbark Road to properly allow for two way flow and to increase the insufficient height clearance of 3.4m to an appropriate height.

## ***Urban Design Guidance Images***

Attachment 2 contains 3D urban design images of the new station precincts, showing Council preferred urban design, layout, and treatments. These have been prepared by Mesh Consultants under instruction from Council, in addition to the detailed recommendations below for each project.

## ***Lilydale***

### Future of the Current Station Building

The creation of a new station south of Main Street will leave the existing, heritage listed Station building unused. It is uncertain what the future use of this building will be. LXRP has indicated to Council officers that it is important Council express its views about the building's future use and management.

In discussions between Council officers and LXRP, it has been suggested an appropriate use of the building could be as an entrance point to the Yarra Valley and Lilydale to Warburton trails. The current head of the Lilydale to Warburton trail at Beresford Road is hard to find from the Station area. A better entrance point at the Station building could be accompanied by tourist and/or commercial uses, such as a café. This would resemble the historic use of the building as a staging point for visitors to the Yarra Valley and Dandenongs, who stopped at the Station's historic refreshment rooms for food and drink before continuing their journeys further afield.

Under this concept, the building would continue to be owned by VicTrack, would be leased to commercial operators, and would be maintained by agreement between those two parties. It is understood that Council may need to assume maintenance responsibility for public land surrounding the building, which is a point for further discussion.

The recommended response is supportive of this re-use of the building, subject to agreement on the details of land use and maintenance.

### Urban Design

#### *Undercroft Areas*

Urban design detail is unclear on how the undercroft areas will be used, their look and function, and how they will relate to street areas in William Street East and West. LXRP has indicated this requires direction from Council. Specifically, there is the potential for a high-quality, activated urban design response, creating a lasting public realm asset for the Lilydale centre, if Council is prepared to assume a management and maintenance role.



Otherwise, management will be left to Metro Trains, which will opt for the lowest-cost and maintenance option (i.e. hardscape).

The recommended response is that a library in this area is an option worth investigating, which is based on community need in Lilydale.

Currently Lilydale's library is located within the Box Hill Institute Lilydale Campus and while this arrangement is working well, Council is aware that its location is somewhat remote from the activity centre. The opportunity to provide a library as part of the new Lilydale Railway Station and bus interchange in a central location and that is fully accessible to the community would complement the new station and is likely to be very well received by the local community.

The area could be carefully designed to provide visual connections between indoor and outdoor areas by means of extensive glazing treatments, which would function as a sheltered, comfortable space for commuters to rest and await transport connections with the benefit of library facilities. It would provide excellent passive surveillance of surrounding areas.

If a library cannot be accommodated within the space available, it is recommended that Council requests the opportunity to explore other options with LXP, prior to the finalisation of the costed scope of works. A logical alternative would be a flexible event space for markets, pop-up retail (i.e. food trucks, coffee kiosks), and community gatherings, with seating spaces provided at the edge of any plaza space, leaving desire lines for cross-movement open.

The recommended reply confirms Council will assume a management and management role for this undercroft area, if a suitable use is identified and agreed with Council.

### *Bus Interchange*

On the bus interchange design, at recent workshops, Public Transport Victoria has indicated a need for nine bus stops. LXP has indicated this may result in five stops provided along William Street West, and four along William Street East. Council officers have expressed concern about the treatment of William Street East, where the buses could block views and movement between retail businesses on the east side, and the station on the west of the street.

The recommended response opposes bus parking in William Street East, seeking that alternative solutions, such as consolidated parking bays, are further investigated.

### *Maroondah Highway Bridge*

The bridge over Maroondah Highway is likely to be the most noticeable built structure at the entry to Lilydale for east-bound traffic for generations to come, and it is therefore critical that this receives an adequate level of attention and budget. The recommended response notes there is a good opportunity to reflect the design and materiality of the existing overpass at the western end of Lilydale associated with the Lilydale to Warburton rail trail.

Alternatively, it is suggested that LXP may consider holding a design competition to inform the design of this bridge. It is understood this was done in Frankston.

### *Queens Jubilee Trees*

The recommended response clarifies that Council is not supportive of any loss of trees in Maroondah Highway, or any negative impacts on these trees.

A requirement is recommended to be added to the Incorporated Document that prior to buildings and works occurring, the views of a qualified arborist must be sought over the implications of the works for nearby trees, including any likely changes in soil conditions or water table.

### Traffic and Parking

#### *Need for Traffic Modelling*

The recommended reply requests traffic modelling from the LXP to inform Council's position on the new station, as well as current work on the Lilydale Structure Plan and the Lilydale Quarry redevelopment. Meetings have also been requested between the LXP, Council, and the quarry developers on traffic impacts. The coordination of the impacts from the level crossing work with other changes occurring in Lilydale is considered vital to the future planning of Lilydale.

#### *Need for Communication over Future Lilydale Bypass*

The recommended reply also expresses concern over the longer-term traffic planning of Lilydale, which has involved discussion over a lengthy period of the Lilydale Bypass as a way to move regional level traffic east to west through the area. Should the bypass never be constructed, the Maroondah Highway would logically be required to accommodate higher traffic volumes, which may entail road widening to increase capacity. There should be exploration of options for the upgrading of Maroondah Highway through the crossing area, in the event that the bypass does not eventuate, outlining how this integrates with the level crossing changes proposed. Consultation on this should occur with Council and the Department of Transport. This should be done prior to finalising the costed scope of works.

#### *Access to Olex Cables*

The recommended reply highlights the need for any works near the level crossing on Maroondah Highway to provide an appropriate vehicle access point to the Olex Cables site.

#### *Melba Avenue Level Crossing*

LXP raised a potential to close this crossing, if acceptable to Council.

Council recently commissioned traffic analysis to determine the current role the level crossing plays for access to, from, and through the area. A summary of result is included in Attachment 1 under 'Transport and Parking Impacts – Lilydale – Melba Avenue Crossing'.

The results indicate that the level crossing does not play a significant function, apart from facilitating school drop-off and pick-up movements. The results indicate that closure of Melba Avenue would not significantly impact on access and movement to and from the area.

However, Council officers are in the process of contacting residents, businesses, and the high school to better understand local opinion on the level crossing. This will include how they currently use the level crossing, and how a potential closure may impact their access. This work will be forwarded to LXRП when available.

In absence of this further information, the recommended reply is that the closure would only be acceptable if the road remained open. This would need for the raised rail structure to be continued on pillars further to the south, allowing the road to pass under it.

#### *Parking at Lilydale Station*

This has been identified as being extremely poor, and requires upgrading to better cater for user needs and safety. Access roads are too narrow and poorly established. Safety at night in the area is poor with lack of natural surveillance. This is likely to become worse with the relocation of the railway station to the south.

To address this, a precinct plan for this area should be prepared in consultation with Council, showing details of parking, access, lighting, pedestrian paths, landscaping, and demonstrating how safe passage of commuters will take place through this area at all times of day. This must occur before the finalisation of the costed scope of works. The precinct plan must aim to improve the efficiency, safety and functionality of this area for all transport modes, and should consider an exit route for vehicles onto Beresford Road.

#### *Potential Loss of Parking Capacity*

While LXRП have a 'no net loss' policy on parking, their calculations have not included current commuter parking in William Street East or West, which have not been calculated as commuter parking. All current roadside parking in William Street East and West is considered to be critical to the businesses of Lilydale. Any and all loss (formal and informal) of parking must be replaced.

### ***Mooroolbark***

#### Existing Train Station Building

The local community has indicated this building holds significance for them (Attachment 1 Appendix C), and they would like to see this building retained in its current location. The recommended response requests this outcome to be reflected in the costed scope of works, and the detailed design.

#### Urban Design

##### *Multi-Deck Parking Structure*

The recommended reply supports incorporating the multi storey car park within the LXRП scope of works as this will maximise opportunities to integrate the two projects.

It is encouraged that consideration be given to the set-back area of land being located to the eastern boundary of the car park, nearest to Brice Avenue (rather than to the Manchester Road interface as it is currently shown), in the interests of softening impact of this structure in the area for which its visual impact is most severe. Council encourages options for activating ground level through the provision of retail/commercial businesses at

the ground level of the car park in particular around its east and southern perimeters to be explored. This is shown visually in the images included in Attachment 2.

Much of the undercroft area is taken up by parking, limiting the ability for active community use. Council officers would prefer to see this area reclaimed and function as vibrant public realm, noting this may require a redesign with additional parking elsewhere, such as on an additional level, or in additional built form adjoining Manchester Road.

Moreover, the car park structure should be designed for future repurposing as residential, commercial, or other uses, as car use and ownership are predicted to change into the future with autonomous vehicles.

The recommended reply argues there is a need for a high quality architectural response to mitigate building bulk, complemented by use of high quality and natural cladding materials. Details of the architectural response and cladding materials should be to Council's satisfaction, and resolved before finalisation of the costed scope of works.

The design maintains a pedestrian linkage from Winyard Drive, north of the Brushy Creek into the study area, however this is an indirect route with poor passive surveillance, that is not considered a good outcome. The recommended reply requests a direct connection from Winyard Drive, with a clear visual line-of-sight into the study area, which would require construction of a new pedestrian bridge across the Brushy Creek.

#### *Shared Use Path and Loss of Parking Spaces*

The recommended reply is supportive of the extension of the shared path along Brice Avenue to connect with the Warburton Rail Trail. This project should be included within the scope of works as it will be received positively by the community.

This shared use path will run along the front of the Station area, connecting along Brice Avenue to the Lilydale-Carrum trail along Hull Road. LXRP has suggested the full construction of this path requires the loss of four car parking spaces on Brice Avenue directly east of the new Station on the north side of Brice Avenue, as shown in Attachment 1 Appendix E. The recommended reply states that the path should be widened and constructed to retain the four spaces, if this can be achieved in a safe and acceptable way.

#### *Detailed Design*

The recommended reply includes preferred details of landscaping to generally extend the existing, native, Edna Walling inspired plantings, and of retaining wall details with a high level of articulation and detail in well-used areas.

#### Traffic and Parking

##### *Traffic Access to Station from Brice Avenue*

The recommended reply argues that an additional traffic access to the Station area from Brice Avenue, as shown in Attachment 1 Appendix A, is not supported as it will direct excessive east-bound exiting traffic along Brice Avenue. An alternative exit point for vehicles to Brice Avenue should therefore be created through the Red Earth Community Centre area, allowing this exiting traffic to bypass the Brice Avenue shopping precinct. It is understood that in design work to this point, LXRP do not consider there is sufficient space

available between the rear of commercial properties facing Brice Avenue, and the rear of residential properties facing Winyard Drive, to create this access link. The raised viaduct structure should therefore be extended further east, on pillars, to allow for this access link.

From a placemaking perspective, the location of a secondary access in the proposed location on Brice Avenue is not supported, as it will lead to an increase in vehicle traffic along Brice Avenue and within the Station precinct, reducing the safety and usability of these areas for pedestrians and cyclists, which is inconsistent with the preferred future of this area as a vibrant shopping strip.

The recommended reply requests that the concept plans for the proposed new intersections and access linkages should be prepared to Council's satisfaction before works commence, as an added requirement to the Incorporated Document.

The recommended reply further requests a traffic study from LXRP for Mooroolbark, showing how traffic is anticipated to function in the context of the surrounding road network, to be prepared before the costed scope of works is finalised.

### *Parking*

LXRP has indicated that the proposed vehicle access point into the Station from Brice Avenue may require the removal of approximately eight 45 degree parking spaces on the south side of Brice Avenue, as shown in Attachment 1 Appendix E. It is understood this is needed to reduce the potential for traffic conflict between vehicles accessing these spaces, and vehicles turning in/out of the new Station area. It has been suggested that this area could be instead used as an extended on-street dining area for nearby businesses. It is recommended that these spaces should not be removed, as the secondary entry to Brice Avenue is not supported in this location, as explained.

### ***Engineering Requirements***

A missing component in both Incorporated Documents is consideration of engineering requirements, which would normally be addressed in a planning permit.

In particular, stormwater management is a key concern in the two areas, which are low-lying, subject to flooding, and near creeks and drainage lines. These issues are not addressed in the proposed Incorporated Document. However, these are standard components of any relevant planning permit, and are critical in these areas.

In order to address these concerns, there are a number of recommended requirements to be added to the proposed Incorporated Documents, to be provided before works commence, including:

- Connections to utility and power infrastructure to the satisfaction of the relevant authorities.
- A stormwater management strategy, demonstrating the use of water sensitive urban design, to the satisfaction of Melbourne Water and Council.
- All Council drains to be considered in the hydraulic modelling to be submitted to the floodplain management authority.

- Any buildings and works within the Special Building Overlay and Land Subject to Inundation Overlay must satisfy Melbourne Water that:
  - Finished floor levels of habitable buildings are set a minimum of 300 mm above the applicable flood level.
  - The development does not reduce flood plain storage and displace flood waters.
  - The development allows for and does not restrict the free passage of flood waters so that it does not cause an increase in flood levels, velocity or flows relative to existing conditions.
  - The development maintains site access in line with Council flood safety requirements.
- A concept plan documenting proposed works on public land to the satisfaction of Council.
- Proposed standards for the hand-over of newly constructed assets to Council, to the satisfaction of Council.
- Details of a post-works maintenance period, during which the performance of infrastructure (including roads/intersections) and civil works can be monitored, with details of reporting requirements to Council, and funds available in the LXRP budget for mitigating works should these be required. This should include provision for repair to any damaged existing Council infrastructure.

### ***Environmental Impacts***

There is potential for environmental effects from the following:

- Loss of native vegetation.
- Increased stormwater run-off to nearby creeks in both areas.
- Construction impacts.

Regarding native vegetation, information on this, and appropriate offsets, must be provided to the satisfaction of the Secretary to DELWP.

On stormwater management, the documents submitted do not include any requirement for Council or Melbourne Water approval of proposed drainage mitigation or works. As mentioned above under 'Engineering Requirements, this is proposed to be added to the Incorporated Documents.

As part of the approvals process proposed, before works commence an Environmental Management Strategy will need to be approved by the Minister for Planning, which will address construction activities and mitigation of impacts.

### ***Social Impacts***

The works in Lilydale and Mooroolbark, on completion, are expected to result in the following positive social effects:

- Increased safety, passive surveillance and lighting around new station areas.
- Improved public realm areas, and revitalisation of street side areas in the two centres.
- Improved road safety by reducing conflict between users of different transport modes, particularly at Lilydale where the existing bus interchange is problematic in its design.
- Improved amenity for residents and users of the two centres, caused by a reduction of traffic congestion.

### ***Economic Impacts***

During the construction phase, there will be impacts on local businesses, which may lose business in some cases as potential customers choose to shop elsewhere. It is therefore vital that these impacts are managed appropriately, in consultation with the local community and traders.

The planning scheme amendment is expected to support the competitiveness of businesses relying on passage through the Lilydale and Mooroolbark level crossing areas, by enabling works that are anticipated to ease congestion and reduce traffic delays, improving efficiency and leading to greater efficiency in road-based freight transport.

Locally, when completed the level crossing removal is expected to improve access to employment areas and businesses in Lilydale and Mooroolbark, by making the road network more efficient.

### ***Risk Assessment***

There is no financial risk to Council associated with this item.

## **CONCLUSION**

Overall the projects in Lilydale and Mooroolbark have potential for significant benefit to both centres and local communities. Council is recommended to express in principle support for the projects, and associated planning scheme amendments, subject to the added requirements explained above in this report, and as detailed in the officer position in Attachment 1.

## **ATTACHMENTS**

- 1 Proposed Yarra Ranges Council Submission to Level Crossing Removal Project [↓](#)
- 2 3D Urban Design Images [↓](#)

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25 September 2019

## **Yarra Ranges Council Response to Proposed Planning Scheme Amendments for Level Crossing Removal Works at Lilydale and Mooroolbark**

### ***Introduction***

Council acknowledges the significant investment being made in Lilydale and Mooroolbark activity centres, and the opportunity to improve transport efficiency. These projects represent an opportunity to value add to each community, and create enduring legacies for each suburb, with benefits for years into the future.

However, following the results of community-led workshops, there are ongoing concerns for Council over a number of aspects of this proposal, including:

- The lack of opportunity for community input, particularly to comment on the impacts of construction for residents and businesses
- The ability for 'preparatory works' to occur without any approvals in place through the proposed Incorporated Documents, and the lack of Council involvement in approvals needed before other buildings and works to commence, particularly for drainage, traffic, and infrastructure works, and for use of Council land.
- The proposed demolition of the existing Mooroolbark Train Station
- Traffic and parking impacts in the two activity centres
- Potential closure of the Melba Avenue level crossing

Generally there is concern from Council that these projects, if not appropriately managed, could fragment and negatively affect Lilydale and Mooroolbark for years to come. It is therefore critical that the projects are not undertaken with a narrow focus on traffic and transport, but instead adopt a wider, integrated consideration of how each project will affect its place and context. These are large scale projects that will have lasting effects on these activity centres and communities, and it is very important they are approached with a commensurate level of care and attention. Critically, this must include an appropriate opportunity for community comment and involvement, which does not appear reflected in the proposed process.

While it is noted that views are primarily sought over the proposed planning scheme changes, the opportunity has been used to also comment on a range of other matters relating to amenity, environment, urban design, traffic, and parking. This is based on the information known at this time, which is the result of images published 5 August 2019 on LXRP's website (Appendix A), the planning scheme amendment documents received 12 August 2019 (Appendix B), and also basic information from discussions that have taken place with Council officers.



Nevertheless, there is in-principle support from Council for the level crossing removal in Lilydale, as reflected by the draft Lilydale Place Plan, which has recently undergone community consultation. The Place Plan includes an action to “Support and work with the State Government for improved outcomes to the Lilydale level crossing removal works that deliver on the Lilydale Place Vision. This could include a new Lilydale Train Station and Bus Interchange, retention of the existing station for future heritage uses, improvements to Maroondah Highway and Main Street, protection of the Queens Jubilee heritage tree plantings, and improvements to vehicle clearance heights at the John Street underpass” (Action 3.2).

### ***Planning Scheme Amendment***

LXRP propose to amend the planning scheme to enable the work to occur expediently, which involves removing permit triggers for all proposed works in the project areas under the Yarra Ranges Planning Scheme. It is understood that a permit under the Heritage Act 2017 will be required for buildings and works affecting the Lilydale Railway Station Refreshment Rooms, which is identified under the Victorian Heritage Register.

It is noted that the Explanatory Report for Lilydale requires consultation with Maroondah City Council, but the Incorporated Document proposed refers only to Yarra Ranges. It is assumed that inclusion of Maroondah City Council in the Explanatory Report is an error.

The proposed Incorporated Documents for the two centres operate similarly to a planning permit, withholding the permission to begin buildings and works until a number of matters are satisfactorily addressed (with some exceptions for preparatory works). As explained in detail below in this submission, the required permissions do not provide adequate comfort to Council that the works will occur in an acceptable way, and the planning scheme controls as drafted exclude Council from having a decision making role. Key deficiencies are:

- Concept plans for any proposed new intersections and access linkages should be prepared to the satisfaction of DOT and Council
- Any proposed changes to Maroondah Highway should be the satisfaction of DOT
- Prior to buildings and works occurring on Council owned or managed land (including preparatory works), the consent of Yarra Ranges Council must be obtained. Council's permission will require compensation for loss of land, and a requirement to make good after use of the land is completed.
- Prior to buildings and works occurring, the views of a qualified arborist must be sought over the implications of the works for nearby trees, including any likely changes in soil conditions or water table.
- Connections to utility and power infrastructure to the satisfaction of the relevant authorities
- A stormwater management strategy, demonstrating the use of water sensitive urban design, to the satisfaction of Melbourne Water and Council
- All Council drains to be considered in the hydraulic modelling to be submitted to Melbourne Water
- Any buildings and works within the Special Building Overlay and Land Subject to Inundation Overlay must satisfy Melbourne Water that:

- Finished floor levels of habitable buildings are set a minimum of 300 mm above the applicable flood level
  - The development does not reduce flood plain storage and displace flood waters
  - The development allows for and does not restrict the free passage of flood waters so that it does not cause an increase in flood levels, velocity or flows relative to existing conditions
  - The development maintains site access in line with Council flood safety requirements
- A concept plan documenting proposed works on public land to the satisfaction of Council
  - Proposed standards for the hand-over of newly constructed assets to Council, to the satisfaction of Council
  - Details of a post-works maintenance period, during which the performance of infrastructure (including roads/intersections) and civil works can be monitored, with details of reporting requirements to Council, and funds available in the LXP budget for mitigating works should these be required. This should include provision for repair to any damaged existing Council infrastructure.

On the mapping of the Special Controls Overlay (SCO), Council objects to the inclusion of Hookey Park, Mooroolbark. This is considered a no-go zone for works and lay down areas, and should be removed from the SCO.

### **Consultation**

It is noted that LXP does not intend to hold a formal consultation process under the Planning and Environment Act, where a planning panel would ordinarily hear and advise on submissions. Rather, an informal process is proposed until early October.

Given LXP's proposed process, there is limited ability for local communities, businesses and traders to have input in an independent, forum, such as would be provided by a planning panel in a normal planning scheme amendment process.

Clarification is sought on the areas selected under the investigation areas of the Special Controls Overlay. Council acknowledges the need for areas during construction but notes many streets and open space areas are local roads and quiet residential areas. This highlights the need for genuine consultation with Council and affected residents and businesses in order to understand and minimise impacts.

The key document for these concerns to be addressed is the Environmental Management Strategy (EMS), which the proposed Incorporated Document requires to be prepared in consultation with Council and approved by the Minister for Planning, before works commence. The EMS will address:

- A summary of key construction methodologies
- A framework to manage amenity and environmental effects during construction
- A summary of consultation to inform the EMS, and ongoing consultation throughout construction, and details of complaints management
- A summary of performance monitoring and reporting, to ensure effective management of amenity and environmental effects during construction

Council is supportive of the need for the LXRP to prepare a detailed EMS before any works can commence. This should also include preparatory works associated with the construction phase of the project.

From the information provided, it is uncertain how much time or ability to influence this document Council will have. It is clear the community and businesses are not intended to have direct input. This is a concern as they will be most impacted, especially during the construction phase.

It is therefore requested that there is genuine community consultation undertaken to inform the preparation of the EMS. The draft EMS should then be made open to comment by the wider community, including local traders. In order to provide an impartial, expert forum for these parties to have their views addressed, it is recommended an expert panel, similar to a planning panel under the Planning and Environment Act, be appointed to hear submissions and make recommendations to the Minister for Planning to consider before a decision is made on the EMS. A similar process to the Government Land Standing Advisory Committee could be established.

Council also requests the LXRP consult early with landowners and businesses that will be directly affected by the works during construction and/or will be permanently impacted by the developments. It is noted that no land acquisition is proposed however the structures will be very close to some properties and in these instances discussions between the affected landowner and LXRP should be undertaken as early as possible to facilitate an acceptable outcome.

The Incorporated Document allows for preparatory uses, building and works to occur before an EMS is approved. Given that one of the roles of the EMS is to manage construction activity and to minimise amenity impacts it would seem far more logical for the EMS to be approved prior to commencing preparatory works which include establishing most of the anticipated temporary construction locations, car parking etc. To this end the Incorporated Documents for both projects should be modified to ensure the EMS is finalised before any preparatory works commence that are associated with construction activities.

The Incorporated Document should provide details around consultation processes for the EMS and other important design documents. Consultation should be at least 6 weeks for the community to make submissions.

In addition to this, key areas of concern for Council, which the EMS should address, are:

- Impacts of lay-down areas and temporary car parks on open space, both formal and informal
- Impact of changed traffic/pedestrian conditions on recreational movement patterns on access to the Lilydale – Warburton and Lilydale – Yarra Glen bike trails
- Removal of trees in addition to native vegetation and vegetation protected under the Heritage Overlay

#### ***Use of Council Land***

The proposed planning framework would enable LXRP to use any land mapped within the Special Controls Overlay for any works associated with the level crossing removal works, without Council permission, which is unacceptable to Council. Council requests that content be added to the Incorporated Documents as follows:

Prior to buildings and works occurring on Council owned or managed land (including preparatory works), the consent of Yarra Ranges Council must be obtained. Council's permission will require compensation for loss of land, and a requirement to make good after use of the land is completed.

In addition, Council objects to the inclusion of Hookey Park, Mooroolbark in the SCO mapping. This is considered a no-go zone for works and lay down areas, and should be removed from the SCO.

### **Community Views**

While the timeframe has not allowed an opportunity for genuine community consultation, Council officers have sought to gather community comments on the proposed works in the two activity centres, as part of this submission. The feedback received was the result of community groups in Lilydale and Mooroolbark forming their own workshops, run by an independent facilitator, to determine the key issues and opportunities they perceived for each of the projects. Reports were provided to Council with results of each the workshop. This is contained in Appendix C, which has a summary of findings, followed by two full reports on Lilydale and Mooroolbark.

### **Process**

Aside from the above explained need for a panel for the EMS, Council has fundamental reservations over the process being used, and the ability for the local community to effectively comment.

While LXRP has to implement the project is understood, and the need to expedite approvals, it appears there has been an effort to bypass formal consultation processes, and planning permit processes. This implies that the consultation proposed here carries little value, given the lack of detail available to comment on (shown in Appendix A and B).

The Explanatory Reports for both Lilydale and Mooroolbark have sweeping statements of the benefits, such as:

- Eliminate conflicts between trains, vehicles, cyclists and pedestrians
- Enhance connectivity in the centres
- Recognise and consider local heritage values
- Ensure orderly and coordinated provision of upgraded public infrastructure and facilities for the benefit of the community
- Providing enhanced pedestrian and cycle connections along and across the cycle corridor
- Improved amenity in residential and commercial areas currently affected by congestion from the level crossings
- Improved local amenity through creation of new publicly accessible areas and upgrades to the existing public realm

While these are great aspirations, there is currently no detail available to the Council or the community on how these things will be achieved.

LXRP is therefore informally consulting on a proposal that is so lacking in detail that it is questionable what value any comments received will have. The above statements of the benefits do not reflect anything that is currently proposed, which is misleading.

***Effects on Local Businesses***

The Explanatory Report notes under “Economic Effects” that the Projects will create jobs during the construction periods. It does not provide any reference to the short and long – term economic impacts to existing businesses that might include job losses and business closures.

Council encourages the LXRП to undertake further analysis of the short and long term economic impact on business and jobs in the precincts. Council also strongly encourages that the Victorian Government provide at least 6 months lead time of construction phase and accessibility during that period, and an active business support program.

Council is a signatory to the Victorian Small Business Commission (VSBC), which has indicated that the Victorian Government and their agency LXRП will work with small businesses disrupted by the Level Crossing Removal projects using the Victorian Small Business Commission’s (VSBC’s) Small Business Engagement Guidelines when planning new works, and request that external project managers do the same; and provide small businesses with the VSBC’s guide for small businesses on Managing Disruption. The lack of consultation proposed would seem inconsistent with VSBC objectives and statements. Council encourage LXRП to communicate with VSBC to understand how the project can be undertaken according to VSBC objectives.

***References to Council Policies***

The Planning Scheme Amendment documents make reference to Vision 2020, which is considered an outdated policy. As an alternative, reference should be made to Council’s current community vision and values statement, as well as the Draft Lilydale Place Plan, which are available on Council’s website.

***Future of Current Station Buildings******Lilydale***

The creation of a new station south of Main Street will leave the existing, heritage listed Station building unused. It is uncertain what the future use of this building will be. LXRП has indicated to Council officers that it is important Council express its views about the building’s future use and management.

The land occupying the Station is owned by VicTrack, and currently the historic refreshment rooms within the Station are leased by the Victorian Railway Institute.

Council understands that VicTrack has indicated to LXRП that it is prepared to lease the building at a nominal rate for any community activity, or if the building were used commercially, for a fair commercial rate.

In discussions between Council officers and LXRП, it has been suggested an appropriate use of the building could be as an entrance point to the Yarra Valley and Lilydale to Warburton trails. The current head of the Lilydale to Warburton trail at Beresford Road is hard to find from the Station area. A better entrance point at the Station building could be accompanied by tourist and/or commercial uses, such as a café. This would resemble the historic use of the building as a staging point for visitors to the Yarra Valley and Dandenongs, who stopped at the Station’s historic refreshment rooms for food and drink before continuing their journeys further afield. Heritage Victoria is reportedly supportive of this re-use.

Under this concept, the building would continue to be owned by VicTrack, would be leased to commercial operators, and would be maintained by agreement between those two parties. It is understood that Council may need to assume maintenance responsibility for public land surrounding the building, which is a point for further discussion.

Council is supportive in principle of this re-use of the building, subject to agreement on the details of land use and maintenance.

The treatment of the historic station building and the associated open space will play a key role in creating a sense of 'place' in this area. Council considers that any open space provision connected to this asset should provide a connection eastwards to the Lilydale Recreation Precinct and also to Main Street, and front onto Maroondah Highway.

#### Mooroolbark

The local community has indicated this building holds significance for them (Appendix C), and they would like to see this building retained. Therefore, Council requests this to be reflected in the costed scope of works, and the detailed design.

#### **Urban Design**

Appendix D contains urban design principles prepared by Council officers as a guide.

To complement and extend Appendix D, Council has commissioned work by Mesh Consultants to create 3D renders, providing indicative images of Council officers' vision for the new train station precincts, which is forwarded as an attachment to this report.

#### General Comments:

Council require that the design responses across both sites are specific to local context and culturally responsive. This is pertinent to all architectural built form and landscape treatments, as well as any way finding or signage elements.

All proposed designs must meet at a minimum standard the objectives outlined in the Yarra Ranges Health & Wellbeing and Equity Access and Inclusion Strategies, Creating Places for People: An Urban Design Protocol for Australian Cities, UNICEF's Child Friendly Cities Initiative, and the World Health Organisation's Global Age Friendly Cities Guide.

Council asserts that there is a need in any proposed designs to improve safety beyond just removing conflict between trains and vehicles, but also consider the need for removal of conflicts between other modes of transport such as pedestrians and cyclists. It would appear that this has not been fully considered in the designs presented thus far, and in some cases further conflicts have been added or risks heightened.

Council require that safety considerations beyond transit movements are made clearer within the proposed designs, such as the role of passive surveillance and lighting.

All proposed designs are to prioritise pedestrian movement above all others, and show how this might be achieved through traffic management measures such as reduced speed limits, traffic calming surface treatments and traffic light program scheduling & management practices.

#### Lilydale

The Appendix A images for Lilydale show the new station south of Main Street between William Street East and West, with a ground level forecourt and ticket office, connecting to a raised platform.

#### *Station Undercroft*

Urban design detail is unclear on how the undercroft areas will be used, their look and function, and how they will relate to street areas in William Street East and West. LXR has indicated this requires direction from Council. Specifically, there is the potential for a high-quality, activated urban design response, creating a lasting public realm asset for the Lilydale centre, if Council is prepared to assume a management and maintenance role. Otherwise, management will be left to Metro Trains, which will opt for the lowest-cost and maintenance option (i.e. hardscape).

Council officers have been informed that there is an undercroft area available between William Street East and West of approximately 40x40m, roughly equivalent to a half basketball court. Potential uses are:

- An enclosed library or similar community space
- A flexible event space for markets, pop-up retail (i.e. food trucks, coffee kiosks), and community gatherings, with seating spaces provided at the edge of any plaza space, leaving desire lines for cross-movement open.

Council considers that a library space is an option worth investigating. Currently Lilydale's library is located within the Box Hill Institute Lilydale Campus and while this arrangement is working well, Council is aware that its location is somewhat remote from the activity centre. The opportunity to provide a library as part of the new Lilydale Railway Station and bus interchange in a central location and that is fully accessible to the community would complement the new station and is likely to be very well received by the local community.

While the detailed design work will need to be investigated further, the undercroft area of around 1600sqm would provide a suitably sized space for a library function. The area could be carefully designed to provide visual connections between indoor and outdoor areas by means of extensive glazing treatments, which would function as a sheltered, comfortable space for commuters to rest and await transport connections with the benefit of library facilities. It would provide excellent passive surveillance of surrounding areas.

Council would like to explore this opportunity further so that it can be considered within the scope of the project.

Alternatively, if it emerges that there is insufficient space for a library, Council would appreciate the opportunity to explore other options with LXR, prior to the finalisation of the costed scope of works, noting the second option described above would be a logical option.

Council will assume a management and management role for this undercroft area, if a suitable use is identified and agreed with Council.

#### *Bus Interchange*

On the bus interchange design, at recent workshops, Public Transport Victoria has indicated a need for nine bus stops. LXR has indicated this may result in five stops provided along William Street West, and four along William Street East. Council officers have expressed concern about the treatment of William Street East, where the buses could block views and movement between retail businesses on the east side, and the station on the west of the street. It may also result in a large area of hardscape, which may otherwise be broken up

and softened by landscaping opportunities. Council's concern is that this area has the potential for revitalisation as a retail and pedestrian hub, which could be significantly compromised by the proposed bus parking arrangement.

Furthermore, Council considers it less than ideal to have bus parking adjacent to businesses in William Street East, where buses idling would be unacceptable for trade and retail uses along the street.

Council fully supports the creation of an integrated transport hub that caters for all modes of transport including bus commuters. Council considers that while PTV's need for appropriate bus bays in close proximity to the Station is understood, alternatives to excessive bus parking in William Street East are needed, given the negative impacts to the public realm in the William Street East precinct.

Council believes there are a number of alternative solutions that need to be fully investigated before the scope of works is finalised.

In particular, the use of consolidated bus stops are preferred for both Mooroolbark and Lilydale sites. Consolidated stops would require different bus operators and bus routes to share stops and layover bays. The sharing of bays with clear signage is common place for many smart bus routes. Doing so would improve the legibility for bus/train users and provide better utilisation of space within each station precinct. Examples of this approach working successfully elsewhere include McCrae Street, Dandenong and Lonsdale Street, Melbourne.

The undercroft structure should be designed to incorporate all weather protection for bus commuters. This should be instead of using separate stand-alone shelters. Using stand-alone structures would be a missed opportunity to design something that is both functional and aesthetically pleasing.

#### *Planting and Power Lines*

The train station precinct on both William Street East and William Street West provides an opportunity to improve the public realm and rejuvenate this part of Lilydale. To this end, the final design should maximise the opportunities to plant significant trees that will over time soften the built form. To this end the existing powerlines along both William Street East and West should be located underground so that the public realm can be improved and trees can be planted in this location.

Landscaping opportunities should extend around the new station area, parking and shared use paths as appropriate, and aim for:

- Species selection either the same as, or complementary to, the Queens Jubilee Avenue trees (i.e. exotic species with attractive, green canopy)
- Use of larger trees to screen views of rail infrastructure where possible
- Landscaping to achieve a balance of light and shade in public areas
- Landscaping for safety, avoiding concealed areas at ground level, maximising passive surveillance
- Significant ground level landscaping and greening in William Street East

#### *Retaining Walls*

Retaining wall structures:

- Designed with a level of detailing, materiality and articulation suitable to location. i.e. in well used areas, smaller scale articulation and surface variation to create more visually interesting, engaging treatments



- Activation of retaining wall expanses via artwork, climbing walls, in-built seating, or other similar opportunities
- Use of terraced-design where space permits, to integrate with planting opportunities

#### *Shared Use Paths*

On any proposed shared use paths, the following should be added to the costed scope of works:

- Adjoining the train station, Council does not support any path encouraging high-speed cyclist activity, but rather this should incorporate tactile pavers to encourage a lower-speed, pedestrian-oriented environment.
- Council requests the addition of a pedestrian path near the station to be extended along William Street East to the High School, providing a safe route for students
- The heads of the Yarra Valley and Lilydale to Warburton Trails should be extended to Maroondah Highway, leading northwards past the current train station, along the rail alignment to Beresford Road
- Bicycle lanterns to be added to all signalised crossings along the shared path network
- Designs for the level crossing removals should consider the future provision of shared paths along both sides of Maroondah Highway to connect in with Lilydale Station and surrounding area.
- The connection to a shared use path along the rail alignment from the south, connecting to the Lilydale quarry land, should be future proofed. This is likely to be the main future cyclist route running parallel to the rail line through the quarry land.

In addition, it has been identified that Lilydale Station precinct will be the meeting point for an extensive trail network. Trails such as Lilydale-Warburton and Carrum already exist. The completion of Yarra Valley Trail, Warburton Mountain Bike Destination and the Ringwood-Lilydale Trail along the railway corridor to Lilydale will greatly increase the number of cyclist passing through the Lilydale Station Precinct. The station will also be a destination for rail commuters that use the trail network to get to the station. There is therefore a need to consider conflicts between bicycles and pedestrians/other modes through the station precinct area, noting that projected daily usage of the Yarra Valley Trail alone is:

- Peak weekend use – 83,332 (or 1,603 per day)
- Peak weekday use – 52,110 (or 393 per day)
- Off-peak weekend use – 44,448 (or 855 per day)
- Off-peak weekday use – 30,160 (or 228 per day)

Based on this, there is a need for design consideration of how this potential conflict can be managed. An elevated veloway that avoids a need for cyclist crossing of John and Main Street would be ideal. Otherwise, there is a need for further engagement between LXR and Council on these issues, to ensure a workable outcome for all travel modes.

#### *Bridge Over Maroondah Highway and Nearby Trees*

The bridge over Maroondah Highway is likely to be the most noticeable built structure at the entry to Lilydale for east-bound traffic for generations to come, and it is therefore critical that this receives an adequate level of attention and budget. There is a good opportunity to reflect the design and materiality of the existing overpass at the western end of Lilydale associated with the Lilydale to Warburton rail trail. Council considers that as a general principle, this structure should be designed to complement the nearby Queens Jubilee Avenue trees, through its height, use of natural materials, and subdued and natural colours. As far as achievable, this feature should not attempt to be a grandiose architectural statement piece, but should allow the trees to remain the primary announcing feature to the town, and to sit comfortably as a backdrop to their canopies.

Alternatively, it is suggested that LXP may consider holding a design competition to inform the design of this bridge. It is understood this was done in Frankston.

It is therefore also critical that the planned works protect the health of these trees. It is understood that none of the trees are proposed for removal, which is supported. Council and community question whether the works in the area may alter the water table, affecting the future health of these trees. It is therefore requested that before commencing buildings and works, the views of a qualified arborist are sought over the implications of the works for nearby trees.

#### *Station Access*

The provision of multiple pedestrian access points to the new station is supported. There is a further opportunity to create a third entry/exit on the south side of John Street, allowing students of Lilydale High School with direct access to the station, which should be investigated. Ideally, this should be added to the scope of works.

#### Mooroolbark

The Appendix A images for Mooroolbark show demolition of the existing Station, with a new Station created, roughly in the same location, with ground level entry and ticket office connecting to a raised platform.

Between the front of the Station and Brice Avenue, the existing bus interchange is retained to the east side, and existing kiss and ride area is maintained to the west side.

The existing entry to the station area, near the signalised pedestrian crossing on Brice Avenue, is shown maintained in the same location.

#### *Shared Use Path*

A shared use path will run along the front of the Station area, connecting along Brice Avenue to the Lilydale-Carrum trail along Hull Road. LXP has suggested the full construction of this path requires the loss of four car parking spaces on Brice Avenue directly east of the new Station on the north side of Brice Avenue, as shown in Appendix E. LXP has requested Council views on this. Given the strategic importance of this cycling corridor, and the large number of new spaces provided as part of the multi-deck structure, the full construction of the shared use path is supported, noting that on completion this land will be managed and maintained by Council. Ideally, the path would be widened and constructed to retain the four spaces, if this could be achieved in a safe and acceptable way.

Council supports the extension of the shared path along Brice Avenue and connect it to the Warburton Rail Trail. It is proposed that this project should be included within the scope of works as it will be received positively by the community.

#### *Retaining Wall Facing Sherlock Road*

West of Manchester Road, there is a large expanse of retaining wall shown facing Sherlock Road. In this area it is important to avoid a large expanse of bulky retaining walls, and if possible to create additional sections of pillars as an alternative, making the Brushy Creek Shared Use Path more accessible from the south of the rail line.

#### *Multilevel Car Park*

North of the train station, Appendix A shows a very large parking structure of ground plus two levels, with roof-top parking.

Council supports incorporating the multi storey car park within the LXRP scope of works as this will maximise opportunities to integrate the two projects.

Appendix A shows a vacant ground-level space facing Manchester Road, to allow for a future opportunity for this land to be developed with buildings to activate the interface to Manchester Road, which is a direction of the Mooroolbark Structure Plan 2011.

It is encouraged that consideration be given to the set-back area of land being located to the eastern boundary of the car park, nearest to Brice Avenue rather than to the Manchester Road interface, in the interests of softening impact of this structure in the area for which its visual impact is most severe. Council encourages options for activating ground level through the provision of retail/commercial businesses at the ground level of the car park in particular around its east and southern perimeters to be explored. In the creation of this new corridor of open space between the proposed rail u-trough and the car park the opportunity to create smaller 'pockets' of space (similar to the spatial composition created at Brisbane Mall) should be taken.

Moreover, the car park structure should be designed for future repurposing as residential, commercial, or other uses, as car use and ownership are predicted to change into the future with autonomous vehicles.

While it is acknowledged there is a high demand for commuter parking in Mooroolbark, the bulk and scale of this parking structure, together with the raised rail infrastructure, is a concern for Mooroolbark. There is a risk it will overwhelm the current low scale, village feel. While there is no way to reduce the physical bulk of the structure given the need to accommodate a set number of car spaces, Council considers there is a need for a high quality architectural response to mitigate building bulk, complemented by use of high quality and natural cladding materials. Details of the architectural response and cladding materials should be to Council's satisfaction, and resolved before finalisation of the costed scope of works.

The level of detail and means of integrating the car park structure into the existing urban fabric of Mooroolbark needs to be better demonstrated in the proposed designs, with consideration of interventions such as shadow play and lighting, architectural articulation and greening treatments to vertical walls. Green walls, or the use of climbing plants on smaller structures such as kiosks or retaining walls is also suggested as means to softening the feel of the space as a whole.

Much of the undercroft area is taken up by parking, limiting the ability for active community use. Council would prefer to see this area reclaimed and function as vibrant public realm, noting this may require a redesign with additional parking elsewhere, such as on an additional level, or in additional built form adjoining Manchester Road. Council suggests this ground level areas area should combine with the street-side Brice Avenue area to provide a town square function, with a centralised open space area suitable for public events and festivals, surrounded by smaller pockets of space encouraging smaller gatherings and uses for minor events (i.e. market stalls, buskers, kiosks, artworks, etc). Council considers this a better treatment and use of this area compared to at-grade car parking.

#### *North-South Pedestrian Link*

The design maintains a pedestrian linkage from Winyard Drive, north of the Brushy Creek into the study area, however this is an indirect route with poor passive surveillance, that is

not considered a good outcome. Council requests a direct connection from Winyard Drive, with a clear visual line-of-sight into the study area, which would require construction of a new pedestrian bridge across the Brushy Creek. Furthermore, the north-south path through the car park must be safe for users by ensuring CPTED principles (this is based on anticipating the thought processes of a potential offender and creating an environment that discourages follow-through). The above should be added to the costed scope of works.

#### *Landscaping*

Landscaping opportunities should extend around the new station area, parking and shared use paths as appropriate, and aim for:

- Species selection to reflect nearby significant trees, and to prioritise native tree species
- Use of larger trees to screen views of rail infrastructure where possible
- Landscaping to achieve a balance of light and shade in public areas, with particular focus on high-use areas near the station entry
- Significant garden bed areas to reference legacy of Edna Walling, with wild, diverse plantings
- Significant greening at ground level, and vertically via green walls.
- Inclusion of open expanses of grass, located in spaces exposed to sunlight, to encourage extended occupation
- Landscaping for safety, avoiding concealed areas at ground level, maximising passive surveillance

#### *Retaining Walls*

Retaining wall structures:

- Designed with a level of detailing, materiality and articulation suitable to location. i.e. in well used areas, smaller scale articulation and surface variation to create more visually interesting, engaging treatments
- Activation of retaining wall expanses via artwork, climbing walls, in-built seating, or other similar opportunities
- Use of terraced-design where space permits, to integrate with planting opportunities

#### ***Transport and Parking Impacts***

##### General comments

It is considered that the development of the Lilydale and Mooroolbark projects should be undertaken as a more substantial project that properly integrates planned improvements for the corridor. The scope of works should be expanded to include track duplication from Lilydale to Mooroolbark, the creation of a new station at Cave Hill to support the new Kinley development and surrounding catchment area, upgrading of the rail bridge over Mooroolbark Road to properly allow for two way flow and to increase the insufficient height clearance of 3.4m to an appropriate height.

##### Lilydale

There will be significant traffic impacts due to:

- The removal of the level crossing making the Main Street more attractive for vehicle movements, likely reducing the use of John/Hardy Street as an alternative route for east-west traffic.

- The construction of a new train station south of Main Street, creating a new focus for buses, kiss and ride private car movements, pedestrians and cyclists
- Creation of a new bus interchange near the new station, details of which are currently unknown
- The creation of a potential new tourism/retail node in the location of the current train station
- The raising of the John Street bridge to 4.5 metres, allowing large vehicle movements along John/Hardy Street, changing the traffic distribution pattern

Council has requested traffic modelling from the LXRP to inform Council's position on the new station, as well as current work on the Lilydale Structure Plan and the Lilydale Quarry redevelopment. Meetings have also been requested between the LXRP, Council, and the quarry developers on traffic impacts. The coordination of the impacts from the level crossing work with other changes occurring in Lilydale is considered vital to the future planning of Lilydale.

Consequently, Council has significant concern over this issue, regarding the current lack of:

- A resolved design for the bus interchange, showing proposed integration into the surrounding road network
- A traffic study to include modelling of the changes created by the level crossing works, as described above in this section. It should factor in the quarry development as though it is completed, with 3200 dwellings and 8000-9000 population.

This information should be prepared in consultation with Council, and should be to the satisfaction of Council, prior to the finalisation of the costed scope of works.

#### *Need for Long-Term Planning*

Council also has concerns over the longer-term traffic planning of Lilydale, which has involved discussion over a lengthy period of the Lilydale Bypass as a way to move regional level traffic east to west through the area. The bypass alignment along Melba Avenue is affected by a Public Acquisition Overlay, and currently there is no budget or plans to construct the bypass. Should the bypass never be constructed, the Maroondah Highway would logically be required to accommodate higher traffic volumes, which may entail road widening to increase capacity. Council considers that there should be exploration of options for the upgrading of Maroondah Highway through the crossing area, in the event that the bypass does not eventuate, outlining how this integrates with the level crossing changes proposed. Consultation on this should occur with Council and the Department of Transport. This should be done prior to finalising the costed scope of works.

#### *Access to the Olex Cables Site*

Furthermore, please note that any works near the level crossing on Maroondah Highway will need to provide an appropriate vehicle access point to the Olex Cables site at 55 Main Street, Lilydale. Currently the stoppages in traffic caused by the rail crossing allow many of their trucks (some 40 a day) to access the site. There is some concern from Olex that without the stoppages in traffic, most of their trucks will not be able to access the site efficiently.

#### *Melba Avenue Level Crossing*

Future needs for level crossing at Melba Avenue is currently under review. Options are:

- Future closure of this crossing, which will require the provision of a grade separated pedestrian and cyclist crossing (under or over) thereby allowing for future road closure at minimal cost
- Retention of the road connection thereby requiring grade separation of the current road / rail crossing.

In the absence of further information, Council requests the second option, and that the scope of works be extended to continue elevation of the rail line on pillars south of Melba Avenue, allowing for the grade separation. This would also allow a better future bicycle connection through this area, enabling a linkage between the quarry land and the activity centre.

However, Council officers are in the process of contacting residents, businesses, and the high school to better understand local opinion on the level crossing. This will include how they currently use the level crossing, how a potential closure may impact their access, and what would be required to ensure access was maintained with a closed Melba Ave, including the proposed increase in John Street vertical clearance to 4.8 metres – which would allow truck and bus movements. This work will be forwarded to LXP when available.

Council recently commissioned traffic analysis to determine the current role the level crossing plays for access to, from, and through the area. The main findings from this are:

- Average 1,266 vehicles per day (equivalent to a busy residential street)
- 88% are passenger vehicles (1,112)
- 12% commercial vehicles (154)
- 3% of commercial vehicles (34) are medium-large trucks (three-axle truck or bus and above)
- School drop-off pick-up the biggest reason for traffic (8-9am and 3-4pm peaks)
- More bicycles use the crossing than pedestrians
- Pedestrian crossing does not appear to be used by school students (may require further discussion with the school to determine movements)

These results indicate that the level crossing does not play a significant function, apart from facilitating school drop-off and pick-up movements. The results indicate that closure of Melba Avenue would not significantly impact on access and movement to and from the area. Further, closing Melba Avenue as part of this project would not preclude future grade-separation, including a future Lilydale Bypass.

#### *Buses – Pulse Timetabling*

Lilydale Station currently operates as an important bus interchange, with high numbers of people accessing the station via bus. Council sees the upgrade of the station as a critical opportunity to upgrade bus services to improve connectivity between bus and train services through pulse timetabling. Pulse timetabling is where bus services are timed to all arrive at the train station at the same time to connect with a waiting train in the morning. The reverse would then take place in the PM peak, with all buses waiting at the station for an incoming train, allowing commuters to transfer to a waiting bus before they all depart. Incorporating a change in bus services to pulse timetabling at the same time as the station is upgrade will provide improved connectivity for bus and train passengers, encouraging more people to use the bus to access Lilydale Station and the activity centre.

#### *Parking*

Parking impacts will occur from:

- The relocation of the train station to the south of Main Street exacerbating issues with existing Station parking, such as safety and passive surveillance
- A likely reduction in parking to one side of William Street East only, from the current parking on both sides
- A likely loss of all parking in William Street West

Parking at Lilydale station has been identified as being extremely poor, and requires upgrading to better cater for user needs and safety. Access roads are too narrow and poorly established. Safety at night in the area is poor with lack of natural surveillance. This is likely to become worse with the relocation of the railway station to the south.

To address this, a precinct plan for this area should be prepared in consultation with Council, showing details of parking, access, lighting, pedestrian paths, landscaping, and demonstrating how safe passage of commuters will take place through this area at all times of day. This must occur before the finalisation of the costed scope of works. The precinct plan must aim to improve the efficiency, safety and functionality of this area for all transport modes, and should consider an exit route for vehicles onto Beresford Road.

While LXRPs have a 'no net loss' policy on parking, their calculations have not included current commuter parking in William Street East or West, which have not been calculated as commuter parking. All current roadside parking in William Street East and West is considered to be critical to the businesses of Lilydale. Any and all loss (formal and informal) of parking must be reinstated/replaced.

Consequently, LXRPs should provide further parking offsets to account for the loss of parking along William Street East and West to Council's satisfaction, prior to the finalisation of the costed scope.

#### Mooroolbark

##### *Traffic*

Traffic in Mooroolbark will be impacted by the altered traffic access to the Station area, which is proposed to include a new signalised access from Manchester Road, and a secondary, unsignalised access from Brice Avenue between the station's east side and existing shops (Appendix A). LXRPs advise that the two access points are needed given the capacity of the proposed parking area.

Council officers have requested some initial work from Ratio traffic consultants to model the impacts of this for Brice Avenue as a vibrant, pedestrianised district (Appendix F).

The findings of that work suggest that sole vehicle access to the proposed station car park should be from Manchester Road. The report finds that access from Brice Avenue should not occur in the proposed location.

From a placemaking perspective, the location of a secondary access in the proposed location on Brice Avenue is not supported, as it will lead to an increase in vehicle traffic along Brice Avenue and within the Station precinct, reducing the safety and usability of these areas for pedestrians and cyclists, which is inconsistent with the preferred future of this area as a vibrant shopping strip.

The Ratio technical traffic analysis reinforces Council officer concerns on this. However, Council views differ from Ratio's recommendations that sole access should occur from Manchester Road. Council considers this will direct excessive east-bound exiting traffic along Brice Avenue. Council therefore requests that an alternative exit point for vehicles to

Brice Avenue be created through the Red Earth Community Centre area, allowing this exiting traffic to bypass the Brice Avenue shopping precinct. It is understood that in design work to this point, LXP do not consider there is sufficient space available between the rear of commercial properties facing Brice Avenue, and the rear of residential properties facing Winyard Drive, to create this access link. Council therefore requests that the raised viaduct structure be extended further east, on pillars, to allow for this access link.

It is requested that the concept plans for the proposed new intersections and access linkages should be prepared to Council's satisfaction before works commence, as an added requirement to the Incorporated Document.

Council further requests a traffic study from LXP for Mooroolbark, showing how traffic is anticipated to function in the context of the surrounding road network, to be prepared before the costed scope of works is finalised.

#### *Parking*

In response to the election commitment to double parking capacity at Mooroolbark, the construction of a new multi-deck parking structure for 900 spaces was added to the scope of LXP required works. This has resulted in the structure shown in Appendix A, which is anticipated to address parking shortfalls in that area.

LXP has indicated that the proposed vehicle access point into the Station from Brice Avenue may require the removal of approximately eight 45 degree parking spaces on the south side of Brice Avenue, as shown in Appendix E. It is understood this is needed to reduce the potential for traffic conflict between vehicles accessing these spaces, and vehicles turning in/out of the new Station area. It has been suggested that this area could be instead used as an extended on-street dining area for nearby businesses. LXP has requested Council's views on this. It is confirmed that these spaces should not be removed, as the secondary entry to Brice Avenue is not supported in this location, as explained.

#### Pedestrian connectivity

Council considers maintaining and improving safe pedestrian connections to both stations and their surrounding areas key to the success of the proposed upgrades. Raised threshold crossing treatments required to provide safe passage across key cross overs and arterial roads. Council requests crossings across all station commuter parking entries and exits at both sites. For Lilydale, wide traffic-calmed signalised crossings at John Street and Maroondah Highway should be considered as part of the project scope. In Mooroolbark, the addition of a crossing leg across Manchester Road should be included. All these requested signalised crossings should include bicycle and pedestrian lanterns as they form part of the proposed shared path network.

#### Bicycle Parking

Convenient and secure bicycle parking should be provided at both Mooroolbark and Lilydale Stations. Bicycle parking should be easily accessible from the shared path network and close to the station entrances, while keeping clear of key pedestrian movements. Parkiteer cages should be provided at both stations, with the existing cage at Lilydale brought closer to Maroondah Highway. Council requests a minimum of 20 regular bicycle parking hoops at each station. In Mooroolbark, this parking should be easily accessed from the Brushy Creek Trail and future extension along Brice Avenue. In Lilydale, bicycle parking should be provided on both sides of Maroondah Highway.

#### Car Parking Signage



Council request that real-time parking occupancy signage be included in the upgrade of both stations. This would improve the station access experience for commuters and reduce local congestion for those searching for an available parking space. For Lilydale, real-time signage should be visible from Maroondah Highway for both commuter car parks. For Mooroolbark, signage should be provided from Manchester Road, and if a second access road is provided, at the entry from Brice Avenue.

### ***Disabled Access***

It is unclear from the information provided how the designs will provide for disabled access, which must be designed to Disability Discrimination Act standards.

Disabled parking should be available as close as possible to train station entries, particularly for Lilydale. All weather protection should be available at the end of platforms where there can be assistance from drivers to board trains. A good example of this is Ringwood Station.

In addition, a drop-off point close to the Station entries should be provided, which could be part of future 'kiss and ride' areas, prioritised for disabled access.

A Changing Places toilet should be provided at both stations, as both stations are key interchanges for people with disabilities.

Consideration should be given to disabled requirements in the event of an emergency or electricity failure, regarding ramp gradients suitable for manual wheelchairs and people with mobility or fatigue issues.

Consideration is also needed on disabled access in the vicinity of the proposed works during the construction period, and it is suggested this should form a part of the Emergency Management Plan.

### ***Engineering Requirements***

A missing component in both Incorporated Documents is consideration of engineering requirements, which would normally be addressed in a planning permit.

In particular, stormwater management is a key concern in the two areas, which are low-lying, subject to flooding, and near creeks and drainage lines. These issues are not addressed in the proposed Incorporated Document. However, these are standard components of any relevant planning permit, and are critical in these areas.

In order to address these concerns, there are a number of recommended requirements to be added to the proposed Incorporated Documents, to be provided before works commence, including:

- Connections to utility and power infrastructure to the satisfaction of the relevant authorities
- A stormwater management strategy, demonstrating the use of water sensitive urban design, to the satisfaction of Melbourne Water and Council
- All Council drains to be considered in the hydraulic modelling to be submitted to the floodplain management authority

- Any buildings and works within the Special Building Overlay and Land Subject to Inundation Overlay must satisfy Melbourne Water that:
  - Finished floor levels of habitable buildings are set a minimum of 300 mm above the applicable flood level
  - The development does not reduce flood plain storage and displace flood waters
  - The development allows for and does not restrict the free passage of flood waters so that it does not cause an increase in flood levels, velocity or flows relative to existing conditions
  - The development maintains site access in line with Council flood safety requirements
- A concept plan documenting proposed works on public land to the satisfaction of Council
- Proposed standards for the hand-over of newly constructed assets to Council, to the satisfaction of Council
- Details of a post-works maintenance period, during which the performance of infrastructure (including roads/intersections) and civil works can be monitored, with details of reporting requirements to Council, and funds available in the LXP budget for mitigating works should these be required. This should include provision for repair to any damaged existing Council infrastructure.

Council looks forward to further opportunity to comment and work with LXP on the proposed level crossing removals.

## Appendix A

### LXRP Design Images Published 5 August 2019



Figure 1 Lilydale



Figure 2 Lilydale





Figure 3 Mooroolbark



Figure 4 Mooroolbark

## Appendix B

### *Planning and Environment Act 1987*

### **YARRA RANGES PLANNING SCHEME**

### **AMENDMENT CXXX**

### **EXPLANATORY REPORT**

#### **Who is the planning authority?**

This Amendment has been prepared by the Minister for Planning who is the planning authority for this Amendment.

The Amendment has been made at the request of the Level Crossing Removal Project (LXRP), as part of the Major Transport Infrastructure Authority, which is an administrative office established under the *Public Administration Act 2004*, in the Department of Transport (DOT).

#### **Land affected by the Amendment**

This Amendment applies to the land required for the Maroondah Highway, Lilydale Level Crossing Removal Project (the **Project**), as shown on the Yarra Ranges Planning Scheme Map number 40SCO as SCO3 (**Project Land**).

The Project Land is generally located within the Lilydale rail corridor, nearby roads and reserves and several properties adjacent to the rail reserve. The primary project area generally extends along the railway reserve between Beresford Road in the north and Mooroolbark Rd in the south. The Project Land also generally extends along Maroondah Highway from Clyde Street in the west to Berwick Street in the east as well as including several other roads in the locality that may be temporarily impacted to facilitate site access. Several public and private properties are included for permanent and temporary construction purposes and offset car parking, however no acquisition of private land is required.

#### **What the Amendment does**

The Amendment inserts the *Maroondah Highway, Lilydale Level Crossing Removal Project, Incorporated Document, August 2019* (the Incorporated Document) into the Yarra Ranges Planning Scheme by inserting Clause 45.12 Specific Controls Overlay (**SCO**).

The Amendment also inserts new Planning Scheme Map No. 40SCO to the Yarra Ranges Planning Scheme.

The effect of this will be to allow the use and development of the Project Land for the purposes of the Project in accordance with the controls contained in the Incorporated Document, without the need for planning permits to be obtained under the Yarra Ranges Planning Scheme.

#### **Strategic assessment of the Amendment**

##### **Why is the Amendment required?**

The Amendment is required to facilitate the timely, coordinated and consistent delivery of the Project.

The Project is part of the Victorian Government's commitment to remove 75 dangerous and congested level crossings across Metropolitan Melbourne by 2025 which will increase road, rail and pedestrian safety and improve public transport facilities and efficiency.

Maroondah Highway, Lilydale is a declared arterial highway and is a major east-west link in the eastern suburbs of Melbourne. Maroondah Highway carries approximately 26,000 vehicles per day. The operation of the boom gates at this intersection causes lengthy delays to vehicles, cyclists and

pedestrians, particularly during the weekday peak periods when the level crossing is closed for 17 per cent of the time between 7am and 9am.

The Project includes, but is not limited to, the following:

- a) Demolition and works for the removal of the level crossing at Maroondah Highway, Lilydale where it crosses the Lilydale railway line.
- b) Construction of a new Lilydale train station, including car parking, bicycle facilities, loading and unloading facilities and associated works and may include the selling of food, drinks and other convenience goods and services.
- c) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure and provision of new rail and road infrastructure, relocation of utilities and installation of new utility infrastructure, earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths
- d) Use and development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- e) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure.
- f) Buildings and works to facilitate the development of new publicly accessible spaces and public realm improvements including, but not limited to, streetscape and landscape works and associated infrastructure.
- g) Creation and alteration of access to roads.
- h) Relocation of telecommunications infrastructure.
- i) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signaling.
- j) Bus stops, car parking, bicycle facilities, landscaping, publicly accessible spaces and loading and unloading facilities.
- k) Ancillary activities to the use and development of the Project Land for the purposes of or related to, the Project, but not limited to:
  - i) Creating and using lay down areas for construction purposes.
  - ii) Temporary stockpiling of excavation material for construction purposes.
  - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
  - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
  - v) Demolishing and removing buildings, structures, infrastructures and works.
  - vi) Relocating, modifying and upgrading services and utilities.
  - vii) Constructing fences, temporary site barriers and site security.
  - viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land, salvage artefacts and alter drainage.
  - ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.
  - x) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
  - xi) Displaying construction, directional and identification signs.



xii) Subdividing and consolidating land.

By upgrading the rail track infrastructure, the project will help to achieve the objectives for transport infrastructure envisaged in the metropolitan strategy *Plan Melbourne (2017)*, the *Network Development Plan- Metropolitan Rail (2012)* and *Trains, Trams, Jobs 2015-2025*, *The Victoria Rolling Stock Strategy (2015)*.

**How does the Amendment implement the objectives of planning in Victoria?**

The Amendment implements the objectives of planning in Victoria as set out in section 4 of the *Planning and Environment Act 1987* as follows:

**a) To provide for the fair, orderly, economic and sustainable use, and development of the land**

The Amendment facilitates a project that will assist in easing road congestion and reducing travel times by removing the level crossing on one of Melbourne's major arterial roads. The Project will contribute to a more efficient use of existing infrastructure by improving reliability of the rail network as well as improving the safety and efficiency of the road network.

**b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity**

The Project is mainly in the rail corridor, road reserves and public open space reserves with a modified landform and ecology. Vegetation in the Project Land generally consists of introduced grass species with patches of mostly planted native and introduced trees surrounded by an urban environment.

The Project will only impact limited areas of native vegetation. The design of Project works will minimise these impacts and the Incorporated Document includes a number of measures to manage impacts on native vegetation, including:

- An Environmental Management Strategy (EMS) must be prepared to provide an overarching framework for site or work specific measures to reduce and manage environmental and amenity impacts during construction of the project, including minimising impacts on vegetation and habitat values. The EMS must be prepared to the satisfaction of the Minister for Planning in consultation with Yarra Ranges Shire Council and Maroondah City Council.
- Prior to removal of native vegetation, information about that native vegetation in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines) must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP).
- Prior to removal of native vegetation, the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.

**c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria**

The Amendment facilitates a project that will contribute to a more efficient use of existing infrastructure by improving the reliability of the rail network as well as improving the safety and efficiency of the road network.

Removing the Maroondah Highway, Lilydale level crossing will eliminate the conflict between trains, vehicles, cyclists and pedestrians. The final design will facilitate safe and efficient movement of all modes of transport through the major transport crossing. The new Lilydale station will be designed and constructed to enhance safety, functionality and usability and will enhance connectivity within the Lilydale Activity Centre.

The Project will improve amenity for the local community by improving safety through the separation of trains, vehicular and active transport, landscape and urban design improvements, reducing traffic congestion associated with the level crossing and by improving cycling and pedestrian connectivity at the neighbourhood level.

Most of the works will be contained in the existing rail corridor and all works will be designed to respect the local environment.

**d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.**

The project area contains one place on the Victorian Heritage Register (VHR), this being the Lilydale Railway Station Refreshment Rooms (VHR H2044). It is not proposed to demolish the Refreshment Rooms or make significant changes to the existing railway station building. Any changes to the heritage place will be minimised and any works within the registered place will be undertaken with any necessary approvals required under the *Heritage Act 2017*.

The Project Land also includes a number of sites within the Heritage Overlay (HO) in the Yarra Ranges Planning Scheme in addition to the VHR site. These sites include all or parts of HO77, HO214, HO215 and HO401. The project design will recognise and consider these local heritage values. Where works within the Heritage Overlay would normally require a planning permit, site plans, elevations and other documentation will be prepared to the satisfaction of the Minister for Planning to ensure that the identified heritage values have been appropriately considered and managed.

Aboriginal cultural heritage will be managed in accordance with an approved Cultural Heritage Management Plan (CHMP) in accordance with the *Aboriginal Heritage Act 2006*.

**e) To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community**

The Incorporated Document creates a single integrated planning approval that will ensure orderly and coordinated provision of this upgraded public infrastructure and facilities for the benefit of the community. The works will result in improvements to road and rail infrastructure while also ensuring utilities such as water pipes, gas and electricity are adequately protected, relocated and upgraded where necessary.

**g) To balance the present and future needs of all Victorians**

This project proposes to remove one of the level crossings within the Victorian Government's level crossing removal program commitment to remove 75 level crossings on the metropolitan rail network by 2025.

The project will benefit present and future users of public transport and Victorians living, working and travelling in the vicinity of the level crossings.

The delivery of the Project will be carefully managed to minimise disruption for rail and road users, local communities and businesses and will provide positive improvements to the local area, the Lilydale rail corridor and the broader public transport system.

**How does the Amendment address any environmental, social and economic effects?**

The design of the Project has been informed by a range of specialist studies and has considered the potential environmental, social and economic effects of the construction and operation of the Project.

**Environmental Effects**

**Environmental Management Strategy (EMS)**

The Incorporated Document requires that an EMS be prepared for the project to manage and minimise impacts on the environment. The EMS must include key construction methodologies and a framework for site and work specific measures to reduce and manage environmental and amenity



effects during construction. The EMS must also include details of engagement activities with stakeholders and a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction of the project.

#### Native Vegetation

The Incorporated Document requires that details of the removal, destruction or lopping of native vegetation necessary for construction of the Project must be prepared in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017). Prior to removal of native vegetation, the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.

#### Heritage

The project area contains one place on the VHR, this being the Lilydale Railway Station Refreshment Rooms (VHR H2044 and HO399 in Planning Scheme). The extent of registration of this heritage place includes the entire platform area. It is not proposed to demolish the Refreshment Rooms or make significant changes to the existing railway station building. Any changes to the heritage place will be minimised and any works within the registered place will be undertaken with any necessary approvals required under the *Heritage Act 2017*.

The Project Land also includes areas subject to the following Heritage Overlays of the Yarra Ranges Planning Scheme in addition to the VHR site noted above:

- Heritage Overlay – Schedule 77 (HO77) – Queen Victoria Jubilee Avenue, Maroondah Highway, Lilydale;
- Heritage Overlay – Schedule 214 (HO214) – Lilydale – Warburton Railway (commences north of Lilydale Station);
- Heritage Overlay – Schedule 215 (HO215) – Olive Tree (Olive Tree Shopping Centre), John Street, Lilydale; and
- Heritage Overlay – Schedule 401 (HO401) – Lilydale Historic Street Trees and historic trees along western boundary of Lilydale recreation reserve. Includes street trees in Anderson Street, Castella Street, Cave Hill Road and Clarke Street.

Project works may require some tree removal within these overlays. The overlay schedule includes tree controls for HO77, HO214, HO215 and HO401.

Project works within HO77, HO214, HO215 and HO401 may involve roadworks, and service and utilities relocation. These works may involve alteration of existing footpaths or kerb and channel typically requiring a planning permit.

The Incorporated Document requires that:

- Where a planning permit would normally be required for buildings and works within a Heritage Overlay (including removal, destruction or lopping of a tree if the schedule to the overlay specifies the heritage place as one where tree controls apply), site plans and elevations (or other documentation as agreed by the Minister for Planning) showing the extent of buildings and works must be prepared to the satisfaction of the Minister for Planning.
- Where a planning permit would normally be required for the demolition, alteration or removal of a building within a Heritage Overlay, a full photographic survey of the building/s, comprising photographs of both the exterior and interiors of the buildings and contextual images of the buildings' environs and their settings, must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

As some of the works are located in an area of cultural heritage sensitivity, a Cultural Heritage Management Plan (CHMP) will be completed for the works under the *Aboriginal Heritage Act 2006*.

### Flood Management

The Incorporated Document requires that any buildings and works on Project Land affected by the Special Building Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

### Potentially contaminated land

An area of rail line will be removed and new open space (informal outdoor recreation) created and made fit for purpose in relation to potentially contaminated land. The project will address potentially contaminated land through the application of the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (NEPM). This process involves an assessment of site contamination that will be undertaken (in accordance with NEPM) to determine the risks to human health and the environment associated with site contamination. If an unacceptable level of contamination is found LXRП has processes in place to treat this and transport it via approvals from the Environment Protection Authority (EPA). This approach is consistent with other LXRП projects.

### Air quality

Potential air quality impacts from the project will primarily be associated with the construction phase, particularly the emission of dust. The EMS will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity effects during construction in accordance with the relevant policies and guidelines of the EPA.

The project must have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise impacts on air quality during construction and the relevant provisions of the *Environment Protection Act 1970* and the *State Environment Protection Policy (Air Quality Management)*.

Removal of the level crossing will assist in reducing traffic congestion and associated vehicle emissions so is therefore expected to contribute to improved air quality in the local community.

### Noise

Construction activities may result in potential noise within the Project Land. The EMS will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity effects during construction in accordance with the relevant EPA policies and guidelines.

The Project must have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise noise-related impacts during construction and the relevant provisions for the *Environment Protection Act 1970*.

Noise associated with operational use of the rail line must comply with the Victorian Government's *Passenger Rail Infrastructure Noise Policy April 2013* (PRINP).

### **Social Effects**

The project is expected to generate a range of positive social effects including:

- Reduced congestion and improved travel times for road users by removing the level crossing to facilitate continuous traffic flow to improve operational efficiency.
- Improved safety in the vicinity of the level crossing by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- Better neighbourhood connectivity by reducing travel times for road and rail users and providing enhanced pedestrian and cyclist connections along and across the rail corridor.
- Improved amenity in residential and commercial areas currently affected by congestion attributable to the level crossing.

- Improved local amenity through creation of new publicly accessible areas and upgrades to the existing public realm in conjunction with construction of a new Lilydale station.
- Providing commuters with a more reliable service through increased efficiency through the reduction of conflict points on the Lilydale rail line.

#### ***Economic Effects***

The Project will have a number of positive effects such as supporting the prosperity and competitiveness of Victoria by easing congestion and reducing travel delays, which will contribute to increased productivity and greater efficiency in road-based freight movement.

At a local level, removing the level crossing will reduce congestion and improve accessibility to employment precincts in the area such as the Lilydale major activity centre, as well as further afield.

As part of the broader Level Crossing Removal Program, the project is expected to generate up to 300 jobs during the construction peak. The Project will also stimulate economic growth by creating employment opportunities during the construction period.

#### **How does the Amendment address any relevant bushfire risk?**

The Project Land is not affected by a Bushfire Management Overlay or located within a bushfire prone area. The Amendment will not therefore increase the risk to life, property, community infrastructure or the natural environment from bushfire.

#### **Does the Amendment comply with the requirements of any other Minister's Direction applicable to the Amendment?**

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a Planning Scheme Amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this Amendment:

#### ***Ministerial Direction on the Form and Content of the Planning Schemes***

The Amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987*.

#### ***Direction No. 1 Potentially Contaminated Land***

The Amendment is consistent with *Direction No. 1 Potentially Contaminated Land* in that:

- The Incorporated Document requires the preparation of an EMS, which will include measures to manage contaminated land within the Project Land and ensure the environmental condition of the land is suitable for the future intended use.

#### ***Direction No. 9 Metropolitan Planning Strategy***

The most relevant principles / outcome / directions of *Plan Melbourne 2017-2050* to the Project are:

- Principle 8 – Infrastructure investment that supports balanced city growth
- Outcome 3 – Melbourne has an integrated transport system that connects people to jobs and services and goods to market.
- Direction 3.1 – Transform Melbourne's transport system to support a productive city.
- Direction 3.2 – Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs.
- Direction 3.3 – Improve local travel options to support 20-minute neighbourhoods.
- Direction 4.4 – Respect Melbourne's heritage as we build for the future.

The Amendment is consistent with *Direction No. 9 Metropolitan Planning Strategy and Plan Melbourne 2017-2050* in that it:

- Facilitates a more reliable and efficient transport system, for motorists and public transport, to support a more productive city.
- Facilitates transport projects that improve accessibility to jobs and community services.
- Facilitates the improvement of local travel options, which will increase social and economic participation.
- Facilitates improvement in the safe and efficient operation of the existing transport network.
- Ensures the environmental and construction impacts are managed and minimised through the preparation and approval of the EMS.

***Direction No.11 Strategic Assessment of Amendments***

The Amendment has been prepared having regard to the *Direction No.11 Strategic Assessment of Amendments* and *Planning Practice Note 46: Strategic Assessment Guidelines*.

***Direction No. 19 Preparation and Content of Amendments that may significantly impact the environment, amenity and human health***

The Amendment has been prepared having regard to *Direction No. 19 – Ministerial Direction on the Preparation and Content of Amendments that may significantly impact the environment, amenity and human health* and *Ministerial requirement for information for authorisation or preparation of Amendments that may significantly impact the environment, amenity and human health*.

It is not considered that the Amendment will result in the use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution or waste.

However, the EPA are consistently involved with the level crossing removal program and will be regularly consulted as detailed design of the project progresses.

**How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?**

The Amendment supports or implements the following clauses of the Planning Policy Framework (PPF):

***Settlement***

The Amendment is consistent with Clause 11 (Settlement) of the PPF in that it facilitates a project that will:

- Improve access by walking, cycling and public transport to services and facilities for local and regional populations, by contributing to the public transport system, and improving safety and connectivity for pedestrians and cyclists in the vicinity of the level crossing
- Support the establishment of a metro-style rail system by delivering separated road and rail crossings
- Improve the safety and efficiency of a major arterial road connection by delivering grade separation

***Environmental and Landscape Values***

The Amendment is consistent with Clause 12 (Environmental and Landscape Values) of the PPF in that:

- The Project has undertaken due diligence studies to identify environmental and landscape values, including flora and fauna, post-contact and Aboriginal cultural heritage

- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including noise and air quality.
- The Incorporated Document requires that the removal, destruction and lopping of native vegetation be detailed in accordance with *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017), except as otherwise agreed by the Secretary to DELWP.
- the Incorporated Document requires native vegetation offsets to be provided in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017), except as otherwise agreed by the Secretary to DELWP.

#### **Environmental Risks and Amenity**

The Amendment is consistent with Clause 13 (Environmental Risks and Amenity) of the PPF in that:

- The Project has undertaken due diligence studies to identify environmental risks, including consideration of flooding and geotechnical risks, noise and air quality.
- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including noise and air quality.

#### **Natural Resource Management**

The Amendment is consistent with Clause 14 (Natural Resource Management) of the PPF in that:

- The Project has undertaken due diligence studies to identify requirements and opportunities to manage natural resources, including water mains and local storage facilities from potential contamination, measures to manage stormwater runoff, erosion and sediment control.
- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including protection of water quality, resources use and waste management.

#### **Built Environment and Heritage**

The Amendment is consistent with Clause 15 (Built Environment and Heritage) of the PPF in that:

- The role of urban design and building design is recognised by LXP through the development of an Urban Design Framework, with the direct involvement of the Office of the Victorian Government Architect, which outlines principles, objectives, measures and qualitative benchmarks to be taken into consideration during the detailed design phase for the wider Level Crossing Removal Project. Site-specific urban design guidelines for the Project have been developed in accordance with the principles and objectives set out in the Urban Design Framework, and in consultation with stakeholders. The LXP's Urban Design Panel will continue to be involved in the detailed design of the Project.
- The Project will improve safety by reducing conflict between trains, vehicles, cyclists and pedestrians.

- The Incorporated Document requires that for demolition and buildings and works at locations of local heritage significance, as reflected in the planning scheme, plans and elevations (or other documentation as agreed by the Minister for Planning) are to be provided to the satisfaction of the Minister for Planning. Impacts to places listed on the VHR and the Victorian Heritage Inventory will be carried out in accordance with all the necessary approvals under the *Heritage Act 2017*.
- A CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works in consultation with Aboriginal Victoria.

### **Transport**

The Amendment supports and implements Clause 18 (Transport) of the PPF as follows:

- The Project facilitates development of a metro-style system through providing grade separation between vehicles, trains, pedestrians and cyclists.
- The Project will provide or reinstate shared user paths and pedestrian links that will encourage the use of sustainable personal transport and improve access to the public transport system.
- The Project will facilitate safer and more efficient movement of freight to meet local needs and service markets throughout Victoria by removing constraints on the current road network.
- The removal of the level crossing and associated construction of a new Lilydale station will facilitate coordinated improvements to public transport, walking and cycling networks to assist in activating investment and employment growth in the Lilydale Activity Centre.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
- The Project will facilitate the reduction of greenhouse gas emissions through reduced road congestion and increased facilitation of sustainable transport options.

### **How does the Amendment support or implement Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The Amendment supports and implements the Local Planning Policy Framework (LPPF) of the Yarra Ranges Planning Scheme in that it will support the following clauses:

#### **Yarra Ranges**

Specifically, the Amendment supports and implements the following clauses of the LPPF under the Yarra Ranges Planning Scheme:

- Clause 21.03 (Vision)
- Clause 21.06 (Built Form)
- Clause 21.09 (Environment)
- Clause 21.10 (Infrastructure)
- Clause 22.05 (Vegetation Protection)
- Clause 22.07 (Lilydale Activity Centre)

The Amendment supports and implements these Clauses because:

- The Project will support Clause 21.03 (Vision) and the Shire's *Vision 2020 – Community Plan* by providing enhanced rail, road, cycling and pedestrian movement and connectivity within the Shire's major activity centre.

- The Project will be designed and delivered with reference to the LXP Urban Design Framework and site specific Urban Design Guidelines. The framework and guidelines outline the principles, objectives, measures and benchmarks that will be considered during development of the project design and seek to ensure that the resulting built form recognises and responds to the local landscape, built form, urban fabric and cultural context consistent with Clause 21.06 (Built Form). In particular, the Project will implement the Town Centre objectives by providing safer and more efficient transport links whilst retaining significant heritage places, in particular the current Lilydale Station building and the Queen Victoria Jubilee Avenue.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site and works specific measures to reduce and manage environmental and amenity effects during construction of the project consistent with Clause 21.09 (Environment)
- The Project upgrades the existing level crossing between the Lilydale rail line and Maroondah Highway, Lilydale by delivering the grade separation consistent with Clause 21.10 (Infrastructure)
- In accordance with Clause 22.05 (Vegetation Protection), the Project design and construction methodology has attempted to minimise impacts on native vegetation and significant exotic vegetation. The project will retain and protect the Queen Victoria Jubilee Avenue to the extent practicable. Offsets for native vegetation removal will be provided in accordance with the Guidelines.
- The Project implements the objectives of Clause 22.07 (Lilydale Activity Centre), in particular Transport and Access, by relocating the Lilydale railway station and transport interchange south of Maroondah Highway whilst also providing a grade-separated pedestrian connection, including disabled access, between the new station and the car parking areas on the north side of the highway. This thereby improves the connection between the transport interchange at Lilydale railway station and the rest of the activity centre. The Project also enhances the shared user path connections, including with the Warburton Rail Trail. This reinforces Lilydale's role as the Shire of Yarra Ranges' major activity centre by improving accessibility and convenience and giving priority to people with disability, pedestrians, cyclists and public transport users.

#### **Does the Amendment make proper use of the Victoria Planning Provisions?**

The Amendment uses the Specific Controls Overlay, a new schedule to Clause 45.12 and schedule to Clauses 72.03 (What does this Planning Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) of the relevant Planning Schemes to facilitate the Project. The purpose of Clause 45.12 is to provide specific controls designed to achieve a particular land use and development outcome in a manner that would otherwise be restricted under the Planning Scheme.

The site-specific controls are detailed in the associated Incorporated Document, and allow the use and development of Project Land for the purposes of the Project, as of right, in accordance with the conditions in the Incorporated Document.

The Amendment will allow the Project to be developed in a coordinated, consistent and timely manner under a single planning control.

#### **How does the Amendment address the views of any relevant agency?**

The views of the following agencies will be sought and considered by the LXP prior to the preparation of the Amendment:

- Aboriginal Victoria
- Department of Environment, Land, Water and Planning
- Environment Protection Authority

- Heritage Victoria
- Yarra Ranges Shire Council
- Melbourne Water
- Metro Trains Melbourne
- Office of the Victorian Government Architect
- Public Transport Victoria
- Transport for Victoria
- VicRoads
- VicTrack

**Does the Amendment address the requirements of the *Transport Integration Act 2010*?**

The *Transport Integration Act 2010* requires interface bodies (i.e. planning authorities) to have regard to the transport system objectives, the decision-making principles and any applicable statement of policy principles when exercising powers and performing functions that are likely to have a significant impact on the transport system.

In particular, the Amendment was drafted in consultation with key stakeholders and facilitates a project that will:

- Contribute to a program of network wide improvements
- Improve reliability, capacity and travel time
- Improve safety for road and rail users and pedestrians.

In doing so, the Amendment has addressed the following key transport system objectives and decision-making principles in the *Transport Integration Act 2010*:

**Division 2- Transport system objectives**

- *S8 Social and economic inclusion*: The Project will support social and economic inclusion by improving road congestion, thereby expanding opportunities for access to social and economic opportunities for metropolitan and eastern suburban communities.
- *S9 Economic prosperity*: The Project will support economic prosperity in the metropolitan area and the region by creating jobs and facilitating easier access to employment opportunities. The project will improve existing transport infrastructure, achieving greater operational efficiencies for Victoria.
- *Environmental sustainability*: The Project will promote the efficient use of public transport in the overall transport system and will support the development of the rail network as a sustainable transport option for all Victorians.
- *S11 Integration of transport and land use*: The Project will incorporate high quality urban design outcomes in accordance with LXRP's Urban Design Framework. The project area generally utilises the existing rail reserve and adjacent road reserves, thereby maximising integration with existing road operations and minimising impacts on non-transport infrastructure related land uses.
- *S12 Efficiency, coordination and reliability*: The Project is a part of a wider level crossing removal program that will facilitate network-wide efficient, coordinated and reliable movements of people and vehicles.
- *S13 Safety and health and wellbeing*: Removal of the level crossing will eliminate conflict between trains, vehicles and pedestrians whilst the new Lilydale station and the overall corridor improvements will be designed and constructed to enhance safety, functionality and usability.



**Division 3- Decision- making principles**

- *S15 Principle of integrated decision-making:* The Project has been the subject of a coordinated process between different levels of government and relevant agencies. The Amendment will ensure the project is delivered in a timely manner to support the current and future requirements of the transport system and the demands of metropolitan Melbourne.
- *S16 Principle of triple bottom line assessment:* Economic, environmental and social factors have been considered. The investigations and assessments undertaken for the Project satisfy the principle of triple bottom line assessment.
- *S17 Principle of equity:* Improvements to transport infrastructure will increase train and network efficiencies. These rail services are available to all persons and provide transport opportunities to those who may not have alternative options such as ownership of a private vehicle.
- *S18 Principle of the transport system user perspective:* The transport system upgrades facilitated by the project will improve the public transport experience for users of the rail network.
- *S19 Precautionary principle:* The precautionary principle has been followed in the development of the project through careful specialist investigation and evaluation to avoid serious or irreversible damage to the environment.
- *S20 Principle of stakeholder engagement and community participation:* The Project is supported by a consultation strategy by the LXRP, which included consultation with nearby residents, commuters, local communities, their representatives and relevant agencies.
- *S21 Principle of transparency:* A stakeholder consultation process has taken place and will continue to ensure transparency in the development of the project.

**Resource and administration costs****What impact will the new planning provisions have on the resource and administrative cost of the responsible authority?**

The implementation of the new planning provisions will have minimal impact on the resource and administrative costs of the relevant responsible authorities.

**Where you may inspect this Amendment**

The Amendment can be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

The Amendment is also available for public inspection, free of charge, during office hours at:

Yarra Ranges City Council  
15 Anderson Street  
Lilydale, VIC 3140

# **Maroondah Highway, Lilydale Level Crossing Removal Project**

**Incorporated Document**

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**August 2019**

DRAFT FOR CONSULTATION

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

## 1.0 INTRODUCTION

This is an Incorporated Document in the Yarra Ranges Planning Scheme (the planning scheme) pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The land identified in Clause 3.0 of this document may be used and developed in accordance with the specific controls in Clause 4.0 of this document.

The control in this Incorporated Document prevails over any contrary or inconsistent provision in the planning schemes.

## 2.0 PURPOSE

The purpose of this Incorporated Document is to allow the use and development of land described in Clause 3.0 for the purposes of the Maroondah Highway, Lilydale Level Crossing Removal Project (the **Project**).

## 3.0 LAND

This document applies to the land shown on the planning scheme maps as SCO3 in the Yarra Ranges Planning Scheme (the **Project Land**).

## 4.0 CONTROL

### 4.1 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

Despite any provision to the contrary or any inconsistent provision in the Planning Schemes, no planning permit is required for, and no planning provision in the Planning Schemes operates to prohibit, restrict or regulate the use or development of the Project Land for the purposes of the Project.

The Project includes, but is not limited to, the following:

- a) Demolition and works for the removal of the level crossing at Maroondah Highway, Lilydale where it crosses the Lilydale rail line.
- b) Construction of a new Lilydale train station, including car parking, bicycle facilities, loading and unloading facilities and associated works and may include the selling of food, drinks and other convenience goods and services.
- c) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure and provision of new rail and road infrastructure, relocation of utilities and installation of new utility infrastructure, earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths.
- d) Use and development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- e) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure.
- f) Buildings and works to facilitate the development of new publically accessible spaces and public realm improvements including, but not limited to, streetscape and landscape works and associated infrastructure.
- g) Creation and alteration of access to roads.

- h) Relocation of telecommunications infrastructure.
- i) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signaling.
- j) Bus stops, car parking, bicycle facilities, landscaping, publically accessible spaces and loading and unloading facilities.
- k) Ancillary activities to the use and development of the Project Land for the purposes of or related to, the Project, but not limited to:
  - i) Creating and using lay down areas for construction purposes.
  - ii) Stockpiling of excavation material.
  - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
  - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
  - v) Demolishing and removing buildings, structures, infrastructures and works.
  - vi) Relocating, modifying and upgrading services and utilities.
  - vii) Constructing fences, temporary site barriers and site security.
  - viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land salvage artefacts and alter drainage.
  - ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.
  - x) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
  - xi) Displaying construction, directional and identification signs.
  - xii) Subdividing and consolidating land.

This control is subject to the conditions in section 4.2 of this Incorporated Document.

## 4.2 CONDITIONS

The use and development permitted by this document must be undertaken in accordance with the following conditions:

### Environmental Management Strategy

- 4.2.1 An Environmental Management Strategy (EMS) must be prepared to the satisfaction of the Minister for Planning. The EMS must be prepared in consultation with Yarra Ranges Council (the council). The EMS must include:
  - a) A summary of key construction methodologies.
  - b) An overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
  - c) A summary of the consultation that informed the preparation of the EMS and a summary of the proposed ongoing engagement activities with the councils, the

community and other stakeholders during construction of the Project and enquiries and complaints management.

- d) A summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction of the Project.

#### Native Vegetation

- 4.2.2 Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), information about that native vegetation in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines) must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP). For the avoidance of doubt, the information provided to the Secretary to DELWP must include information about any native vegetation that has been, or is to be, removed under the clause below relating to preparatory buildings and works.
- 4.2.3 Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.
- 4.2.4 In exceptional circumstances, the Secretary to DELWP may vary the timing requirement in the clause above.
- 4.2.5 The secured offset(s) for the project may be reconciled at the completion of the project in accordance with the *Assessor's handbook – Applications to remove, destroy or lop native vegetation* (DELWP, October 2018).
- 4.2.6 For the purpose of this document, the term 'remove native vegetation' includes to destroy and/or lop native vegetation.

#### Heritage management

- 4.2.7 Where, but for this Incorporated Document, a planning permit would be required under the planning scheme for buildings and works within a Heritage Overlay (including removal, destruction or lopping of a tree if the schedule to this overlay specifies the heritage place as one where tree controls apply), site plan and elevations (or other documentation as agreed by the Minister for Planning) showing the extent of buildings and works must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.
- 4.2.8 Where, but for this Incorporated Document, a planning permit would be required under the planning scheme for the demolition, alteration or removal of a building within a Heritage Overlay, a full photographic survey of the building/s, comprising photographs of both the exterior and interiors of the buildings and contextual images of the buildings environs and their settings, must be prepared to the satisfaction of the Minister for Planning, except as otherwise agreed by the Minister for Planning.

#### Flood management

- 4.2.9 Buildings and works on the land within the Special Building Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

Creating and altering access to roads, or works within a PAO (Road)

- 4.2.10 Where, but for this Incorporated Document, an application to create or alter access to a road in a Road Zone, Category 1 and adjacent to a Public Acquisition Overlay (roads authority) would be referred to the Roads Corporation, the creation or alteration of access must be undertaken in consultation with the Roads Corporation.
- 4.2.11 Before a plan of subdivision is certified under the *Subdivision Act 1988*, the consent of the Roads Corporation must be obtained to subdivide land adjacent to a road declared as a freeway or arterial road under the *Road Management Act 2004*, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the acquiring authority for the land.
- 4.2.12 Where, but for this Incorporated Document, an application to undertake buildings and works and/or remove vegetation from within a Public Acquisition Overlay (roads authority) would require planning approval, works are to be undertaken in consultation with the acquiring authority.

Substations and tie stations

- 4.2.13 Where, but for this Incorporated Document, a planning permit would be required under the planning scheme for buildings and works associated with a new or upgraded substation or tie station designed to operate more than 66,000 volts, site plans and elevations must be prepared to the satisfaction of the Minister for Planning prior to the commencement of those buildings and works.

Other conditions

- 4.2.14 Unless otherwise stated, the plans and other documents listed in Clause 4.2 must be approved prior to the commencement of works. Plans and other documents may be prepared and approved for separate components or stages of the Project but each plan or other document must be approved before commencement of works for that component or stage.
- 4.2.15 The plans and other documents may be amended from time to time to the satisfaction of the Minister for Planning or relevant approving authority. In deciding whether a plan or other document is satisfactory or whether to consent to an amendment to a plan or other document, the Minister for Planning may seek the views of the relevant Councils or any other relevant authority.
- 4.2.16 The use and development of the Project Land must be undertaken generally in accordance with the approved plans and documents.

**5.0 PREPARATORY BUILDINGS AND WORKS AND LAND USES**

The following buildings and works and uses may commence before the plans and other documents listed in Clause 4.2 are approved:

- a) Preparatory works for the Project including, but not limited to:
- i) Works, including vegetation removal, where but for this Incorporated Document, a planning permit would not be required under the provisions of the planning scheme.

- ii) Investigating, testing and preparatory works to determine the suitability of land, and property condition surveys.
  - iii) Creation and use of construction access points and working platforms.
  - iv) Site establishment works including temporary site fencing and hoarding, site offices, and hardstand and laydown areas.
  - v) Construction, protection, modification, removal or relocation of utility services, rail signalling, overhead and associated infrastructure.
  - vi) Establishment of environment and traffic controls, including designation of 'no-go' zones.
  - vii) Establishment of temporary car parking
  - viii) Demolition to the minimum extent necessary, to enable preparatory works.
  - ix) Salvage and relocation of aboriginal cultural heritage material and other management actions required to be undertaken in compliance with a cultural heritage management plan approved under the *Aboriginal Heritage Act 2006* or otherwise in compliance with the Act.
- b) The removal, destruction or lopping of native vegetation to the minimum extent necessary to enable preparatory works, to the satisfaction of the Minister for Planning. Any native vegetation removed to enable preparatory works forms part of the total extent of native vegetation removal necessary for the construction of the Project and native vegetation offsets must be provided in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, water and Planning, December 2017) except as otherwise agreed by the Secretary of DELWP.
- c) The removal, destruction or lopping of any tree within a Heritage Overlay where the schedule to the overlay specifies the heritage place as one where tree controls apply, to the minimum extent necessary to enable preparatory works, to the satisfaction of the Minister for Planning.

#### 6.0 EXPIRY

The controls in this document expire if any of the following circumstances apply:

- The development allowed by the control is not started by 1 December 2021.
- The development allowed by the control is not completed by 1 December 2025.
- The use allowed by the controls is not started by 1 December 2025.

The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards.





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Date Published: 01 Aug 2019



*Planning and Environment Act 1987*  
**MAROONDAH PLANNING SCHEME**  
**YARRA RANGES PLANNING SCHEME**  
**AMENDMENT GCXX**

**EXPLANATORY REPORT**

**Who is the planning authority?**

This Amendment has been prepared by the Minister for Planning who is the planning authority for this Amendment.

The Amendment has been made at the request of the Level Crossing Removal Project (LXRP), as part of the Major Transport Infrastructure Authority (MTIA), which is an administrative office established under the *Public Administration Act 2004*, in the Department of Transport (DOT).

**Land affected by the Amendment**

This Amendment applies to the land required for the Manchester Road, Mooroolbark Level Crossing Removal Project (the **Project**), as shown on the Yarra Ranges Planning Scheme Map numbers 39SCO and 40SCO as SCO2 and on the Maroondah Planning Scheme Map number 3SCO as SCO1 (**Project Land**).

The Project Land is generally located within the Lilydale rail corridor, nearby roads and reserves and several properties adjacent to Manchester Road. The primary project area generally extends along the railway reserve between Dorset Road in the west and Mooroolbark Road in the northeast. The Project Land also generally extends along Manchester Road from Neville Street in the north to Central Avenue in the south as well as including several other roads in the locality that may be temporarily impacted to facilitate site access. Several public and private properties are included for permanent and temporary construction purposes and offset car parking, however no acquisition of private land is required.

**What the Amendment does**

The Amendment inserts the *Manchester Road, Mooroolbark Level Crossing Removal Project, Incorporated Document, August 2019* (the Incorporated Document) into the Yarra Ranges and Maroondah Planning Schemes by inserting Clause 45.12 Specific Controls Overlay (SCO) and the schedule to Clause 45.12 into the Maroondah Planning Scheme, amending the schedule to Clause 45.12 in the Yarra Ranges Planning Scheme and replacing the schedules to Clauses 72.03 (What Does this Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) in both planning schemes.

The Amendment also inserts new Planning Scheme Map Nos. 39SCO and 40SCO to the Yarra Ranges Planning Scheme and 3SCO to the Maroondah Planning Scheme.

The effect of this will be to allow the use and development of the Project Land for the purposes of the Project in accordance with the controls contained in the Incorporated Document, without the need for planning permits to be obtained under the Yarra Ranges Planning Scheme and Maroondah Planning Scheme.

**Strategic assessment of the amendment**

**Why is the Amendment required?**

The Amendment is required to facilitate the timely, coordinated and consistent delivery of the Project.

The Project is part of the Victorian Government's commitment to remove 75 dangerous and congested level crossings across Metropolitan Melbourne by 2025 which will increase road, rail and pedestrian safety and improve public transport facilities and efficiency.

Manchester Road, Mooroolbark is a dual carriageway road running north-south with two lanes in each direction and turning lanes at intersections. Manchester Road carries approximately 24,700 vehicles on a typical week day. The operation of the boom gates at this intersection causes lengthy delays to vehicles, cyclists and pedestrians, particularly during the weekday peak periods when the boom gates are closed for 26 per cent of the time between the 7am and 9am.

The Project includes, but is not limited to, the following:

- a) Demolition and works for the removal of the level crossing at Manchester Road, Mooroolbark where it crosses the Lilydale railway line.
- b) Demolition of the Mooroolbark train station and related works.
- c) Construction of a new Mooroolbark train station, including car parking, bicycle facilities, loading and unloading facilities and associated works and may include the selling of food, drinks and other convenience goods and services.
- d) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure and provision of new rail and road infrastructure, relocation of utilities and installation of new utility infrastructure, earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths.
- e) Use and development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- f) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure.
- g) Buildings and works to facilitate the development of new publicly accessible spaces and public realm improvements including, but not limited to, streetscape and landscape works and associated infrastructure.
- h) Creation and alteration of access to roads.
- i) Relocation of telecommunications infrastructure.
- j) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signaling.
- k) Bus stops, car parking, bicycle facilities, landscaping, publicly accessible spaces and loading and unloading facilities.
- l) Ancillary activities to the use and development of the Project Land for the purposes of or related to, the Project, but not limited to:
  - i) Creating and using lay down areas for construction purposes.
  - ii) Temporary stockpiling of excavation material for construction purposes.
  - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
  - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
  - v) Demolishing and removing buildings, structures, infrastructures and works.
  - vi) Relocating, modifying and upgrading services and utilities.
  - vii) Constructing fences, temporary site barriers and site security.

- viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land, salvage artefacts and alter drainage.
- ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.
- x) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
- xi) Displaying construction, directional and identification signs.
- xii) Subdividing and consolidating land.

By upgrading the rail track infrastructure, the project will help to achieve the objectives for transport infrastructure envisaged in the metropolitan strategy *Plan Melbourne (2017)*, the *Network Development Plan- Metropolitan Rail (2012)* and *Trains, Trams, Jobs 2015-2025*, *The Victoria Rolling Stock Strategy (2015)*.

**How does the Amendment implement the objectives of planning in Victoria?**

The Amendment implements the objectives of planning in Victoria as set out in section 4 of the *Planning and Environment Act 1987* as follows:

**a) To provide for the fair, orderly, economic and sustainable use, and development of the land**

The Amendment facilitates a project that will assist in easing road congestion and reducing travel times by removing the level crossing on one of Melbourne's key north-south roads. The Project will contribute to a more efficient use of existing infrastructure by improving reliability of the rail network as well as improving the safety and efficiency of the road network.

**b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity**

The Project is mainly in the rail corridor, road reserves and public open space reserves with a modified landform and ecology. Vegetation in the Project Land generally consists of introduced grass species with patches of mostly planted native and introduced trees surrounded by a developed environment.

The Project will impact limited areas of native vegetation. The design of Project works will minimise these impacts and the Incorporated Document includes a number of measures to manage impacts on native vegetation, including:

- An Environmental Management Strategy (EMS) must be prepared to provide an overarching framework for site or work specific measures to reduce and manage environmental and amenity impacts during construction of the project, including minimising impacts on vegetation and habitat values. The EMS must be prepared to the satisfaction of the Minister for Planning in consultation with Yarra Ranges Shire Council and Maroondah City Council.
- Prior to removal of native vegetation, information about that native vegetation in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines) must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP).
- Prior to removal of native vegetation, the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.

**c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria**

The Amendment facilitates a project that will contribute to a more efficient use of existing infrastructure by improving the reliability of the rail network as well as improving the safety and efficiency of the road network.

Removing the Manchester Road, Mooroolbark level crossing will eliminate the conflict between trains, vehicles, cyclists and pedestrians. The final design will facilitate safe and efficient movement of all modes of transport through the major transport crossing. The new Mooroolbark train station will be designed and constructed to enhance safety, functionality and useability.

The Project will improve amenity for the local community by improving safety through the separation of trains, vehicular and active transport, landscape and urban design improvements, reducing traffic congestion associated with the level crossing and by improving cycling and pedestrian connectivity at the neighbourhood level.

Most of the works will be contained in the existing rail corridor and all works will be designed to respect the local environment.

**d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.**

The project area does not contain any places listed on the Victorian Heritage Register, Victorian Heritage Inventory or in a Heritage Overlay in the Maroondah or Yarra Ranges Planning Schemes.

Aboriginal cultural heritage will be managed in accordance with an approved Cultural Heritage Management Plan (CHMP) in accordance with the *Aboriginal Heritage Act 2006*.

**e) To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community**

The Incorporated Document creates a single integrated planning approval that will ensure orderly and coordinated provision of this upgraded public infrastructure and facilities for the benefit of the community. The works will result in improvements to road and rail infrastructure while also ensuring utilities such as water pipes, gas and electricity are adequately protected, relocated and upgraded where necessary.

**g) To balance the present and future needs of all Victorians**

This project proposes to remove one of the level crossings within the Victorian Government's level crossing removal program commitment to remove 75 level crossings on the metropolitan rail network by 2025.

The project will benefit present and future users of public transport and Victorians living, working and travelling in the vicinity of the level crossings.

The delivery of the Project will be carefully managed to minimise disruption for rail and road users, local communities and businesses and will provide positive improvements to the local area, the Lilydale rail corridor and the broader public transport system.

**How does the Amendment address any environmental, social and economic effects?**

The design of the Project has been informed by a range of specialist studies and has considered the potential environmental, social and economic effects of the construction and operation of the Project.

**Environmental Effects**

Environmental Management Strategy (EMS)

The Incorporated Document requires that an EMS be prepared for the project to manage and minimise impacts on the environment. The EMS must include key construction methodologies and a framework for site and work specific measures to reduce and manage environmental and amenity effects during construction. The EMS must also include details of engagement activities with

stakeholders and a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction of the project.

#### Native Vegetation

The Incorporated Document requires that details of the removal, destruction or lopping of native vegetation necessary for construction of the Project must be prepared in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017). Prior to removal of native vegetation, the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.

#### Flood Management

Part of the project land is affected by the Special Building Overlay. The Incorporated Document requires that any buildings and works on Project Land affected by the Special Building Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

#### Potentially contaminated land

An area of rail line will be removed and new open space (informal outdoor recreation) created and made fit for purpose in relation to potentially contaminated land. The project will address potentially contaminated land through the application of the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (NEPM). This process involves an assessment of site contamination that will be undertaken (in accordance with NEPM) to determine the risks to human health and the environment associated with site contamination. If an unacceptable level of contamination is found LXP has processes in place to treat this and transport it via approvals from the Environment Protection Authority (EPA). This approach is consistent with other LXP projects.

#### Air quality

Potential air quality impacts from the project will primarily be associated with the construction phase, particularly the emission of dust. The EMS will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity effects during construction in accordance with the relevant policies and guidelines of the EPA.

The project must have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise impacts on air quality during construction and the relevant provisions of the *Environment Protection Act 1970* and the *State Environment Protection Policy (Air Quality Management)*.

Removal of the level crossing will assist in reducing traffic congestion and associated vehicle emissions so is therefore expected to contribute to improved air quality in the local community.

#### Noise

Construction activities may result in potential noise within the Project Land. The EMS will include an overarching framework for site or work specific measures to reduce and manage environmental and amenity effects during construction in accordance with the relevant EPA policies and guidelines.

The Project must have regard to the *Environmental Guidelines for Major Construction Sites* (EPA, February 1996) to minimise noise-related impacts during construction and the relevant provisions for the *Environment Protection Act 1970*.

Noise associated with operational use of the rail line must comply with the Victorian Government's *Passenger Rail Infrastructure Noise Policy April 2013* (PRINP).

#### Built Environment

LXRP has prepared an Urban Design Framework (UDF) that outlines the requirements for achieving high quality, context sensitive urban design outcomes for the project. The framework outlines eight key principles – identity, urban integration, connectivity, accessibility, safety, amenity, vibrancy and resilience and environmental sustainability. The framework outlines measures and benchmarks that the design must meet.

Site-specific urban design guidelines for the project have been developed in accordance with the principles and objectives set out in the UDF, and in consultation with stakeholders. The LXRP's Urban Design Advisory Panel will continue to be involved in the detailed design of the project.

### **Social Effects**

The project is expected to generate a range of positive social effects including:

- Reduced congestion and improved travel times for road users by removing the level crossing to facilitate continuous traffic flow to improve operational efficiency.
- Improved safety in the vicinity of the level crossing by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk taking behaviour.
- A new Mooroolbark train station designed and constructed to enhance safety, functionality and useability.
- Better neighbourhood connectivity by reducing travel times for road and rail users and providing enhanced pedestrian and cyclist connections along and across the rail corridor.
- Improved amenity in residential and commercial areas currently affected by congestion attributable to the level crossing.
- Providing commuters with a more reliable service through increased efficiency through the reduction of conflict points on the Lilydale railway line.

### **Economic Effects**

The Project will have a number of positive effects such as supporting the prosperity and competitiveness of Victoria by easing congestion and reducing travel delays, which will contribute to increased productivity and greater efficiency in road-based freight movement.

At a local level, removing the level crossing will reduce congestion and improve accessibility to employment precincts in the area such as the Mooroolbark Activity Centre on Brice Avenue, as well as further afield.

As part of the broader Level Crossing Removal Program, the project is expected to generate up to 300 jobs during the construction peak. The Project will also stimulate economic growth by creating employment opportunities during the construction period.

### **How does the Amendment address any relevant bushfire risk?**

The Project Land is not affected by a Bushfire Management Overlay or located within a bushfire prone area. The Amendment will not therefore increase the risk to life, property, community infrastructure or the natural environment from bushfire.

### **Does the Amendment comply with the requirements of any other Minister's Direction applicable to the amendment?**

Section 12(2)(a) of the *Planning and Environment Act 1987* requires that in preparing a planning scheme Amendment, a planning authority must have regard to the Minister's Directions. The following Minister's Directions are relevant to this amendment:

#### **Ministerial Direction on the Form and Content of the Planning Schemes**

The Amendment is consistent with the *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987*.

**Direction No. 1 Potentially Contaminated Land**

The Amendment is consistent with *Direction No. 1 Potentially Contaminated Land* in that:

- The Direction does not require the issue of a certificate or statement in relation to amendments which allow potentially contaminated land to be used for other purposes. Planning authorities are encouraged to satisfy themselves that the environmental conditions of land are appropriate for its intended use in accordance with the general duties of planning authorities under Section 12 of the *Planning and Environment Act 1987*. ‘*Special care should be taken with amendments which propose open space.... In relation to open space, planning authorities are encouraged to contact the Environment Protection Authority to discuss appropriate approaches to the development of open space designed to overcome potential problems.*’
- LXP has addressed the Ministerial Direction by ensuring that any potentially contaminated land will be made suitable for the end use and by ongoing dialog with EPA. In this instance an area of rail line will be removed and new open space (informal outdoor recreation) created and made fit for purpose. The project will be addressing any potentially contaminated land by the application of the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (NEPM). This process involves an assessment of site contamination that will be undertaken (in accordance with NEPM) to determine the risks to human health and the environment associated with site contamination. If contamination is found LXP has processes in place to treat this and transport it via approvals through EPA. This approach is consistent with other LXP projects.
- The Incorporated Document requires the preparation of an EMS, which will include measures to manage contaminated land within the project land and ensure the environmental conditions are suitable.

**Direction No. 9 Metropolitan Planning Strategy**

The most relevant principles / outcome / directions of *Plan Melbourne 2017-2050* to the Project are:

- Principle 8 – Infrastructure investment that supports balanced city growth
- Outcome 3 – Melbourne has an integrated transport system that connects people to jobs and services and goods to market.
- Direction 3.1 – Transform Melbourne’s transport system to support a productive city.
- Direction 3.2 – Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs.
- Direction 3.3 – Improve local travel options to support 20-minute neighbourhoods.
- Direction 4.4 – Respect Melbourne’s heritage as we build for the future.

The Amendment is consistent with *Direction No. 9 Metropolitan Planning Strategy* and *Plan Melbourne 2017-2050* in that it:

- Facilitates a more reliable and efficient transport system, for motorists and public transport, to support a more productive city.
- Facilitates transport projects that improve accessibility to jobs and community services.
- Facilitates the improvement of local travel options, which will increase social and economic participation.
- Facilitates improvement in the safe and efficient operation of the existing transport network.
- Ensures the environmental and construction impacts are managed and minimised through the preparation and approval of the EMS.

**Direction No.11 Strategic Assessment of Amendments**

The Amendment has been prepared having regard to the *Direction No. 11 Strategic Assessment of Amendments* and *Planning Practice Note 46: Strategic Assessment Guidelines*.

***Direction No. 19 Preparation and Content of Amendments that may significantly impact the environment, amenity and human health***

The Amendment has been prepared having regard to *Direction No. 19 – Ministerial Direction on the Preparation and Content of Amendments that may significantly impact the environment, amenity and human health* and *Ministerial requirement for information for authorisation or preparation of Amendments that may significantly impact the environment, amenity and human health*.

It is not considered that the Amendment will result in the use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution or waste.

However, the EPA are consistently involved with the level crossing removal program and will be regularly consulted as detailed design of the project progresses.

**How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?**

The Amendment supports or implements the following clauses of the Planning Policy Framework (PPF):

**Settlement**

The Amendment is consistent with Clause 11 (Settlement) of the PPF in that it facilitates a project that will:

- Improve access by walking, cycling and public transport to services and facilities for local and regional populations, by contributing to the public transport system, and improving safety and connectivity for pedestrians and cyclists in the vicinity of the level crossing.
- Support the establishment of a metro-style rail system by delivering separated road and rail crossings.
- Improve the safety and efficiency of a major arterial road connection by delivering grade separation.

**Environmental and Landscape Values**

The Amendment is consistent with Clause 12 (Environmental and Landscape Values) of the PPF in that:

- The Project has undertaken due diligence studies to identify environmental and landscape values, including flora and fauna, post-contact (historical heritage) and Aboriginal cultural heritage.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including noise and air quality.
- The Incorporated Document requires that the removal, destruction and lopping of native vegetation be detailed in accordance with the Guidelines, except as otherwise agreed by the Secretary to DELWP.
- the Incorporated Document requires native vegetation offsets to be provided in accordance with the Guidelines, except as otherwise agreed by the Secretary to DELWP.

**Environmental Risks and Amenity**

The Amendment is consistent with Clause 13 (Environmental Risks and Amenity) of the PPF in that:

- The Project has undertaken due diligence studies to identify environmental risks, including consideration of flooding and geotechnical risks, noise and air quality.



- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including noise and air quality.

#### ***Natural Resource Management***

The Amendment is consistent with Clause 14 (Natural Resource Management) of the PPF in that:

- The Project has undertaken due diligence studies to identify requirements and opportunities to manage natural resources, including water mains and local storage facilities from potential contamination, measures to manage stormwater runoff, erosion and sediment control.
- The Incorporated Document requires that buildings and works on land covered by the Land Subject to Inundation Overlay or Special Building Overlay be undertaken to the satisfaction of the relevant floodplain management authority.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project, including protection of water quality, resources use and waste management.

#### ***Built Environment and Heritage***

The Amendment is consistent with Clause 15 (Built Environment and Heritage) of the PPF in that:

- The role of urban design and building design is recognised by LXP through the development of an Urban Design Framework, with the direct involvement of the Office of the Victorian Government Architect, which outlines principles, objectives, measures and qualitative benchmarks to be taken into consideration during the detailed design phase for the wider Level Crossing Removal Project. Site-specific urban design guidelines for the Project have been developed in accordance with the principles and objectives set out in the Urban Design Framework, and in consultation with stakeholders. The LXP's Urban Design Panel will continue to be involved in the detailed design of the Project.
- The Project will improve safety by reducing conflict between trains, vehicles, cyclists and pedestrians.
- The new Mooroolbark train station and station car park will be designed and constructed to enhance safety, functionality and useability.
- A CHMP provides management measures for any aboriginal heritage artefacts discovered within the construction footprint during works in consultation with Aboriginal Victoria.

#### ***Transport***

The Amendment supports and implements Clause 18 (Transport) of the PPF as follows:

- The Project facilitates development of a metro-style system through providing grade separation between vehicles, trains, pedestrians and cyclists.
- The Project will provide or reinstate shared user paths and pedestrian links that will encourage the use of sustainable personal transport and improve access to the public transport system.
- The Project will facilitate safer and more efficient movement of freight to meet local needs and service markets throughout Victoria by removing constraints on the current road network.

- The removal of the level crossing and associated construction of a new Mooroolbark station will facilitate coordinated improvements to public transport, walking and cycling networks to assist in activating investment and employment growth in the Mooroolbark Activity Centre.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
- The Project will facilitate the reduction of greenhouse gas emissions through reduced road congestion and increased facilitation of sustainable transport options.

**How does the amendment support or implement Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The Amendment supports and implements the Local Planning Policy Framework (LPPF) of the Yarra Ranges and Maroondah Planning Schemes in that it will support the following clauses:

**Yarra Ranges**

Specifically, the Amendment supports and implements the following clauses of the LPPF under the Yarra Ranges Planning Scheme:

- Clause 21.03 (Vision)
- Clause 21.06 (Built Form)
- Clause 21.09 (Environment)
- Clause 21.10 (Infrastructure)
- Clause 22.05 (Vegetation Protection)
- Clause 22.09 (Mooroolbark Activity Centre)

The Amendment supports and implements these Clauses because:

- The Project will support Clause 21.03 (Vision) and the Shire's *Vision 2020 – Community Plan* by providing enhanced rail, road, cycling and pedestrian movement and connectivity within the activity centre.
- The Project will be designed and delivered with reference to the LXP Urban Design Framework and site-specific Urban Design Guidelines. The framework and guidelines outline the principles, objectives, measures and benchmarks that will be considered during development of the project design and seek to ensure that the resulting built form recognises and responds to the local landscape, built form, urban fabric and cultural context consistent with Clause 21.06 (Built Form). In particular, the Project will implement the Town Centre objectives by providing safer and more efficient transport links.
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site and works specific measures to reduce and manage environmental and amenity effects during construction of the project consistent with Clause 21.09 (Environment).
- The Project upgrades the existing level crossing between the Lilydale rail line and Manchester Road, Mooroolbark by delivering the grade separation consistent with Clause 21.10 (Infrastructure).
- In accordance with Clause 22.05 (Vegetation Protection), the Project design and construction methodology has attempted to minimise impacts on native vegetation and significant exotic vegetation. However, such a major transport project in this location cannot avoid vegetation removal. Offsets will be provided in accordance with the Guidelines.

- The Project implements the objectives of Clause 22.09 (Mooroolbark Activity Centre), in particular Transport and Access, by enhancing the movement network to support a vibrant village atmosphere where public transport is supported and encouraged and pedestrians and cyclists are encouraged to move freely.

#### **Maroondah**

Specifically, the Amendment supports and implements the following clauses of the LPPF under the Maroondah Planning Scheme:

- Clause 21.02 (Maroondah Vision and the Strategic Framework)
- Clause 21.03 (Transport and Accessibility)
- Clause 21.05 (Open Space)
- Clause 21.06 (Built Form and Urban Design)
- Clause 21.10 (Natural Resources)
- Clause 22.01 (Waterways Protection Policy)

The Amendment supports and implements these clauses because:

- The Project supports the vision for the Maroondah City Council as it facilitates improved public transport, community facilities and urban design whilst encouraging economic development and employment opportunities
- The Project enhances public transport and traffic movement by delivering the grade separation between the Lilydale rail line and Manchester Road, Mooroolbark consistent with Clause 21.03-2 (Transport)
- The Incorporated Document requires the preparation and approval of an EMS that will include an overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the project consistent with Clause 21.05-2 (Open Space) and Clause 21.10-2 (Natural Resources)
- The Project will be designed and delivered with reference to the LXRP Urban Design Framework and site-specific Urban Design Guidelines. The framework and guidelines outline the principles, objectives, measures and benchmarks that will be considered during development of the project design and seek to ensure that the resulting built form recognises and responds to the local landscape, built form, urban fabric and cultural context consistent with Clause 21.06 (Built Form and Urban Design)
- The Project will contribute to the long-term sustainability of Brushy Creek by retaining a vegetation buffer zone along the Creek consistent with Clause 22.01-3 (Waterways Protection Policy). The Incorporated Document requires that an EMS be prepared for the project to manage and minimise impacts on the environment, including Brushy Creek. The EMS will specify key construction methodologies and a framework for site and work specific measures to reduce and manage potential impacts on water quality during construction.

#### **Does the Amendment make proper use of the Victoria Planning Provisions?**

The Amendment uses the Specific Controls Overlay, a new schedule to Clause 45.12 and schedule to Clauses 72.03 (What does this Planning Scheme Consist of?) and 72.04 (Documents incorporated into the scheme) of the relevant planning schemes to facilitate the Project. The purpose of Clause 45.12 is to provide specific controls designed to achieve a particular land use and development outcome in a manner that would otherwise be restricted under the planning scheme.

The site-specific controls are detailed in the associated Incorporated Document and allow the use and development of Project Land for the purposes of the Project, as of right, in accordance with the conditions in the Incorporated Document.

The Amendment will allow the Project to be developed in a coordinated, consistent and timely manner under a single planning control.

**How does the amendment address the views of any relevant agency?**

The views of the following agencies will be sought and considered by the LXP prior to the preparation of the amendment:

- Aboriginal Victoria
- Department of Environment, Land, Water and Planning
- Environment Protection Authority
- Yarra Ranges Shire Council
- Maroondah City Council
- Melbourne Water
- Metro Trains Melbourne
- Office of the Victorian Government Architect
- Public Transport Victoria
- Transport for Victoria
- VicRoads
- VicTrack

**Does the amendment address the requirements of the *Transport Integration Act 2010*?**

The *Transport Integration Act 2010* requires interface bodies (i.e. planning authorities) to have regard to the transport system objectives, the decision-making principles and any applicable statement of policy principles when exercising powers and performing functions that are likely to have a significant impact on the transport system.

In particular, the Amendment was drafted in consultation with key stakeholders and facilitates a project that will:

- Contribute to a program of network wide improvements
- Improve reliability, capacity and travel time
- Improve safety for road and rail users and pedestrians.

In doing so, the amendment has addressed the following key transport system objectives and decision-making principles in the *Transport Integration Act 2010*:

***Division 2- Transport system objectives***

- *S8 Social and economic inclusion*: The Project will support social and economic inclusion by improving road congestion, thereby expanding opportunities for access to social and economic opportunities for metropolitan and eastern suburban communities.
- *S9 Economic prosperity*: The Project will support economic prosperity in the metropolitan area and the region by creating jobs and facilitating easier access to employment opportunities. The project will improve existing transport infrastructure, achieving greater operational efficiencies for Victoria.
- *Environmental sustainability*: The Project will promote the efficient use of public transport in the overall transport system and will support the development of the rail network as a sustainable transport option for all Victorians.

- *S11 Integration of transport and land use:* The Project will incorporate high quality urban design outcomes in accordance with LXRP's Urban Design Framework. The project area generally utilises the existing rail reserve and adjacent road reserves, thereby maximising integration with existing road operations and minimising impacts on non-transport infrastructure related land uses.
- *S12 Efficiency, coordination and reliability:* The Project is a part of a wider level crossing removal program that will facilitate network-wide efficient, coordinated and reliable movements of people and vehicles.
- *S13 Safety and health and wellbeing:* Removal of the level crossing will eliminate conflict between trains, vehicles and pedestrians and the redeveloped Mooroolbark train station and overall corridor improvements will be designed and constructed to enhance safety, functionality and usability.

#### **Division 3- Decision- making principles**

- *S15 Principle of integrated decision-making:* The Project has been the subject of a coordinated process between different levels of government and relevant agencies. The Amendment will ensure the project is delivered in a timely manner to support the current and future requirements of the transport system and the demands of metropolitan Melbourne.
- *S16 Principle of triple bottom line assessment:* Economic, environmental and social factors have been considered. The investigations and assessments undertaken for the Project satisfy the principle of triple bottom line assessment.
- *S17 Principle of equity:* Improvements to transport infrastructure will increase train and network efficiencies. These rail services are available to all persons and provide transport opportunities to those who may not have alternative options such as ownership of a private vehicle.
- *S18 Principle of the transport system user perspective:* The transport system upgrades facilitated by the project will improve the public transport experience for users of the rail network.
- *S19 Precautionary principle:* The precautionary principle has been followed in the development of the project through careful specialist investigation and evaluation to avoid serious or irreversible damage to the environment.
- *S20 Principle of stakeholder engagement and community participation:* The Project is supported by a consultation strategy by the LXRP, which included consultation with nearby residents, commuters, local communities, their representatives and relevant agencies.
- *S21 Principle of transparency:* A stakeholder consultation process has taken place and will continue to ensure transparency in the development of the project.

#### **Resource and administration costs**

##### **What impact will the new planning provisions have on the resource and administrative cost of the responsible authority?**

The implementation of the new planning provisions will have minimal impact on the resource and administrative costs of the relevant responsible authorities.

##### **Where you may inspect this amendment**

The amendment can be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/public-inspection](http://www.delwp.vic.gov.au/public-inspection).

The amendment is also available for public inspection, free of charge, during office hours at:

Yarra Ranges Shire Council  
15 Anderson Street  
Lilydale, VIC 3140

Maroondah City Council  
Braeside Avenue  
Ringwood, VIC 3134

DRAFT FOR CONSULTATION

# **Manchester Road, Mooroolbark Level Crossing Removal Project**

**Incorporated Document**

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**August 2019**

DRAFT FOR CONSULTATION

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

## 1.0 INTRODUCTION

This is an Incorporated Document in the Yarra Ranges and Maroondah Planning Schemes (the planning schemes) pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The land identified in Clause 3.0 of this document may be used and developed in accordance with the specific controls in Clause 4.0 of this document.

The control in this Incorporated Document prevails over any contrary or inconsistent provision in the planning schemes.

## 2.0 PURPOSE

The purpose of this Incorporated Document is to allow the use and development of land described in Clause 3.0 for the purposes of the Manchester Road, Mooroolbark Level Crossing Removal Project (the **Project**).

## 3.0 LAND

This document applies to the land shown on the planning scheme maps as SCO2 in the Yarra Ranges Planning Scheme and SCO1 in the Maroondah Planning Scheme (the **Project Land**).

## 4.0 CONTROL

### 4.1 EXEMPTION FROM PLANNING SCHEME REQUIREMENTS

Despite any provision to the contrary or any inconsistent provision in the Planning Schemes, no planning permit is required for, and no planning provision in the Planning Schemes operates to prohibit, restrict or regulate the use or development of the Project Land for the purposes of the Project.

The Project includes, but is not limited to, the following:

- a) Demolition and works for the removal of the level crossing at the level crossing at Manchester Road, Mooroolbark, where it crosses the Lilydale railway line.
- b) Demolition of the Mooroolbark train station and related works.
- c) Construction of a new Mooroolbark train station, including car parking, bicycle facilities, loading and unloading facilities and associated works and may include the selling of food, drinks and other convenience goods and services.
- d) Road and railway works, including but not limited to, works to facilitate the grade separation of rail and road infrastructure and provision of new rail and road infrastructure, relocation of utilities and installation of new utility infrastructure, earthworks, replacement of track infrastructure, access tracks, landscaping, vegetation removal and bicycle and pedestrian shared use paths.
- e) Use and development of land for a railway, including railway tracks and associated communications, signalling and other rail related infrastructure.
- f) Use and development of land for a road, including associated communications, signalling, and other road related infrastructure.



- g) Buildings and works to facilitate the development of new publically accessible spaces and public realm improvements including, but not limited to, streetscape and landscape works and associated infrastructure.
- h) Creation and alteration of access to roads.
- i) Relocation of telecommunications infrastructure.
- j) Associated rail infrastructure, including power upgrades and overhead infrastructure, cabling and signaling.
- k) Bus stops, car parking, bicycle facilities, landscaping, publically accessible spaces and loading and unloading facilities.
- l) Ancillary activities to the use and development of the Project Land for the purposes of or related to, the Project, but not limited to:
  - i) Creating and using lay down areas for construction purposes.
  - ii) Stockpiling of excavation material.
  - iii) Constructing and using temporary site workshops and storage, staff car parking, administration and amenities buildings.
  - iv) Removing, destroying and lopping of trees and removing vegetation, including native vegetation and dead native vegetation.
  - v) Demolishing and removing buildings, structures, infrastructures and works.
  - vi) Relocating, modifying and upgrading services and utilities.
  - vii) Constructing fences, temporary site barriers and site security.
  - viii) Constructing or carrying out works to create or alter roads, car parking areas, bunds, mounds, landscaping, or drainage, or to excavate land salvage artefacts and alter drainage.
  - ix) Constructing and using temporary access roads, diversion roads and vehicle parking areas, loading and unloading areas, access paths and pedestrian walkways.
  - x) Earthworks including cutting, stockpiling and removal of spoil, and formation of drainage works.
  - xi) Displaying construction, directional and identification signs.
  - xii) Subdividing and consolidating land.

This control is subject to the conditions in section 4.2 of this Incorporated Document.

## **4.2 CONDITIONS**

The use and development permitted by this document must be undertaken in accordance with the following conditions:

### Environmental Management Strategy

- 4.2.1 An Environmental Management Strategy (EMS) must be prepared to the satisfaction of the Minister for Planning. The EMS must be prepared in consultation with Yarra

Ranges Shire Council and Maroondah City Council (the councils). The EMS must include:

- a) A summary of key construction methodologies.
- b) An overarching framework for site or works specific measures to reduce and manage environmental and amenity effects during construction of the Project.
- c) A summary of the consultation that informed the preparation of the EMS and a summary of the proposed ongoing engagement activities with the councils, the community and other stakeholders during construction of the Project and enquiries and complaints management.
- d) A summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction of the Project.

#### Native Vegetation

- 4.2.2 Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), information about that native vegetation in accordance with Application Requirements 1, 5 and 9 of the *Guidelines for removal, destruction or lopping of native vegetation* (DELWP, December 2017) (Guidelines) must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (DELWP). For the avoidance of doubt, the information provided to the Secretary to DELWP must include information about any native vegetation that has been, or is to be, removed under the clause below relating to preparatory buildings and works.
- 4.2.3 Prior to removal of native vegetation (excluding native vegetation removed under the clause below relating to preparatory buildings and works), the biodiversity impacts from the removal of that native vegetation must be offset in accordance with the Guidelines, and evidence that the required offset(s) has been secured must be provided to the Secretary to DELWP.
- 4.2.4 In exceptional circumstances, the Secretary to DELWP may vary the timing requirement in the clause above.
- 4.2.5 The secured offset(s) for the project may be reconciled at the completion of the project in accordance with the *Assessor's handbook – Applications to remove, destroy or lop native vegetation* (DELWP, October 2018).
- 4.2.6 For the purpose of this document, the term 'remove native vegetation' includes to destroy and/or lop native vegetation.

#### Flood management

- 4.2.7 Buildings and works on the land within the Special Building Overlay or Land Subject to Inundation Overlay must be undertaken to the satisfaction of the relevant floodplain management authority.

#### Creating and altering access to roads, or works within a PAO (Road)

- 4.2.8 Where, but for this Incorporated Document, an application to create or alter access to a road in a Road Zone, Category 1 and adjacent to a Public Acquisition Overlay

(roads authority) would be referred to the Roads Corporation, the creation or alteration of access must be undertaken in consultation with the Roads Corporation.

- 4.2.9 Before a plan of subdivision is certified under the *Subdivision Act 1988*, the consent of the Roads Corporation must be obtained to subdivide land adjacent to a road declared as a freeway or arterial road under the *Road Management Act 2004*, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the acquiring authority for the land.
- 4.2.10 Where, but for this Incorporated Document, an application to undertake buildings and works and/or remove vegetation from within a Public Acquisition Overlay (roads authority) would require planning approval, works are to be undertaken in consultation with the acquiring authority.

#### Substations and tie stations

- 4.2.11 Where, but for this Incorporated Document, a planning permit would be required under the planning scheme for buildings and works associated with a new or upgraded substation or tie station designed to operate more than 66,000 volts, site plans and elevations must be prepared to the satisfaction of the Minister for Planning prior to the commencement of those buildings and works.

#### Other conditions

- 4.2.12 Unless otherwise stated, the plans and other documents listed in Clause 4.2 must be approved prior to the commencement of works. Plans and other documents may be prepared and approved for separate components or stages of the Project but each plan or other document must be approved before commencement of works for that component or stage.
- 4.2.13 The plans and other documents may be amended from time to time to the satisfaction of the Minister for Planning or relevant approving authority. In deciding whether a plan or other document is satisfactory or whether to consent to an amendment to a plan or other document, the Minister for Planning may seek the views of the relevant Councils or any other relevant authority.
- 4.2.14 The use and development of the Project Land must be undertaken generally in accordance with the approved plans and documents.

### **5.0 PREPARATORY BUILDINGS AND WORKS AND LAND USES**

The following buildings and works and uses may commence before the plans and other documents listed in Clause 4.2 are approved:

- a) Preparatory works for the Project including, but not limited to:
- i) Works, including vegetation removal, where but for this Incorporated Document, a planning permit would not be required under the provisions of the planning scheme.
  - ii) Investigating, testing and preparatory works to determine the suitability of land, and property condition surveys.

- iii) Creation and use of construction access points and working platforms.
  - iv) Site establishment works including temporary site fencing and hoarding, site offices, and hardstand and laydown areas.
  - v) Construction, protection, modification, removal or relocation of utility services, rail signalling, overhead and associated infrastructure.
  - vi) Establishment of environment and traffic controls, including designation of 'no-go' zones.
  - vii) Establishment of temporary car parking
  - viii) Demolition to the minimum extent necessary, to enable preparatory works.
  - ix) Salvage and relocation of aboriginal cultural heritage material and other management actions required to be undertaken in compliance with a cultural heritage management plan approved under the *Aboriginal Heritage Act 2006* or otherwise in compliance with the Act.
- b) The removal, destruction or lopping of native vegetation to the minimum extent necessary to enable preparatory works, to the satisfaction of the Minister for Planning. Any native vegetation removed to enable preparatory works forms part of the total extent of native vegetation removal necessary for the construction of the Project and native vegetation offsets must be provided in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, water and Planning, December 2017) except as otherwise agreed by the Secretary of DELWP.

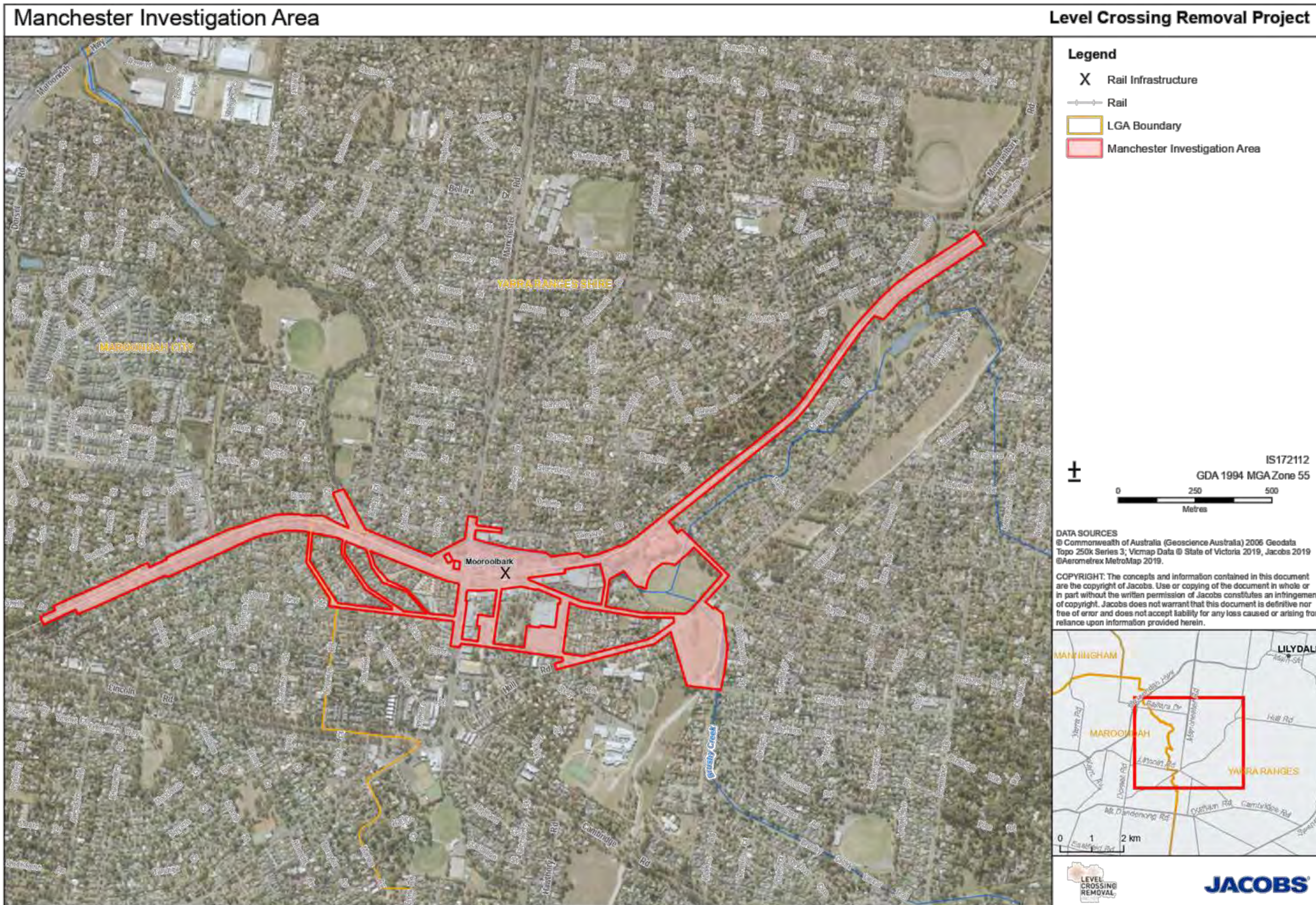
## 6.0 EXPIRY

The controls in this document expire if any of the following circumstances apply:

- The development allowed by the control is not started by 1 December 2021.
- The development allowed by the control is not completed by 1 December 2025.
- The use allowed by the controls is not started by 1 December 2025.

The Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards.





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Date Published: 01 Aug 2019



## Appendix C

### Community-led workshops

Community groups in Lilydale and Mooroolbark formed their own workshops, run by an independent facilitator, to determine the key issues and opportunities they saw for each of the level crossing removal projects. Those groups have provided Council with reports on the key findings from the workshops. The views presented are those who attended the community-led workshops. This section highlights the most important issues identified by those attending the workshops. The full reports will be provided as an attachment.

#### Lilydale:

Theme	Core messages to LXRP
Car Parking	<p>We need more car parks. We need the LXRP to acknowledge the informal car parks used now. Car parking must not impact retail parking as it currently does. Cars must not exit onto Main St from car parks and cause more congestion.</p> <p>We would like to be consulted further on the need for a multi storey car park. Parking must cater to the growing commuter population expected from new housing developments. Lilydale is a regional station and people from many other townships come in to park. The LXRP need to cater for this. Parking must be accessible. This issue needs greater consultation and the final design must solve the issues raised to be acceptable to the community.</p>
The Construction Phase and Its Impact	<p>Construction must be green. We do not want ugly concrete walls and pylons. The LXRP must communicate with the community and business well in advance of any activity being undertaken in the construction phase. We need a single point of communication for emerging issues and we want a variety of communication methods used to inform the community throughout. We want construction logistics to ensure we can still move around the town with ease. We do not want construction worker vehicles or construction vehicles getting in the way of retail and commuter parking.</p>
Melba Ave Closure	<p>We want more consultation on this. There are strong views in the community that the station should be extended to Melba Ave and linkages to the Box Hill Institute site improved. There are also dissenting voices. Prior to any final design the LXRP must consult further on this issue or fund additional consultation.</p>
Lilydale as a regional station	<p>The fact that Lilydale station is a regional and not a solely suburb-based station means the community requires the LXRP to assess the level of commuter demand both now and into the future from a wider footprint than just Lilydale and its immediate surrounds. The final design must cater for the growing population from new housing developments.</p> <p>The community was clear that this is a community asset for one of Victoria's most popular tourist destinations and must be given due consideration and consultation to ensure that it continues to promote the region. It is not just a railway station. Designs must be consulted on with</p>

Theme	Core messages to LXR
	<p>business development and tourist operators in the broader Yarra Valley to ensure they reflect an appropriate tourist gateway and an opportunity to transport more people to this wonderful region.</p>
Access and Amenity	<p>The station needs 5 access points at least and a pedestrian overpass which caters not just for commuters but for the general public. Activated green spaces must be in the final design and the existing bus interchange area and William St used for this community space. The LXR need to explore the extension of the station from Melba Ave to the Rail Yards to provide a greater community use footprint and flexibility to manage the parking issues.</p> <p>The design must have good disability access not just to the regulations and should test out with disability groups, access issues prior to finalising a build. It must be accessible for people of all mobilities including older residents. The station must be accessible by bike and walking pathways and cater to access from the school and Box Hill Institute sites. The station must connect with the trails.</p> <p>The final design must address the current distances between the parking and the station and offer lift, escalator/ramp and stair options for people on both sides of the highway. Clarification is sought on the impact of the Maroondah Highway pedestrian crossing which would seem to stop traffic and defeat the purpose of the rail over road solution. Full to majority coverage of the station is required.</p>
Traffic Flow and the Bus Interchange	<p>This was considered a priority issue and a realistic solution for the bus interchange is required in the final design. The design must consider tourist buses both large and mini bus parking as well as taxi and ride share parking. There was support for the Council position on this. Consultation with tourist and bus providers should be undertaken.</p> <p>Traffic plan and traffic flow design must be provided to the community as part of the final design for both the construction period and for the future. There was support for the bypass to be built within this project although wider consultation may be needed on this.</p> <p>Traffic plans during construction need to consider the outlying townships that use Lilydale station as well as ensure we can still get around with ease within Lilydale. The community want to see plans that manage the higher flows of traffic at school drop off and pick up times.</p>
Heritage	<p>The avenue of trees must be maintained in a healthy manner for future generations. The final design must address this.</p> <p>The old station should be a tourist and local community information centre with local history / heritage information, tourist resources and bike hire to promote use of the trails and which connect people to the trails. Physical access to the old station in the existing proposal needs to be addressed.</p>

**Mooroolbark:**

Theme	Core messages to LXP
The Construction Phase and Its Impact	<ul style="list-style-type: none"> <li>▪ Make it green and best practice design</li> <li>▪ Communicate effectively and openly up front and throughout the phases of construction to minimise its impact-No surprises</li> <li>▪ Don't let construction interfere with retail / business and access to the township</li> <li>▪ Don't get in the way with your site office</li> <li>▪ Give us time to adapt to the well-publicised changes</li> </ul>
The Amenity of the Rail Precinct including its environmental and cultural footprint	<ul style="list-style-type: none"> <li>▪ Make it green and best practice design under the rail line.</li> <li>▪ We want an artistic community space underneath the rail line which brings people into town and provides activity and leisure for all members.</li> <li>▪ We want to maintain the heritage station</li> <li>▪ Protect residents too and communicate more effectively with them</li> <li>▪ Future proof your design</li> <li>▪ Test designs with people with disabilities, mobility issues, with young people and families.</li> <li>▪ Ensure integration with existing bike and walking paths thereby making the precinct under the rail line a liveable and vibrant area.</li> </ul>
Traffic Flow	<ul style="list-style-type: none"> <li>▪ Solve the congestion on Brice Ave and Manchester Rd in your design</li> <li>▪ No car park exit on to Brice Ave</li> <li>▪ Integrate what you intend to do with existing traffic plans of Council and Vic Roads. Don't operate in a silo.</li> <li>▪ Make sure your integrated traffic plan includes motor vehicles, walking, cycling, buses, prams and mobility scooters etc</li> <li>▪ Make sure your plans cater for people with disabilities and mobility issues-test it out in real life, don't just rely on building codes.</li> </ul>
Car Parking	<ul style="list-style-type: none"> <li>▪ No single ugly concrete monolith</li> <li>▪ Integrate car parking plans with the wider community and do not put car parks under the rail line. Look at more low-level car parks around the town.</li> <li>▪ No exit on to Brice Ave from the 450 space car park</li> <li>▪ No all-day parking in retail car parking areas. Provide us with an integrated parking plan for the town which provides for resident access to their shopping precinct as well as commuter parking.</li> </ul>
Commercial Viability of the township	<ul style="list-style-type: none"> <li>▪ The viability of local businesses is the touchpoint for the viability of our town. Impacting business will impact Mooroolbark's long-term survival. Manage the impacts on business by working with us and communicating honestly, clearly and in a timely manner which respects us.</li> <li>▪ Don't let construction and workers vehicles clog up access to our shopping and business precinct. Have your office in another zone.</li> <li>▪ Provide Customer Liaison people on the streets to help us adapt and give us someone with sufficient authority to talk with about solving emerging issues during construction.</li> </ul>



## REPORT ON THE COMMUNITY CONSULTATIONS FOR THE LEVEL RAIL CROSSINGS IN LILYDALE.

Report prepared by: Vivienne Cunningham-Smith. Eastern Volunteers.

Report prepared for: Lilydale Township Group

Copy of Report to: Yarra Ranges Shire Council.

### Overarching consultation messages

Two community consultations were held in Lilydale for the Lilydale Township Group. One with very short notice to residents and one with at least 1 weeks' notice being to residents and traders. These meetings were facilitated by Eastern Volunteers. Some participants had attended the official briefing by the Level Crossing Removal Project group [LXRP] and there was a mix of business owners, community groups and residents in these community consultations.

Both consultations wanted it known that:

- The final design of the level crossing was unknown to people at the time of consultation and this was unacceptable. Given this, they commented on the concept designs and the known knowns to identify clearly for the LXRP what they agreed with, did not want in the final design and what they sought clarification of. The community expects the LXRP to incorporate its views and wishes into the final design and looks forward to working with the LXRP to do so. It looks forward to another consultation on a final design.
- They noted the poor level of communication about the project and the group clearly articulated the mixed messages and information from the LXRP consultation, website and individual advice which they had received. This made it difficult to know what was a fact in regard to the project and what was not.
- They prioritised an integrated concept between Mooroolbark and Lilydale rather than dealing with these in silos. The duplication of the line through to Lilydale was seen as a necessary thing which has not been addressed. They also saw it as an opportunity to deal with the problem of the Hull Rd train overpass. Without improving the bottleneck at Hull Bridge, travel times for Lilydale travellers will not improve. It is interesting to note that the Mooroolbark consultation called for the same solution to Hull Rd Bridge.
- The groups also wanted it known that letters of advice to residents and business within 250m of the project had not been received by most of the participants in the consultations who qualified for this communication. The residents insist that the LXRP meet their commitments to communication and reissue communications in a manner which they had promised the community.

## ATTACHMENT 1. Proposed Yarra Ranges Council Submission to Level Crossing Removal Project

- Resident concerns about the project and points which they seek immediate clarification of can be summarised into the key themes and core messages of:

Theme	Core messages to LXR
Car Parking	<p>We need more car parks. We need the LXR to acknowledge the informal car parks used now. Car parking must not impact retail parking as it currently does. Cars must not exit onto Main St from car parks and cause more congestion.</p> <p>We would like to be consulted further on the need for a multi storey car park. Parking must cater to the growing commuter population expected from new housing developments. Lilydale is a regional station and people from many other townships come in to park. The LXR need to cater for this. Parking must be accessible. This issue needs greater consultation and the final design must solve the issues raised to be acceptable to the community.</p>
The Construction Phase and Its Impact	<p>Construction must be green. We do not want ugly concrete walls and pylons. The LXR must communicate with the community and business well in advance of any activity being undertaken in the construction phase. We need a single point of communication for emerging issues and we want a variety of communication methods used to inform the community throughout. We want construction logistics to ensure we can still move around the town with ease. We do not want construction worker vehicles or construction vehicles getting in the way of retail and commuter parking.</p>
Melba Ave Closure	<p>We want more consultation on this. There are strong views in the community that the station should be extended to Melba Ave and linkages to the Box Hill Institute site improved. There are also dissenting voices. Prior to any final design the LXR must consult further on this issue or fund additional consultation.</p>
Lilydale as a regional station	<p>The fact that Lilydale station is a regional and not a solely suburb-based station means the community requires the LXR to assess the level of commuter demand both now and into the future from a wider footprint than just Lilydale and its immediate surrounds. The final design must cater for the growing population from new housing developments.</p> <p>The community was clear that this is a community asset for one of Victoria's most popular tourist destinations and must be given due consideration and consultation to ensure that it continues to promote the region. It is not just a railway station. Designs must be consulted on with business development and tourist operators in the broader Yarra Valley to ensure they reflect an appropriate tourist gateway and an opportunity to transport more people to this wonderful region.</p>
Access and Amenity	<p>The station needs 5 access points at least and a pedestrian overpass which caters not just for commuters but for the general public. Activated green spaces must be in the final design and the existing bus interchange area and William St used for this community space. The LXR need to explore the extension of the station from Melba Ave to the Rail Yards to provide a greater community use footprint and flexibility to manage the parking issues.</p> <p>The design must have good disability access not just to the regulations and should test out with disability groups, access issues prior to finalising a build. It must be accessible for people of all mobilities including older residents. The station must be accessible by bike and walking pathways and cater to access from the school and Box Hill Institute sites. The station must connect with the trails.</p> <p>The final design must address the current distances between the parking and the station and offer lift, escalator/ramp and stair options for people on both sides of the highway. Clarification is sought on the impact of the Maroondah Highway pedestrian</p>

Theme	Core messages to LXR
	crossing which would seem to stop traffic and defeat the purpose of the rail over road solution. Full to majority coverage of the station is required.
Traffic Flow and the Bus Interchange	<p>This was considered a priority issue and a realistic solution for the bus interchange is required in the final design. The design must consider tourist buses both large and mini bus parking as well as taxi and ride share parking. There was support for the Council position on this. Consultation with tourist and bus providers should be undertaken.</p> <p>Traffic plan and traffic flow design must be provided to the community as part of the final design for both the construction period and for the future. There was support for the bypass to be built within this project although wider consultation may be needed on this.</p> <p>Traffic plans during construction need to consider the outlying townships that use Lilydale station as well as ensure we can still get around with ease within Lilydale. The community want to see plans that manage the higher flows of traffic at school drop off and pick up times.</p>
Heritage	<p>The avenue of trees must be maintained in a healthy manner for future generations. The final design must address this.</p> <p>The old station should be a tourist and local community information centre with local history / heritage information, tourist resources and bike hire to promote use of the trails and which connect people to the trails. Physical access to the old station in the existing proposal needs to be addressed.</p>

## What the community agreed with:

The community agreed that it was a positive move to get rid of the boom gates and accepted the Rail over Road decision. They liked the Plaza idea near the old rail station and William St as outlined by the Council , provided it is a green space. The preservation of the heritage rail station was appreciated. The new station location received a tick of approval. It was seen as an opportunity to improve Lilydale for future generations.

## Key messages on what the design and its implementation must address:

These will be addressed under each theme.

### CAR PARKING

The car parking issue is critical for the Lilydale project and was the highest priority identified in the community consultations. There is significant informal car parking which occurs around the station which will need to be catered for in the final project design. This includes the unofficial parking in Williams St, the gravel section of the existing station parking and the football field. Businesses such as Bunnings and Olex are already experiencing issues with commuters parking in their car park areas. With the addition of the Kinley estate and the intent of the Lilydale Structure Plan to house 3 storey developments for residents, demand for parking is only expected to increase. The LXR must also realise that Lilydale station is a regional station with people coming from the Upper Yarra and out past Yarra Glen and the station does not just

service the immediate population of Lilydale and its surrounds. The precedent has been set in the LXR projects at Bayswater to provide additional car parking spaces and the community demands that adequate additional car park spaces beyond what is the official count, be provided with the Lilydale project.

The community wishes to see the outcomes of the work being done by the LXR on current commuter use and the LXR projections on the cars expected to be catered for into the future.

There were clarifications sought on how many parking spots would be north of Main St and how many spaces would be lost with Council's proposed bus bays.

The community wants to see in the final design:

- More car parks
- More free car parking spaces as there is an existing shortage already. These should be a mix of all day and 4 hour car parking to cater for short term commuters as well as retail parking for the community spaces being created around the station and in the vicinity of the station. The community would like to see a car park plan in the final design which identifies where parking spaces are by type, length of stay and cost and with consideration of a multi storey car park. This plan must be integrated with the Lilydale Place Plans proposed developments and existing and proposed community facilities.
- Solutions to the fact that the proposed car park is far away from the station and the community has raised safety and accessibility concerns as to its location. Refer to the Access section also.
- Better and closer access to the station for people using disability parking as identified in the Access section.
- Seniors parking areas as pensioner concession parking does not commence until 9am and car parks are full currently at 7am.
- Exit from the car park proposed needs to be on Beresford Rd and not Main St. Olex has a particular issue as it requires sensors on lights to allow for its truck movements.

#### *Solutions offered by the community:*

The community offered some solutions to the car parking issues however given the inadequate timelines for consultation these cannot be tested for their acceptance by the broader community or tested for their viability. They are offered here to advise potential action :

1. Purchase the Reece Hardware property and build a multilevel car park
2. Syndal car parking solutions might inform Lilydale.
3. Build car parks at Coldstream, Warburton, Yarra Glen and Healesville with express bus connections which co-ordinate with train timetables. This would relieve the car parking at Lilydale significantly.
4. Ban parking in the football grounds and restrict parking in the areas surrounding the station to prevent commuters using them as informal car parks.
5. Provide adequate walkability to the station and capacity for people to cycle along Warburton Trail to the station. Bike storage is a must.
6. Lighting all the way to the car parks to address security. ? solar lighting
7. Separate pedestrian and cycling pathways
8. Provide LED signs on number of car parking spaces vacant in any parking area.
9. When addressing car parking during construction utilise Chirnside Football Club and other minor sports grounds including Mercy College for car parking with bus shuttles to Ringwood station.

## THE CONSTRUCTION PHASE AND ITS IMPACT:

The construction design and its materials were a key issue for the community. It was clear the community does not want concrete blocks, solid concrete walls and use of materials which are not appropriate to the Lilydale surroundings.

The community also sought clarification of the co-ordination of works between Mooroolbark and Lilydale and the impact this will have on where commuters can access trains eg do they need to go to Ringwood?

The community also focussed on the communication and management of the build phase and were clear that it must:

- View and be consulted on the actual plans and final design not just concept designs
- Be communicated with widely and continuously on the construction timeline and phases
- Be a design which utilises green materials in any retaining wall design esp the one adjacent to the existing station and car park. It was noted that Lilydale is the gateway to the Yarra Valley, a major tourist destination, so retaining walls need to be aesthetically pleasing and appropriate to a tourist gateway.
- Utilise sustainable materials
- Advise on the impact levels of the construction phase and the plans to minimise the impact on traders, travellers and residents. Any plans must maintain viable access to the town and to business.
- Use local businesses to source the items the LXP need
- Provide advice to the community on the plans to relocate overhead power lines.
- Provide elevated access on all sides of the rail line for both commuters and the general public
- Manage noise levels both in the construction phase and ongoing for local residents.
- Seek to use pylons wherever possible instead of solid walls
- Address the parking of construction workers vehicle and construction vehicles so that they do not contribute to congestion in the area or impact retail and commuter parking.
- Not cut the flow of traffic on John and Main streets at the same time during construction. Traffic must be able to move east- west at all times during construction.

One resident advised that he was informed by an LXP consultant that the current design would not fit the footprint of the site as it was too big. The community seek clarification on this.

There were a number of points of clarification sought:

- How will traffic flow on Main St benefit from the SkyRail?
- What has been the provision in the design for tourist buses? Eg pick up areas from the station for tourists to the Yarra Valley
- Will the final design contain aerial images of SkyRail from ground level to highlight the impact on the town's vista?
- Will the proposed bus interchange be adequate for the number of buses using it?
- How will car parking be managed during the construction phase?

Extensions to the station footprint were raised. The community want to see SkyRail cover Melba Ave and the Rail Yards. The community felt this would provide greater space and dimension for community green space and parking.

*Solutions offered by the community:*

1. Provide communication with the community, business, Council and other stakeholders on traffic flow and road closures a minimum of 4 weeks prior to any changes. Use different methods such as Facebook, flashing road signs.
2. Establish a Facebook site for the construction period and promote widely so people have one access point for information.
3. Place traffic lights at John St and Maroondah and Hutchison
4. William St west and east to be one way- suggest west side travels south and east side travel north, with a left turn at any time.
5. Duplicate the rail between Mooroolbark and Lilydale fully
6. Use native, local and resilient vegetation in any retaining walls including green walls on any solid concrete walls. Source locally.
7. Use murals representing Tourist attractions in the Valley on any concrete pylon or other amenable surfaces
8. Enclose the station or have a large roof for the full length.
9. Create a bypass past Melba Ave during construction.

## ACCESS AND AMENITY

Access incorporates issues of walking, cycling, disability access, lights, safety, Warburton trail, crossings, the station and the amenity of the areas underneath the rail line. Many similar themes emerged in this discussion to those in the construction and car parking discussions.

Specifically, the community identified that the design must:

- Cater well for bike parking
- Traffic flow must be to access points and access should be stairs, lifts and ramps.
- Have lifts to the station south side of John St for students in particular
- Have at least 5 access points up to the station
- Have elevated pedestrian access for more than just commuters
- Address the current distance from the car park to the station which is too great. It was noted the car park is not suited for people with disabilities and presents issues at night re safety.
- Integrate and co-ordinate cycling and walking tracks
- Ensure adequate if not full covering of the station which was considered essential for people with disabilities or mobility issues. The shelter needs to be the complete length of the station.
- Turn the current bus interchange area into an activated green space
- Have a lift and escalators both sides of Maroondah Highway
- Have safe access to Lilydale High School at the John St end
- Have access for tour and mini buses
- Reflects the country feel of Lilydale

*Solutions offered by the Community:*

1. Vehicle access for students attending the local High School should be on both the north and south side of John St.
2. There needs to be a seamless connection to Lilydale High School.
3. Ensure the car parking is close to the rail station and have double disability spaces twice the required standard
4. Lifts and escalators/ramps at both ends of the station with the lifts being for large capacities
5. Install lights and CCTV to monitor safety from station to car park and use PSO's to escort people late at night to their cars
6. Install a parketeer and hoops under the rail line
7. Have access to the station on south and north side of Maroondah Highway and south and north side of John St and the middle of the raised pedestrian platform to cross above street level.
8. Provide disability parking, ride share and angle parking on Williams St
9. Have bus stops north and south side of highway as Council suggested in its presentation
10. Implement trails walking and cycling which link to the old station with information being provided on the trails.
11. Provide café's and community space under the rail line as well as on the station and the bus interchange area through an integrated planning process with the community.
12. Have the old station as a community information centre, for bike hire and tourist information.
13. Warburton Bridge was considered a good example of the country feel the community wants to see in the project as was Mullum Mullum and Melba Tunnels with their laser cut metal work.
14. Expand on the proposed pedestrian crossing to create a plaza area to provide for greater community amenity

## TRAFFIC FLOW INCLUDING BUS INTERCHANGE:

The alternative arrangements for the bus interchange presented an issue and the community sought further clarification in the final design of bus traffic flow including for tourist buses, ride share vehicles and taxis. Bunnings Service Rd was often mentioned when discussing where buses could go and a clarification was sought as to the impact of the project on service roads beyond William St. Council suggestions for the bus interchange were supported. Some groups felt the bypass needed to be built as part of this project.

The community wants addressed in the final design:

- Traffic plan and traffic flow design which manages congestion on John St and the exit of traffic on to Swansea Rd which is a bottleneck at peak times. A traffic plan should also address congestion on Main St at peak periods of the day. The new design as seen by the community to date may well exacerbate the bottleneck through traffic lights and pedestrian crossings. The community want to see a traffic flow plan for post construction. This is considered a priority issue for the community.
- A traffic flow plan for the construction phase and they seek further input with business and those impacted prior to the final design.
- An effective solution for the bus interchange and turning circles which includes analysis of bus timetabling to train timetabling. There needs to be more discussion among the community as to the appropriate location for the bus interchange and this needs to include the bus and tourist providers also.
- Provision of realistic bus routes and turning areas which do not contribute to increased traffic congestion
- Management of traffic volumes at school drop off times to determine the impact of the Melba Ave crossing removal.



- An indication of the impact of the commuter pedestrian crossing on Maroondah highway.

#### *Solutions offered by the Community:*

The community noted that the solutions provided by the LXP for long term traffic flow in the Mitcham and Blackburn projects were good examples of what they want to see here. They were clear that the strategies used in the Nunawading project for traffic flow should not be used in Lilydale. They also offered the following solutions for consideration:

- Bus transport heading west should use the service lane in front of Bunnings to access the new station and exit passed the Reece plumbing to head west outgoing.
- Provide LED signs/ dynamic for bus bays
- Provide a bus turning table on the west side of William St and place the interchange under the rail line.
- Elevated pedestrian crossing
- More trip wires in roads near the pedestrian crossings
- Pedestrian traffic lights at Hutchison St
- Trip sensors on all exits to parking

## HERITAGE

The community was pleased to see the retention of the old railway station and wishes it to be used for tourist information, bike hire and other community related activities as the part of being the Gateway to the Yarra Valley.

The community raised several issues with the station however:

- They do not want a concrete wall between the new and old station. Make them green.
- The old station will be difficult to use if there is no car parking close by.
- There was a need however to clarify how the role of the station and the funding for the change in role was going to be undertaken? The LXP do need to clarify this.

The community voiced its concern at the potential loss or damage of the Queen Jubilee Ave of trees which run from Cave Hill Rd to the Warburton Rail Bridge. This avenue was planted by residents in 1897. It seeks guarantees that this avenue of trees is protected.

The heritage group that met to discuss these issues noted that they continue to seek reduction in traffic in Main St by a return to the original street design of Lilydale with gardens in the centre, wider footpaths and 2 lanes each way restored.

#### *Solutions offered by the Community:*

1. The LXP to commission a hydrology study and arborist report to ensure the maintenance of the avenue of trees and avoid any impact on them from construction. These reports to be publicly available.

## MELBA AVE

The closure of Melba Ave and removal of the rail crossing there attracted quite varied viewpoints from the community and requires additional consultation to resolve differing views.

The community group working on this issue wanted the closure of Melba Avenue and management of the rail crossing there added to the project. SkyRail should be extended from Melba Ave to Lilydale to create a vibrant community space of sufficient size to be useful. They wanted an overhead pedestrian access to the station, underground was considered a safety issue and access from the Box Hill Institute site via cycleway to the station.

As a solution they want in the final design they seek an extension of SkyRail above Melba Ave and site Bayswater and Boronia stations as examples of what they want to see.

## REPORT ON THE COMMUNITY CONSULTATIONS FOR THE LEVEL RAIL CROSSINGS IN MOOROOLBARK.

Report prepared by: Vivienne Cunningham-Smith. Eastern Volunteers.

Report prepared for: Mooroolbark Umbrella Group [MUG] and Mooroolbark Traders Group.

Copy of Report to: Yarra Ranges Shire Council.

### Overarching consultation messages

Two community consultations were held in Mooroolbark with less than 3 days to promote the meetings. These meetings were facilitated by Eastern Volunteers. Some participants had attended the official briefing by the Level Crossing Removal Project group [LXRP] and there was a mix of traders, MUG members however residents outnumbered both.

Both consultations wanted it known that:

- They were not happy with the secrecy surrounding the Level Crossing Project for Mooroolbark which resulted in their lack of access to accurate and timely information on the project, its design and construction.
- The final design of the level crossing was therefore unknown to them at the time of consultation and this was unacceptable. Given this, they commented on the concept designs and the known knowns to identify clearly for the LXRP what they agreed with, did not want in the final design and what they sought clarification of. The community expects the LXRP to incorporate its views and wishes into the final design and looks forward to working with the LXRP to do so. It looks forward to another consultation on a final design.
- They noted the poor level of communication about the project and the group clearly articulated the mixed messages and information from the LXRP consultation, website and individual advice from LXRP to residents which they had received. This made it difficult to know what was a fact in regard to the project and what was not.
- They sought an integrated concept between Mooroolbark and Lilydale rather than dealing with these in silos. The duplication of the line through to Lilydale was seen as a sensible thing which has not been addressed. They also saw it as an opportunity to deal with the problem Hull Rd train overpass.
- The groups also wanted it known that letters of advice to residents and business within 250m of the project had not been received and that some residents who lived a significant distance away from the proposed level crossing site had received letters. The residents insist that the LXRP meet their commitments to communication and reissue communications in a manner which they had promised the community.

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- Resident concerns about the project and points which they seek immediate clarification of can be summarised into the key themes and core messages of:

Theme	Core messages to LXR
The Construction Phase and Its Impact	<ul style="list-style-type: none"> <li>Make it green and best practice design</li> <li>Communicate effectively and openly up front and throughout the phases of construction to minimise its impact-No surprises</li> <li>Don't let construction interfere with retail / business and access to the township</li> <li>Don't get in the way with your site office</li> <li>Give us time to adapt to the well-publicised changes</li> </ul>
The Amenity of the Rail Precinct including its environmental and cultural footprint	<ul style="list-style-type: none"> <li>Make it green and best practice design under the rail line.</li> <li>We want an artistic community space underneath the rail line which brings people into town and provides activity and leisure for all members.</li> <li>We want to maintain the heritage station</li> <li>Protect residents too and communicate more effectively with them</li> <li>Future proof your design</li> <li>Test designs with people with disabilities, mobility issues, with young people and families.</li> <li>Ensure integration with existing bike and walking paths thereby making the precinct under the rail line a liveable and vibrant area.</li> </ul>
Traffic Flow	<ul style="list-style-type: none"> <li>Solve the congestion on Brice Ave and Manchester Rd in your design</li> <li>No car park exit on to Brice Ave</li> <li>Integrate what you intend to do with existing traffic plans of Council and Vic Roads. Don't operate in a silo.</li> <li>Make sure your integrated traffic plan includes motor vehicles, walking, cycling, buses, prams and mobility scooters etc</li> <li>Make sure your plans cater for people with disabilities and mobility issues-test it out in real life , don't just rely on building codes.</li> </ul>
Car Parking	<ul style="list-style-type: none"> <li>No single ugly concrete monolith</li> <li>Integrate car parking plans with the wider community and do not put car parks under the rail line. Look at more low-level car parks around the town.</li> <li>No exit on to Brice Ave from the 450 space car park</li> <li>No all-day parking in retail car parking areas. Provide us with an integrated parking plan for the town which provides for resident access to their shopping precinct as well as commuter parking.</li> </ul>
Commercial Viability of the township	<ul style="list-style-type: none"> <li>The viability of local businesses is the touchpoint for the viability of our town. Impacting business will impact Mooroolbark's long-term survival. Manage the impacts on business by working with us and communicating honestly, clearly and in a timely manner which respects us.</li> <li>Don't let construction and workers vehicles clog up access to our shopping and business precinct. Have your office in another zone.</li> <li>Provide Customer Liaison people on the streets to help us adapt and give us someone with sufficient authority to talk with about solving emerging issues during construction.</li> </ul>

When asked what they prioritised as issues Amenity was the top priority followed by Commercial Viability and Communication. It would appear that if LXR communicates more effectively with the community that many solutions to the issues the community have with this project can be found.

## What the community agreed with:

The community agreed that it was a positive move to get rid of the boom gates and accepted the Rail over Road decision. They saw this as an opportunity to influence the look and feel of their community for the future, to upgrade and beautify the town and to improve pedestrian, disability and bike accessibility. They agreed with the duplication of the line and the pedestrian crossing on the north side. The extra parking in the design was also welcomed.

## Key messages on what the design and its implementation must address:

These will be addressed under each theme.

### THE CONSTRUCTION PHASE AND ITS IMPACT:

The construction design and its materials was a key issue for the community. It was clear they do not want concrete blocks, a monolithic concrete car park building, solid brick walls and use of materials which are not appropriate to the Mooroolbark surroundings. There must be sufficient disability transport maintained (as per requirements of the Disability Discrimination Act) during the construction phase in particular but also reflected in the longer-term design.

The community also focussed on the communication and management of the build phase and were clear that it must:

- View and be consulted on the actual plans not just concept designs
- Communicate widely and continuously on the construction timeline and phases
- Consult again with the community, interested groups and traders on the detailed project plans and be prepared to amend them to work with the community.
- Consult on the construction materials to be used
- Advise on the impact levels of the construction phase and the plans to minimise the impact on traders and residents.
- Identify the location of the site office and management plans to minimise or eradicate any impact on traders and community access to the business and shopping precinct. The community would prefer the operational site base was in a remote zone.
- Have artistic control of the design features
- Control noise and traffic related to construction vehicles and activity levels so that it has low impact in peak times. The community must be advised of how this is to be managed.
- Address how LXRPs are to compensate business owners whose turnover is adversely affected by the construction.

The community would like to know if the timeframes LXRPs have in place are realistic to achieve everything the community wants to out of this opportunity.

### *Solutions offered by the community:*

1. For LXRPs to communicate effectively with the community they suggested:
  - using LXRPs website and linking it to existing community used websites and the Facebook of the MUG
  - email residents who want to remain informed with regular email updates being issued by LXRPs

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- A Liaison officer who has sufficient decision-making authority from LXP to communicate with stakeholders throughout.
  - Customer Service officers on the streets assisting people to get around and answering questions during the construction phase.
  - Maps ahead of time to show changes to access eg detours and amenity so people can adapt to the changes
2. To provide environmentally sound design the community suggest use of world best ecological materials ie concrete to diminish CO2 levels, use of timbers, steel, soil and rock.
  3. Be clear about compensation for traders and residents- refer Commercial Viability

## THE AMENITY OF THE DESIGN

Amenity picks up many issues of concern including residential impact, security, Brushy Creek issues, graffiti, disability access, vegetation, brick walls in the design, toilets, walkways and pedestrian access, green spaces and the look and feel of the buildings and precinct underneath the rail line. When asked to prioritise their concerns the priority was clearly on amenity.

Specifically, the community identified that the design must:

- Address environmental and heritage concerns and issues specifically :
  - Having enough green space and preserving the existing habitat. The community wish to know how the project will maintain the habitat especially the native plants and indigenous trees in the precinct. They want LXP
    - To implement the best possible green designs to be applied to the project.
    - Use fly-ash for the concrete
    - Ensure a green community space underneath the design with good seating, lighting and security
    - Environmentally sound design is required eg use of solar, recycle all materials from the site
    - Incorporate the beautification of Brushy Creek behind the station
  - Ensuring the current railway station is kept and the community is consulted on how it can be utilised as a community asset moving forward
- Address impact on residents including
  - Protect privacy of the residents directly surrounding the rail line
  - Identify how the health impacts of the steel dust from the rails is to be managed.
- Incorporate community design of the precinct underneath the rail line and in its footprint:
  - Articulate and show the community the final design for the amenity of the precinct and underneath the overhead rail. The design should be based upon community input.
  - Maintain the outcomes of the \$2.4 million upgrade which has already been invested in the township
  - Include a bike shelter as was done in Murrumbena
  - Promote pedestrian safety for the precinct including options for raised pedestrian crossings where required

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- Facilities for community activity underneath the railway eg skate parks, water park, picnic areas
- Address accessibility issues including:
  - Have adequate and appropriate lifts and escalators as well as stairs which also link the carpark to the station.
  - Include toilets on the ground level of the railway
- Future Proof the Design including
  - Identification of who will own the land underneath the rail moving forward so that it is clear who will control planning into the future for these areas.
  - Review the new car park building . The community were clear that they did not want a single concrete monolith.
  - Adequate lighting and safe walkways
- Cover the station as the current proposal provides inadequate shelter

*Solutions offered by the Community:*

1. LXRP should act on the biodiversity study and conservation plan already completed
2. Plant native / Indigenous trees- consult and purchase from Candlebark nursery and others in the area
3. Employ a green space designer with sufficient time to consult with the community for designing the underneath of the railway line.
4. Use solar lighting
5. Incorporate Linger Nodes in the design where people can stop to enjoy life and not just pass through
6. Ground floor toilets could be included in the old railway station
7. Employ community artists to ensure bare concrete has appropriate art on them similar to silo art
8. Build around the current station or relocate it and give it to the people as community space
9. Have a specific consultation with residents about the impact and its management to ensure their needs are met also
10. Install secure bike parking- both a cage and a ring option.
11. Locate lifts close to disability parking
12. Extend Mooroolbarks' street art project to the rail precinct
13. Instead of brick walls re-use old sleepers upright with visibility between the sleepers to improve safety. Investigate a green wall.
14. Reuse materials from the site- recycle / upcycle / donate.
15. Retain the oak trees on the north side.

## TRAFFIC FLOW

There are some critical traffic flow issues which the community must see addressed in the final design. These are:

- Provision of an integrated plan for walking, cycling, motor vehicle, prams and other mobility vehicles in the precinct which the rail project will impact. This plan should link to the existing wider walking, cycling and roadways.



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- Improvement of the existing congestion and pedestrian danger in Brice Ave primarily but also in Manchester Rd. This area was identified as being a safety issue for elderly residents and those experiencing disability.
- The community identified a number of things which they did not want incorporated in the final design
  - No stop and go pick up on the south side
  - No all-day parking under the rail or in the precinct of the shops
  - No parking of construction vehicles or the workers vehicles in retail parking spaces
  - No bus stop at corner of Brice Ave and Manchester Rd.
  - Reduced speed limits on the roundabouts at Manchester Rd
- Ensuring there is no access to Brice Avenue from the 450 space car park
- Ensuring there is access to Hull Rd from the 450 space car park
- Production by LXR of a traffic management plan for both long term and construction phases ensuring it is consulted on with the community prior to finalising the design.
- Joining of Brushy Creek Bike trail to Lilydale in the final design features

The community sought clarification as to whether something could be done to improve Brushy Creek and people's awareness of it.

*Solutions offered by the Community:*

1. LXR to have an integrated plan with Council for the whole Mooroolbark area from 5 ways in the south to Sweetland Ave in the North to Taylors Rd in the East.
2. Provide an alternative plan in conjunction with Yarra Ranges Council and Vic Roads for any traffic moving south of the railway line.
3. Investigate the viability of having Brice Ave one way
4. Have connected integrated timetabling of transport eg bus and train and include taxi's in this design.

**CAR PARKING:**

All consultations were very clear that they do not want an ugly concrete block of a car park. This referred to the proposed 450 new car park design. The current design would affect liveability and attractiveness of the area and impact local business adversely. It was also considered unsafe for pedestrians walking to the station. The issue of the relocation of existing car parking spaces was discussed and the only views residents had was that these are not to be relocated under the rail line nor replace time limited retail spaces as retail parking must be maintained.

The community were also very clear they did not want any parking under the rail. This area should be a green, welcoming community space which is designed to bring people into the precinct for recreation, shopping and community engagement.

The community wants to see in the final design:

- A clear traffic logistics plan addressing solutions to both the traffic flow issues and the car parking issues.
- Integration of car parking solutions with the wider surrounds of the town eg parking at the community centre.
- How buses and bus stops will be managed in the design

- Connection between the car park and railway station as they are concerned about the distances having to be walked from car parks.
- Provide a co-ordinated entry and exit solution for the car park on to Manchester Rd.

They seek clarification on how many of the proposed car parking spaces will be paid , at what rate and what is the footprint of time limited car parking in the township precinct.

#### *Solutions offered by the Community:*

Possible alternatives offered to the current car park proposals were:

1. Add extra levels to existing car parks to replace the ones lost in construction making sure there are none under the rail line.
2. Investigate a multi-level car park at the community centre
3. Have multiple smaller car parks across the township rather than the one big 450 space car park.
4. Buy space from Terrace for a car park.
5. Split the proposed single building into 2 spaces
6. Keep current overflow car parking in place during construction
7. Use IGA Car Park for buses during the construction phase

#### COMMERCIAL VIABILITY:

The loss of a vibrant Mooroolbark township was a priority concern for the community. Loss of capacity to shop locally, to have a reason to frequent local coffee shops, to have green space, to safely wander the township on foot and to have an accessible town was linked very much to the commercial viability of the small businesses currently in Mooroolbark. The impact on traders was a touchpoint for the loss of the town of Mooroolbark and the uniqueness residents prize.

Issues which impact commercial viability and that the community want to see addressed in the final design and build are:

- Clear communication strategies with traders and the community on all stages of construction both up front and during construction which clearly delineates how LXP will manage and avoid adverse impacts on trade and amenity of the township.
- Pedestrian pathways which are in front of the shops to continue to bring people into a pleasant town. No pedestrian pathways behind the shops.
- Compensation strategies and how to access them for those businesses which are adversely impacted. This requires documented information on compensation eligibility, lids on compensation, plain language definitions of who can apply and what is exempted. This should also include who insures for any damage done by the construction to buildings and people eg who owns the public liability and damages claims. Residents would also like plain language documented compensation strategies to be outlined by LXP where there is residential impact eg. increased noise, loss of property value.
- A clearly documented plan for the construction phase which is communicated with traders and the community well in advance that outlines how the following will be maintained and even enhanced :-

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**ATTACHMENT 1. Proposed Yarra Ranges Council Submission to Level Crossing Removal Project**

- Parking for shoppers and those accessing local business
  - Prevention of barricades and pedestrian blockages which make accessibility to the town difficult
  - Adequate road access into town
  - Bus flow into town
- 
- Concrete was clearly seen as adverse to a pleasant shopping and trading township centre. LXRPs need to minimise the impact of concrete through green design.
  
  - An accessible LXRPs contact point and person for the community throughout the design and build with a strategy in place to continue consultation on those things which emerge as issues during the build.

*Solutions offered by the Community:*

1. Communication plan for the final design and construction period which communicates with all residents, traders and community groups impacted by the project. Use our existing networks to assist this.
2. LXRPs need to be seen working with the community throughout the project so please work with existing community groups and stakeholders.
3. Design with this in mind- Retail is the heart of Mooroolbark
4. Design with families in mind for the community precinct underneath the rail
5. Design for people with mobility issues and consult them -test out whether your designs provide enough space to turnaround mobility scooters etc. Relying on design codes is not sufficient. Local disability advocacy groups can assist you with this eg Eastern Disability Action Group.

Appendix D

# Urban Design Vision

## Lilydale Rail Crossing Precinct

character

**“the urban plaza”**

Lilydale Rail Crossing Precinct

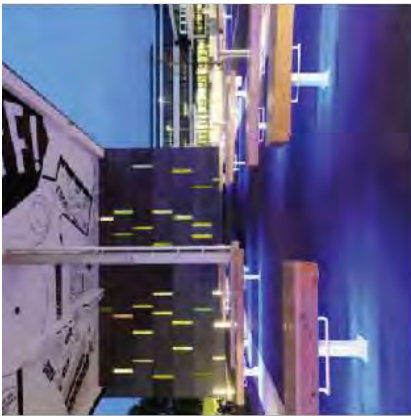


# scale

1. Scale is to be reflective of the surrounding built form and urban fabric of Lilydale, a mixture of large gestures appropriate for a modern urban plaza and finer grain detailing to facilitate human occupation of the spaces.
2. Creation of dominating structures is to be avoided, particularly at the key view corridors where the rail will crossover Maroondah Highway and John Street.
3. The treatment of space as an urban plaza will extend across the Maroondah Highway and provide a strong visual link to other zones, and a consistency of spatial character within the one precinct.
4. Key architectural gestures or feature forms are to be of a scale which 'bridges' the large expanse, but is not intimidating to pedestrians or cyclists within the precinct.
5. Design of rail guard is of a strong, engaging design with aesthetic qualities that are memorable and site-specific, acting as a 'gateway' to welcome/farewell travellers passing through this major Lilydale transport hub.
6. Smaller scale pockets of space are provided, in a varied series of outdoor 'rooms' catering to small groups (2-6 people), outside the main plaza space and off the main circulation routes with strong backing (with walls, furniture, or planting) and clear views out into the plaza (which is large enough to cater to larger groups of [40+ people] if required).

Lilydale Rail Crossing Precinct



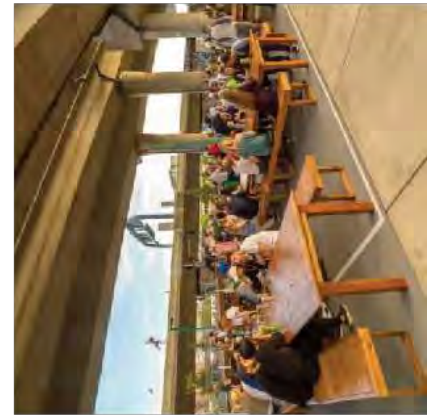


# materiality

1. This precinct is to have an urban look and feel, and as such may feature more hardscape embellishments, though this should be well balanced by vegetation; the site should incorporate smaller scale articulation in surface treatments across any vast paving areas and a mixture of materials is to be used. There are not to be large expanses of plain concrete in areas of high occupation – collaboration with local artists for murals and public art is encouraged.
2. Localised paving treatments are used to delineate mix of spaces to be occupied and subtly suggest zoning/movement.
3. Softening of spaces and a general playfulness can be read in this space, through inclusion of elements such as unique furniture (swings etc), colourful planting schemes, public sculpture, murals and lighting schemes. A sense of fun should be readable in this precinct, with opportunities for storytelling embedded in the design.
4. Lighting is provided both from above and also at ground levels and through seating elements, to ensure the space is safe to move through at all times of day.
5. Low barrier treatment (planter boxes, low walls etc.) is to be provided between bus drop off zones and pedestrian zones, that is permeable for pedestrian movement but provides a safety barrier from vehicular traffic.
6. Given limitations on the space able to be occupied at the William Street central undercroft, it is encouraged that at a minimum William Street East streetscape is treated sensitively as an extension of this public space. This streetscape should read in its materiality as a 'shared' space, very pedestrian friendly and not favour car-oriented outcomes (including parking), with significant landscape treatment, traffic calming measures and multiple safe crossing points provided for pedestrians.
7. Any large areas of proposed car parking should include canopy trees.

*Urban Street Crossing Precinct*



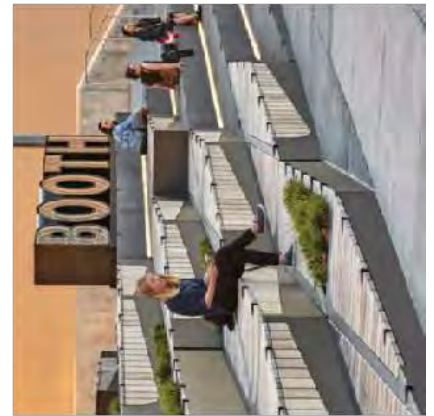


# programming & activation

1. Undercroft design incorporates an allowance for the provision of a permanent mixed use commercial/community facility (such as library/community space/ office co-working space etc.)
2. Clever design which is flexible in catering for multi-purpose uses is to be provided, with large open spaces appropriate for occasional community gatherings, markets or other small events to activate the precinct and keep space well-used.
3. Design provides areas suitable for temporary parking for 'pop-up' businesses such as coffee kiosks or food trucks.
4. Seating and perching spaces provided at the edge/perimeter of any plaza spaces (leaving middle or 'desire lines' for travel free of obstruction).
5. Design provides both fixed and movable furniture for casual seating appropriate for short stays within the precinct, a range of different seating options are provided at varying heights.
6. Opportunity for provision of slightly elevated platform or tiered areas which can function as informal seating/gathering areas, and also small performance / exhibition spaces.
7. Provision of digital screens to show public news/updates and opportunity to showcase entertainment within the urban plaza throughout the year.
8. Potential provision of playful urban forms which can be appropriated as skate able, fitness or 'parkour' elements as a means to create a space of interest for occupation by middle years and youth audiences.
9. In addition to pedestrian connections outlined on 'Historic Rail Station Building' page at the northern end of the precinct, there should also be emphasis on the connections southwards - to nearby high school and tertiary education centres and the Lilydale Marketplace shopping centre. These connections are of key importance for commuter cyclists and pedestrians travelling from bus depot and train station.

*Yarra Rail Crossing Precinct*



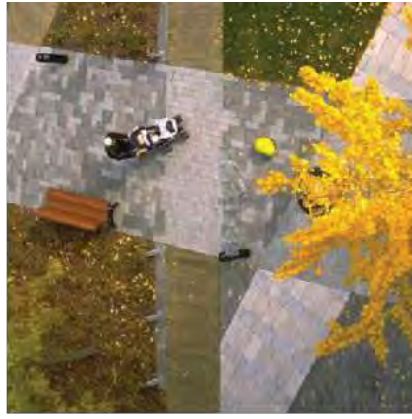


# occupation

1. This space will be more of a 'transport hub' and transition zone, catering primarily for shorter term stays (e.g. up to 45 minutes while having lunch or waiting on a transport connection), but will still have a level of detailing that allows for and encourages creative and active uses of the space at all times of the day
2. The space will ensure provision of facilities for intermittent higher utilisation and longer stays by the community for particular key events/periods during the year.
3. Pedestrian and shared path connections throughout precinct are to be prioritized, from end to end of the overall precinct. The possibility for provision of a shared path connection at elevation (to avoid the need to cross Maroondah Highway) is strongly encouraged. This would provide a strong and easy cycling (and pedestrian) link between the station to Lilydale-Warburton & Yarra Valley Trails (north), potential railway corridor trail (south).

Lilydale Rail Crossing Precinct





# heritage station building

1. There should be a strong link (both visually and via pedestrian/ shared path connections) throughout the whole of the new rail crossing precinct. Particular emphasis on a pedestrian-centric design, through which the ease of pedestrian connections is to be prioritised and paths of travel clearly articulated between the historic station building & associated plaza/trails connections and Main Street shopping precinct, as well as to the new station undercroft at William Street.
2. Public space is to be provided in front of the preserved historic rail station building, and configured in such a way that this plaza/urban park has a three-pronged reach & purpose; firstly open space should front the Maroondah Highway, secondly the open space should spatially channel movement into the adjacent Lilydale Recreation Reserve (and ultimately through to the Lilydale Museum and cultural precinct around Castella and Market Streets), and lastly the open space should provide an anchoring place to gather for riders of the Warburton Rail Trail, and as such provide connection to the existing trailhead further north.
3. The above two points most likely require the removal or reduction of car parking and road infrastructure in this area, and introduction of a combination of retail/community buildings and public spaces. Gaining access via Market, Chapel or Jones Streets to the gravel car park provision to the north is preferred and should be investigated as an alternative to accessing car parking from Maroondah Highway.
4. The heritage building forecourt/open space area should use materials which are sensitive to the historic context and provide lots of areas for seating and socialising, as well as bike infrastructure (racks, repair stations etc.) and generous amounts of tree shade.
5. Signage and wayfinding should be considered for this area, given the many surrounding areas it provides a link to.

Lilydale Rail Crossing Precinct

# Urban Design Vision

## Mooolbark Rail Crossing Precinct

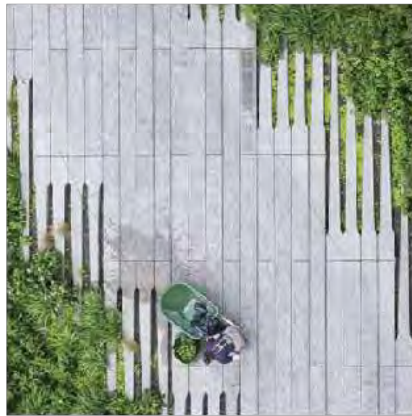
Mooolbark Rail Crossing Precinct

character

**“the town square”**

Mooroolbark Rail Crossing Precinct



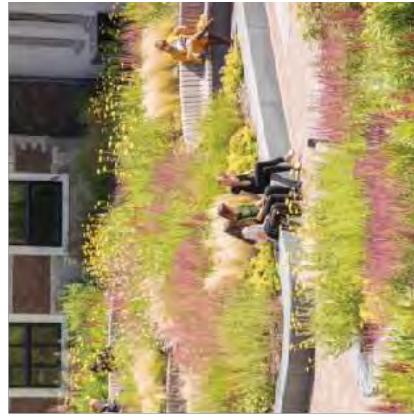


# scale

1. Scale of built form is to shift in order to provide a stepped transition from the massive scale of the proposed car park, to eventually translate to a fine grain more appropriate to the existing scale of the retail shopping precinct along Brice Avenue.
2. Creation of dominating structures is to be avoided, and all efforts possible made to soften the potentially intimidating structures of the rail overpass and carpark.
3. Structure and layout for the space is inspired by a stylised 'parterre' model of dividing spaces, to guide the shifting scale of spaces provided across the precinct, and provide comfortable areas for occupation, and allowing the space to function as a town park, or town square for Mooroolbark.
4. Design should address the overall footprint of this precinct as 'shopfront to carpark edge-to-edge profile (not just undercroft area in isolation), without orienting the design such that there is an under-occupied "back side" to the station.

Mooroolbark Rail Crossing Precinct





# materiality

1. This space is to have more of a 'garden' theme, with an emphasis on planting to reference the cultural and historical importance of landscapes of Edna Walling to this area.
2. Compared to Lilydale this precinct (and associated undercroft areas if possible) should be heavily greened, at both the ground plane and also vertically through green walls.
3. This space should be quirky and feature a high level of detail in the planting palette and hardscape treatments.
4. Ground plane and ceiling of crossing should have fine-grain embellishments, which reference pattern and play between light and shadow such as is currently incorporated into the station building.
5. Areas that would be traditionally treated as 'garden bed' within the parterre pattern model are to be translated in this context as a mixture of variations in paving as well as planted areas and grassed planes.
6. Inclusion of open expanses of grass, located in spaces exposed to sunlight will provide spaces for lounging and extended occupation.
7. Unique and interesting lighting design is provided both from above and also at ground levels and through seating elements, to ensure the space is safe to move through at all times of day.
8. A sense of 'fun' and overall 'playfulness' should be readable in this precinct, with opportunities for storytelling embedded in the design.

Illustration: Rail Crossing Precinct





# programming & use

1. Clever design which is flexible in catering for multi-purpose uses is to be provided. The space should have a variety of purposes, none of which are overly directive of use, but all of which are interesting in form and materiality.
2. The flexibility of smaller corridors or 'pockets' of space will encourage many small scale community gatherings or use for minor events (e.g. use for market stalls, buskers, kiosks, artworks) as well as provision for playful areas for kids and seating/gathering areas.
3. A centralised open space will provide an area suitable for more large scale activities (public events such as festivals, open air cinema etc.) for the community.
4. Seating and perching spaces provided at the edge/perimeter of any plaza spaces (leaving middle or 'desire lines' for travel free of obstruction.
5. Design provides both fixed and movable furniture for casual seating appropriate for short stays within the precinct, a range of different seating options are provided at varying heights.

Illustration of Public Gathering Precinct



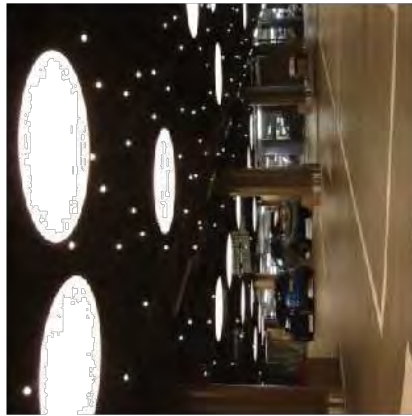
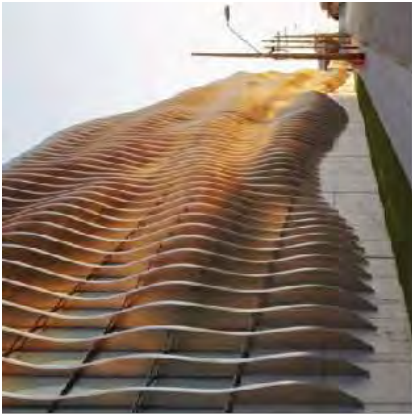


# occupation

1. The role of this space will be for longer stay community events and commuting for residents of this area, and will function as the areas only civic space.
2. Adequate space and flexibility is provided in the size of areas delineated to cater to 'pop-up' activities and temporary installations to activate the space.
3. Key desire lines for pedestrian travel to and from the station are to be provided for use by commuters at peak times for its purpose as a transport facility, to allow 'bypassing' of areas which may be in use for other activities.

Mooroolbark Rail Crossing Precinct

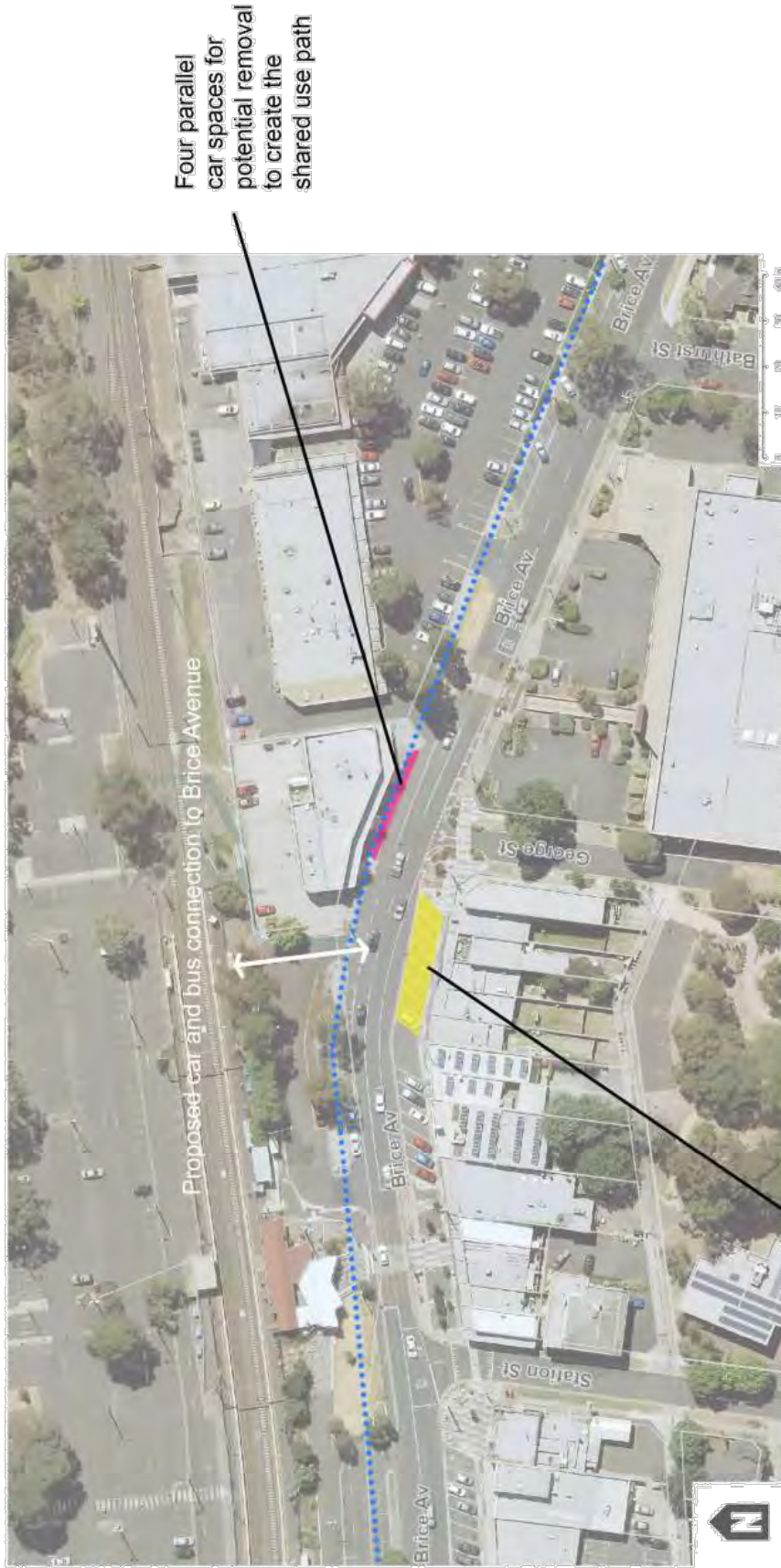




# station carpark

1. The carpark facade should be heavily greened, through green walls, in order to soften the edges and the overwhelming scale of the structure within the existing landscape.
2. A minor secondary exit point from the carpark is to be provided which maintains pedestrian safety and flow at streetscape level, and ease of pedestrian traffic to and from the main retain strip.
3. Opportunities should be explored for the provision of a rooftop garden (urban farming) or commercial occupation on the top level of the carpark, as a way to encourage occupation and passive surveillance over the precinct at all times of day.

Appendix E



Four parallel car spaces for potential removal to create the shared use path

Proposed Shared Use Path/Alignment

Eight 45 degree car spaces for potential removal to enable new traffic access to train station area from Brice Avenue



## Appendix F

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To	Ben Champion, Yarra Ranges Council
From	Jason Sellars
CC	
Regarding	Mooroolbark Level Crossing Removal
Date	30 August 2019
Reference Number	16488T
Document Number	MEM01

Dear Ben,

Ratio Consultants (Ratio) have undertaken a high-level review of the vehicle access arrangements to the proposed multi-deck car park to be provided as part of the Mooroolbark Level Crossing Removal. The review has been undertaken to respond to the Yarra Ranges Council project brief which is reproduced as follows:

*"...traffic modelling is needed for Mooroolbark, for the planned upgrade of the Station car park, to a total of 900 spaces. This includes three different scenarios for handling entries and exits from the car park, as described below. This is requested to determine the outcome that best matches the priority for Brice Avenue as a vibrant shopping strip.*

- *Single entry/exit on Manchester Road (design required to accommodate vehicle movements).*
- *Second entry/exit from Brice Avenue (LXRA proposal).*
- *Siting second entry/exit through Mooroolbark Community Centre car park."*

The review assumptions, analysis and findings are presented in this memorandum.

In undertaking the review, Ratio have relied on the following:

- The Yarra Ranges Council project brief contained in an email dated 14 August 2019.
- An inspection of the subject site and its surrounds.
- Traffic movement data collected by Ratio for the existing station car park and the Mooroolbark Community Centre.
- SCATS traffic movement data obtained from DOT (VicRoads) for the Manchester Road/Brice Avenue signalised intersection.
- SIDRA Intersection traffic modelling.

#### Existing Conditions

The existing Mooroolbark train station car park is located on the east side of Manchester Road and to the north of the train station. The car park presently provides 428 car parking spaces. The existing car park location is presented in Figure 1.

r:

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**Figure 1: Existing Mooroolbark Train Station Car Park Location**



The existing car park is accessed via a sign-controlled intersection on Manchester Road that permits full turning movements.

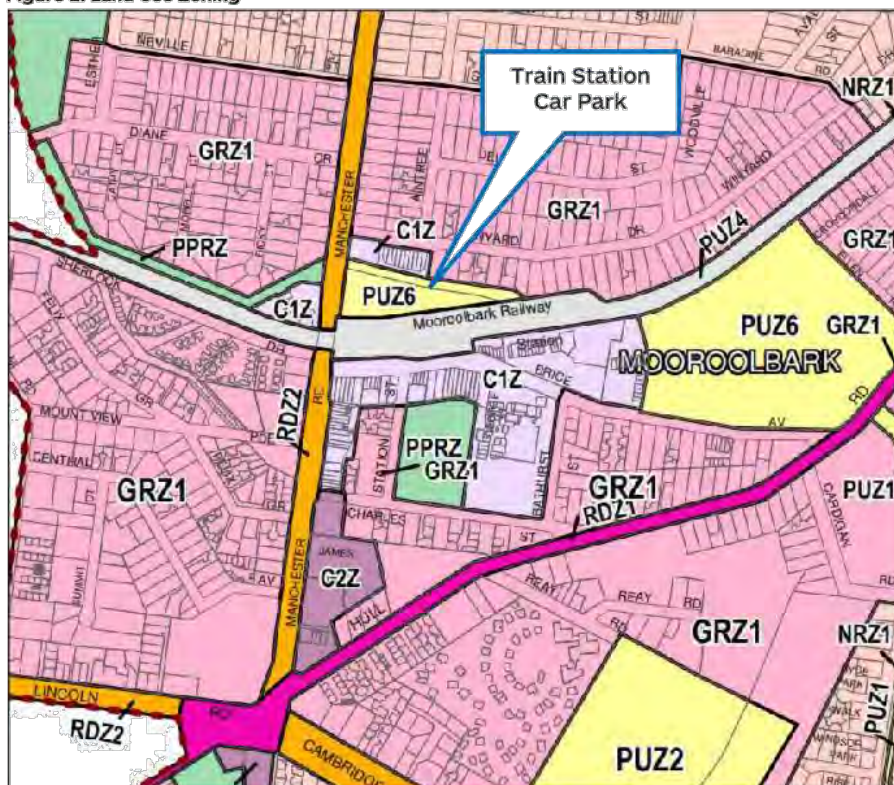
**Manchester Road** is a major local road controlled by Council. It is located in a Road Zone Category 2 in the Yarra Ranges Planning Scheme. It is a median divided north-south road with two traffic lanes typically provided in each direction and centrally located turning lanes. The road is subject to a 60km/h posted speed limit. Manchester Road forms a signalised intersection with Brice Avenue to the west of the Mooroolbark train station.

**Brice Avenue** is a local road controlled by Council. It provides a road link between Manchester Road and Hull Road. It is a two-way east-west road typically with a single traffic lane in each direction. The road is subject to a 50km/h posted speed limit.

#### **Land Use Zoning**

The zoning of the station car park and the surrounding area is presented in Figure 2.

Figure 2: Land Use Zoning



The land surrounding the Mooroolbark train station comprises Commercial 1 Zone (C1Z), Public Use Zone – Schedule 6 (PUZ6) and General Residential Zone – Schedule 1 (GRZ1). The zoning is an important consideration, particularly for the eastern section of Brice Avenue that abuts residential properties. This is discussed later in this memo.

#### Proposed Station Car Park

It is proposed to replace the existing at-grade car park with a multi-deck car park providing 900 car spaces. Current high-level planning from the Level Crossing Removal Authority (LXRA) suggests that primary vehicle access to the car park is proposed from a new signalised intersection on Manchester Road, with a secondary access via Brice Avenue.

#### Station Car Park Traffic Generation

Surveys of the traffic movements to and from the existing station car park access on Manchester Road were undertaken on Tuesday 27 August 2019 from 6:30am to 9:00am and 4:00pm to 7:00pm.

The surveys indicate that the peak hours for vehicle movements to and from the station car park are 6:30am to 7:30am and 5:30pm to 6:30pm. The recorded peak hour vehicle movements are presented in Table 1.



**Table 1: Existing Station Car Park Peak Hour Traffic Movements**

Period	Entry		Exit	
	From North	From South	To North	To South
Weekday AM Peak (6:30am – 7:30am)	204vph	61vph	5vph	5vph
Weekday PM Peak (5:30pm – 6:30pm)	8vph	8vph	89vph	84vph

vph denotes vehicles per hour.

Based on the peak hour data, the traffic generation of the existing car park (428 car spaces) has been calculated as:

- Weekday AM Peak Hour: 0.64 vehicle movements per car space.
- Weekday PM Peak Hour: 0.44 vehicle movements per car space.

Application of these rates to the 900-space car park (and assuming the same directional splits and distribution as the existing car park) results in the peak hour traffic movements presented in Table 2.

**Table 2: Proposed Station Car Park Peak Hour Traffic Movements**

Period	Entry		Exit	
	From North	From South	To North	To South
Weekday AM Peak (6:30am – 7:30am)	428vph	127vph	11vph	12vph
Weekday PM Peak (5:30pm – 6:30pm)	17vph	16vph	184vph	184vph

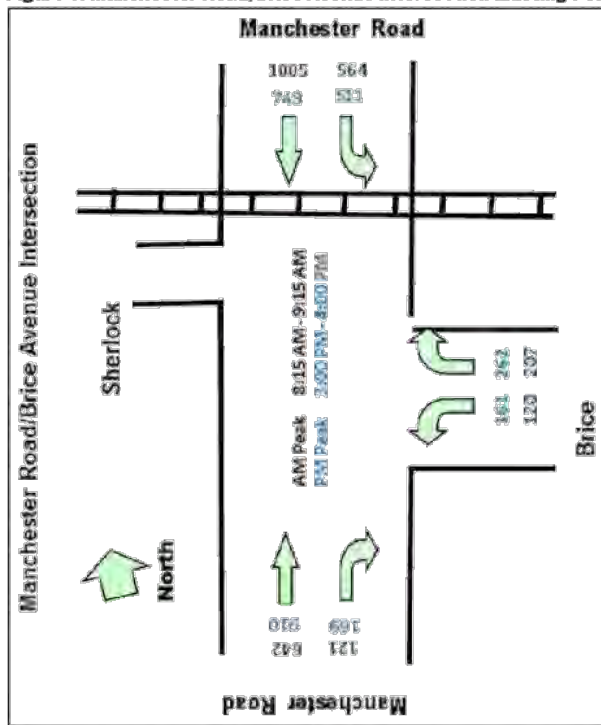
vph denotes vehicles per hour.

#### Other Traffic Movements

SCATS traffic volume data has been obtained for the Manchester Road/Brice Avenue signalised intersection for Thursday 25 July 2019. The peak hour traffic volumes for the intersection are presented in Figure 3.



Figure 3: Manchester Road/Brice Avenue Intersection Existing Peak Hour Traffic



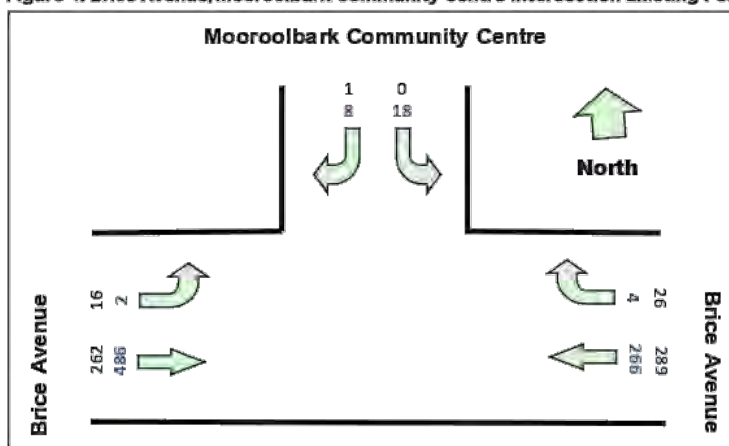
It is noted that the peak hours for the intersection do not coincide with the peak hours for the station car park. The intersections peak hour traffic volumes have been used for the SIDRA intersection analysis discussed later in this memo, resulting in a conservative assessment.

Traffic movements surveys were undertaken at the Brice Avenue/Mooroolbark Community Centre intersection on Tuesday 27 August 2019 from 6:30am to 9:00am and 4:00pm to 7:00pm. The peak hour traffic movements at the intersection are presented in Figure 4.





Figure 4: Brice Avenue/Mooroolbark Community Centre Intersection Existing Peak Hour Traffic



#### Traffic Impact Analysis

Consideration has been broadly given to the following station car park vehicle access scenarios:

- Scenario 1: The car park accessed solely via a signalised intersection on Manchester Road (the access would be located at the northern edge of the car park).
- Scenario 2: The car park accessed primarily via a signalised intersection on Manchester Road (the access would be located at the northern edge of the car park), with a secondary access on Brice Avenue located at the eastern exit from the train station pick-up and drop-off area.
- Scenario 3: The car park accessed primarily via a signalised intersection on Manchester Road (the access would be located at the northern edge of the car park), with a secondary access on Brice Avenue located through the Mooroolbark Community Centre access.

In undertaking the review of the vehicle access scenarios, it is understood that the proposed station car park would open in 2022. To reflect future traffic conditions, the existing 2019 traffic volumes at the Manchester Road/Brice Avenue signalised intersection have had an annual growth rate of 2% applied for a three-year period. This growth rate has been applied to account for background traffic growth and also the potential increases in through traffic using Manchester Road as a result of the level crossing removal.

#### Scenario 1

The SIDRA Intersection computer program has been used to assess Scenario 1. SIDRA Intersection is a computer-based modelling package which calculates intersection performance. The commonly used measure of intersection performance is referred to as the Degree of Saturation (DOS). The DOS represents the flow-to-capacity ratio for the most critical movement on each leg of the intersection. For new signalised intersections, a DOS of around 0.85 has been typically considered the desired performance limit. For existing signalised intersections, a DOS of around 0.95 has been typically considered the ideal limit.

The following parameters have been assumed for the Scenario 1 analysis:





- The proposed signalised intersection will run with a cycle time of 90 seconds and three phases, matching that at the Manchester Road/Brice Avenue signalised intersection. The proposed signals would also operate in the shadow of this existing signalised intersection.
- The car park access would operate with separate left (50m storage length) and right turn exit lanes.
- The Manchester Road south approach would operate with two through traffic lanes and a dedicated short (30m storage) right turn lane. To deliver the right turn lane it will be necessary to convert part of the kerbside parking lane into a through traffic lane. Delivery of the right turn lane would also necessitate the level difference between the northbound and southbound traffic lanes to be resolved.
- The Manchester Road north approach would operate a two through lanes and a shared through and left turn lane (50m storage length).
- Pedestrian crossing facilities would be provided across the car park access and the Manchester Road south approach. The analysis assumes these are called every cycle.

The performance of the Manchester Road/Station Car Park signalised intersection has been assessed as a 'Network' with the Manchester Road/Brice Avenue signalised intersection. The analysis results are presented in Table 3.

**Table 3: SIDRA Intersection Analysis Results**

Intersection	Approach	Weekday AM Peak			Weekday PM Peak		
		DOS	Avg. Delay	Avg. Queue	DOS	Avg. Delay	Avg. Queue
Manchester Road/Station Car Park	Manchester Road (south)	0.77	11 sec	33m	0.57	9 sec	74m
	Station Car Park (east)	0.04	30 sec	2m	0.41	32 sec	28m
	Manchester Road (north)	0.81	19 sec	143m	0.79	30 sec	105m
Manchester Road/Brice Avenue	Manchester Road (south)	0.80	12 sec	28m	0.75	18 sec	69m
	Brice Avenue (east)	0.86	50 sec	53m	0.79	34 sec	58m
	Manchester Road (north)	0.58	5 sec	24m	0.86	13 sec	90m

The analysis results suggest that the proposed Manchester Road/Station Car Park signalised intersection with the layout described earlier would operate satisfactorily under immediate opening traffic conditions. The Manchester Road/Brice Avenue signalised intersection would also operate satisfactorily.

A review of the performance of the Manchester Road/Station Car Park signalised intersection has also been undertaken 10-years post opening and conservatively assuming a 2% annual growth rate over this period. It is estimated that the intersection would operate with a DOS of 1.0 in both the weekday AM and PM peak hours, with this value attributable to the through traffic movements on Manchester Road and not the movements to and from the car park.



Consideration has been given to an alternative station car park signalised intersection layout where the dedicated right turn lane on the Manchester Road south approach is not provided and instead this approach functions with a single through lane and a shared through and right turn lane. The SIDRA intersection analysis results are unfavourable under this intersection layout with the station car park access and the Manchester Road/Brice Avenue signalised intersection estimated to operate with a DOS in excess of 1.0 in both the weekday AM and PM peak hours.

Consideration has also been given to the Manchester Road/Station Car Park operating as an unsignalised intersection. This intersection would operate with very limited capacity and in order to achieve satisfactory performance the right turn entry movement in the weekday AM peak hour would need to be limited to no more than 19 vehicle movements (with it estimated that this movement would be 127 vehicle movements with the proposed car park and assuming the same traffic splits and distribution as the existing car park). The weekday PM peak hour right turn exit movement would need to be limited to 10 vehicle movements (with it estimated that this movement would be 184 vehicle movements with the proposed car park and assuming the same traffic splits and distribution as the existing car park).

### **Scenarios 2 and 3**

With respect to the analysis for Scenarios 2 and 3, the Scenario 1 analysis suggests that the critical traffic movements at the proposed Manchester Road/Station Car Park signalised intersection are the through movements on Manchester Road. Given this, there appears to be limited benefit to the intersection performance from relocating some of the station car park traffic movements to a secondary vehicle access on Brice Avenue.

Additionally, any relocation of car park traffic to Brice Avenue will impact on the performance of the Manchester Road/Brice Avenue signalised intersection. During the weekday AM peak hour the right turn movement into Brice Avenue is estimated to operate with a DOS of 0.80. A modest increase of 24 vehicle movements on this movement is assessed to increase its DOS to 0.95. During the weekday PM peak hour, the right turn movement out of Brice Avenue is estimated to operate with a DOS of 0.79. A modest increase of 25 vehicle movements on this movement is assessed to increase its DOS beyond 0.95.

The western section of Brice Avenue is estimated to carry around 1,100 vehicle movements in a peak hour under year 2022 conditions. The Austroads Guide to Traffic Management Part 3 – Traffic Studies and Analysis nominates a peak hour traffic capacity for the western section of Brice Avenue of 1,800 peak hour vehicle movements. On this basis, the road is considered to have capacity for a further 700 peak hour vehicle movements before it reaches its theoretical capacity.

With respect to the eastern section of Brice Avenue, is estimated to carry around 762 vehicle movements in a peak hour under current day conditions. Under a peak-to-daily ratio of 10% it is estimated that this section of road carries around 7,000 vehicles per day. This section of Brice Avenue is located within a General Residential Zone – Schedule 1 and is considered to be subject to the amenity design requirements of Clause 56.06 of the Planning Scheme. Under this clause, the road is considered to have characteristics suitably similar to a Connector Street – Level 1 which has an indicative daily traffic volume threshold of 3,000 vehicles per day. Under this parameter, the road is already carrying traffic at levels beyond its theoretical (amenity) limits and should not be considered for any further increases in traffic from any new use.



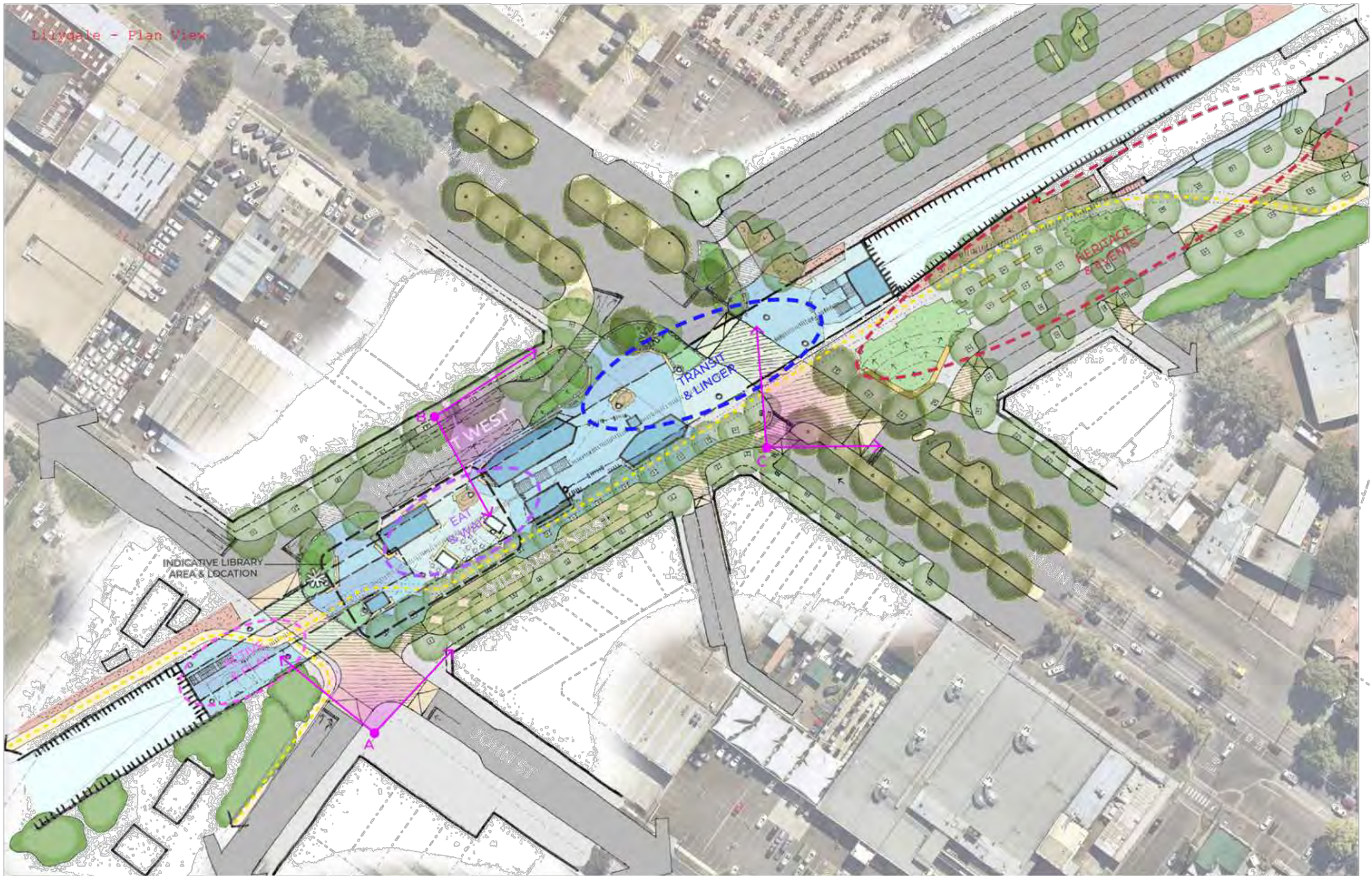


**Jason Sellars**  
**Director**



164881-Mem01





SEPTEMBER 2019  
**URBAN DESIGN ASSISTANCE**  
**Yarra Ranges Shire**  
 Lilydale Station Precinct - Concept Plan  
 Level 2, 4 Riverside Quay Southbank, VIC 3006  
 t 0370 166 e info@meshplanning.com.au





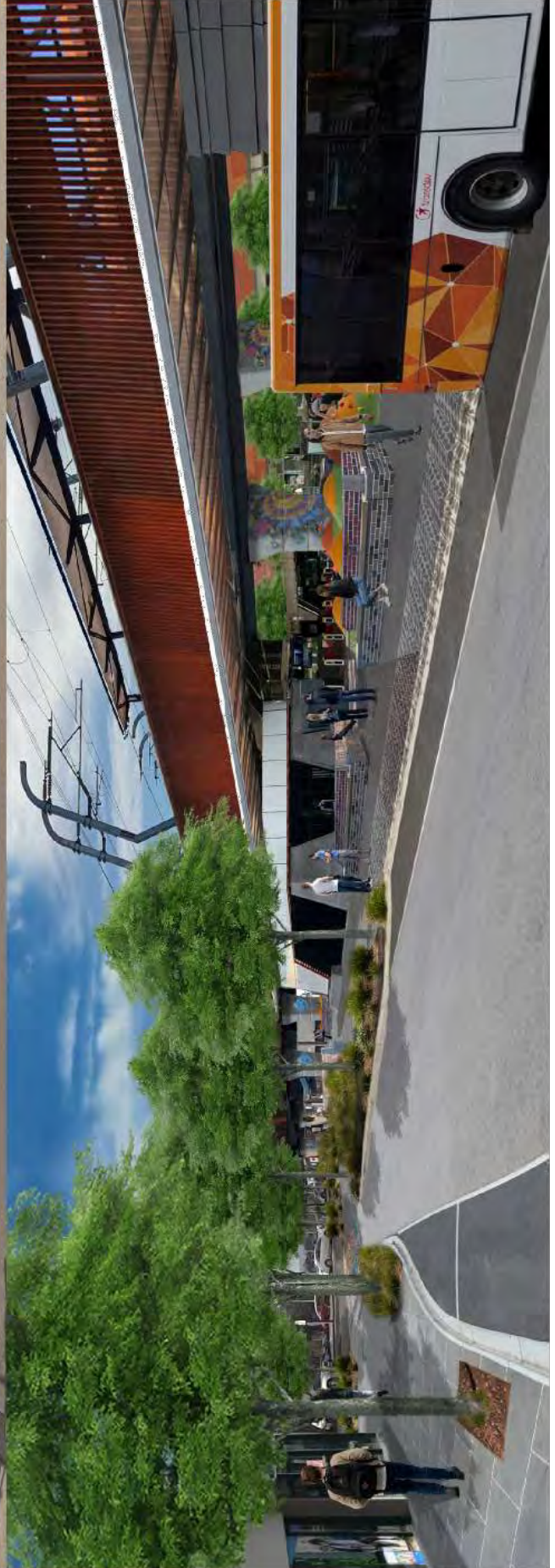
Lillydale - View A - John Street looking north-west





ATTACHMENT 2. 3D Urban Design Images

View B - William Street West looking north-east

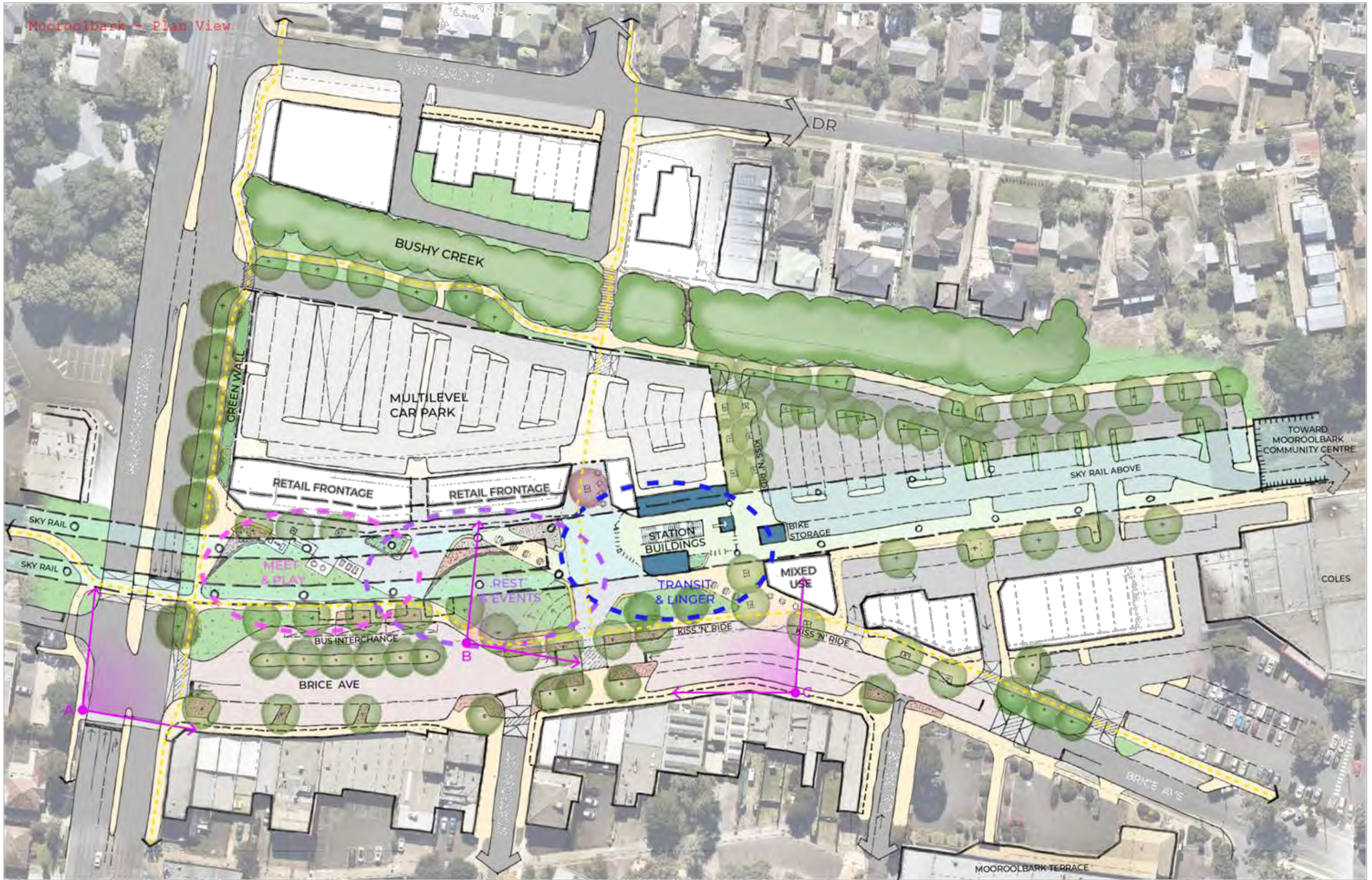




View C - William Street East looking north







SEPTEMBER 2019  
**URBAN DESIGN ASSISTANCE**  
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View A - Manchester Road looking north-east





View B - Brice Avenue looking east





View C - Brice Avenue looking north-west



### 7.3 CT5885 Provision of Property Maintenance Services

RESPONSIBLE OFFICER Acting Director Social & Economic Development

#### SUMMARY

This contract is for the provision of Property Maintenance Services consisting of Garden Maintenance, Minor Repairs and, Property Modifications to home and Community Care eligible residents.

The Panel Contract will be for a period of one (1) year (25 September 2019 to 24 September 2020) with Council having the option to extend the Contract by up to an additional four (4) years (via 4 x 1 year extension options) at Council's discretion.

The tender was advertised 20 April 2019. Tenders closed on 22 May 2019 and nine (9) submissions were received.

The Evaluation panel recommends a panel of suppliers to support work across the three (3) Service Categories.

	Tenderer		
Service Category	Knoxbrooke Enterprise Limited T/as Yarra View Horticulture Services (Knoxbrooke)	IKON Property Services Pty Ltd (IKON)	A.D.A Building Maintenance Unit Trust T/as Valyarra Pty Ltd (Valyarra)
Garden Maintenance	Yes	Yes	Yes
Minor Repairs	Yes	Yes	Yes
Property Modifications	No	Yes	Yes

Award is at the respective tendered schedule of rates and subject to satisfactory Child Safe Assessments and compliances.

This item has been included in the public agenda to facilitate openness and transparency in Council's decision making. A confidential attachment has been included with the report which contains commercially sensitive information that is not to be disclosed whilst the meeting is open to the public.

#### RECOMMENDATION

##### *That*

- Council awards the tender from Knoxbrooke Enterprise Limited T/As Yarra View Horticulture Services, A.D.A Building Maintenance Unit Trust T/as Valyarra Pty Ltd and IKON Property Services Pty Ltd for CT5885 for provision of Property Maintenance and Services with a total estimated five (5) year contract value of \$5,505,803.23 excluding GST, (\$6,056,383.55 inclusive GST).***

2. ***The Panel contract be for an initial term starting 25 September 2019 and ending 24 September 2020 for a schedule of rates with a combined estimated total contract value of \$1,060,104.00 exclusive of GST (\$1,166,114.40) inclusive of GST) with future year prices subject to CPI indexation in accordance with the contract.***
3. ***The Panel contract has the option of four (4) further extensions of one (1) year each, at Council's discretion subject to satisfactory performance.***
4. ***The Chief Executive Officer be delegated authority to sign the contract documents.***
5. ***The Chief Executive Officer be delegated authority to extend the contract by four (4), one (1) year periods on the terms set out in the original contract.***
6. ***Increased fees for property services are implemented from 1 November 2019.***
7. ***The confidential attachment to this report remain confidential indefinitely as it relates to matters specified under section 89(2)(d) of the Local Government Act 1989.***

## **DISCLOSURE OF CONFLICTS OF INTEREST**

All members of the Tender evaluation panel signed the conflict of interest declarations. None of the members declared any actual, perceived or potential conflict of interest.

## **PROPOSAL**

To seek Council approval to enter into non-exclusive panel deed contracts for the provision of CT5885 Property Maintenance Services, and to increase client contributions from 1 November 2019.

## **BACKGROUND**

The Provision of Property Maintenance Services under the proposed contract is divided into three (3) Service Categories as listed below and are designed to provide basic maintenance and support Services to older and frail people and younger people with disabilities and their carers.

1. Garden Maintenance;
2. Minor Repairs; and
3. Property Modifications (the installation of equipment and aids in Consumer's homes).

The Services provide advice and assistance with home and garden maintenance to help people maintain a safe, habitable and healthy home environment and also provide repairs and modifications to assist people managing disabling conditions to move safely about the house.

These Services work in partnership with the person, their carer and other service providers to implement approaches which improve, restore or maintain the person's capacity to remain living independently and safely within their own homes. The focus of all tasks is the safety and security of service users rather than the beautification of homes or gardens.

Under this program the Commonwealth Home Support Program (CHSP) and Home and Community Care Program for Young People (HACCPYP) are partly funded by the Commonwealth and State Governments, Council and the Consumer of the Services, and administered in accordance with the relevant Guidelines.

Based on historical data over three (3) years, provision of the Services has included approximately 3,569 homes 14,076 hours per annum across the Shire. The approximate upper allocation of Services is detailed below however Council does not guarantee the number of homes to be visited or the number of service hours as these depend on assessed needs, demand for Services, and the resources available:

- 74% or 10,832 hours per annum Garden Maintenance (comprised of grass cutting, gutter cleaning, gardening, brush cutting, herbicide spraying and green waste removal); and
- 26% or 3,757 hours per annum Property Modifications and Minor Repairs (this included Spring Cleaning Services, which is no longer offered).

## **STRATEGIC LINKS**

By recommending suppliers that present a best value outcome, this report supports Council's strategy for long term financial sustainability.

## **CONSULTATION**

The Specifications for Property Maintenance Services was reviewed and updated by the Executive Officer Aged Friendly Communities with input from key internal stakeholders to ensure that the service specification appropriately reflected the Commonwealth Home Support Program (CHSP) and the Home and Community Care Program for Younger People (HACCPYP).

## **FINANCIAL IMPLICATIONS**

The contract for Property Maintenance Services expired on 31 May 2019. To ensure the continuation of services to Consumers, Council gained approval for two (2) Exceptions each to the value of \$149,000. Interim contracts were established with Knoxbrooke and IKON.

A significant proportion of the budget for these services is provided through Federal and State Government funding agreements on a per unit basis. Council funds the difference and consumers are charged a small fee.



Breakdown of anticipated funding for 2019/2020 as follows:

<b>Funding Source</b>	<b>Funding Excluding GST</b>
Federal Government	\$785,192.00
State Government	\$62,577.00
<b>Total Income</b>	<b>\$847,769</b>

Usage of Property Maintenance Services each year is difficult to precisely predict however, based on past usage, and if 2019/2020 targets are fully met, Council anticipate the value of services to be estimated at approximately \$1,060,104.00 (excluding GST) in the 2019/2020 financial year. Whilst the contract is based on a schedule of rates, the estimated value of the contract over the maximum five (5) year term along with CPI adjustments is estimated at \$5,505,803.23 (excluding GST).

## **KEY ISSUES**

This tender process has been carried out in accordance with the requirements of Council's Procurement Policy.

Tenders were assessed for conformity with the tender documents and no tenders were eliminated from further evaluation as a result of major non-conformances.

The Evaluation Panel scored tenders against the pre-established evaluation criteria. A summary of the evaluation criteria follows:

<b>Selection Criteria</b>	<b>Weighting</b>
Price	15%
Capability/Capacity	60%
Quality/Sustainability	25%
<b>TOTAL Qualitative</b>	<b>100%</b>

Confidential information is contained in Attachment 1. This information relates to contractual matters and contains commercially sensitive information including, but not limited to, the name of tendering parties, the evaluation panel members, the tendered prices and the evaluation of the tenders received against the published evaluation criteria.

Any disclosure of the information included within the confidential attachment to this report could be prejudicial to the interests of the Council or other parties. If discussion of this information is required, the Council is recommended to resolve that the item be deferred to the confidential section of the agenda when the meeting is closed to members of the public in accordance with Section 89(2) of the Local Government Act 1989.

This report seeks Council approval to award a contract that complies with the Section 186 of the Local Government Act 1989.

The cost of providing a number of the services under this contract will increase significantly. This is a result of higher supplier costs for those services that fall under the minor repairs and property modifications. The increase in supplier cost is significant ranging from 24% to 77%, and will result in a significant increase in the contribution made by Council unless consumer fees are also increased. Consequently, it is proposed that consumer fees for some Aged & Disability Services are increased as set out in the table below, to be implemented from 1 November 2019. It is also recommended that the cost of the removal of garden waste, where this is required, will be fully charged to clients, unless other non-cost disposals options can be identified.

<b>Activity</b>	<b>Current Fee or Range\$</b>	<b>Proposed New Fee Range \$</b>	<b>% increase</b>
Property Maintenance	\$14.25-\$53.65	\$16-\$62.25	12%-16%
Spring Clean (Window Cleaning)	\$7.5	\$16	113%
Private Business Property Maintenance	\$83.40	\$96.75	16%

### ***Environmental Impacts***

There are no environmental impacts directly associated with this report.

### ***Social Impacts***

There are no social impacts directly associated with this report.

However, the contract with Knoxbrooke allows a great opportunity for Council to further develop social procurement and actively contribute to sustainable communities within the municipality.

### ***Economic Impacts***

There are no economic impacts directly associated with this report.

### ***Risk Assessment***

This has been considered as part of the project design, contract terms and conditions and the evaluation process.

## **CONCLUSION**

That Council adopts the recommendations within this report.

## **ATTACHMENTS**

- 1 CT5885 Provision of Property Maintenance Evaluation (*Confidential*)

## 7.4 CT5933 Provision of Food Services

RESPONSIBLE OFFICER      Acting Director Social & Economic Development

### SUMMARY

This contract is for the provision of delivered meals as part of Council's Food Services Program. The Services form part of the Home and Community Care Program for Younger People (HACCPYP) and Commonwealth Home Support Program (CHSP).

The Delivered Meals program is for residents who have been assessed as being nutritionally at risk and eligible for these services in accordance with program guidelines.

A key aim of the Delivered Meals program is to enable frail older people and people with disabilities to live independently in their own home and participate in the community.

The contract will be for a period of one (1) year (14 October 2019 to 13 October 2020) with Council having the option to extend the contract up to an additional four (4) years (via 2 x 2 years extension options) at Council's discretion.

The tender was advertised on Saturday 1 June 2019. Tenders closed on Wednesday 28 June 2019 and four (4) submissions were received.

### RECOMMENDATION

#### *That*

1. ***Council awards the tender from Australian Catering Solutions Pty Ltd t/as Hearty Health for Contract No. CT5933 Provision of Food Services for a Schedule of Rates Contract with a total estimated five (5) year contract value of \$1,817,936.06 excluding GST and (\$1,999,729.66 inclusive of GST).***
2. ***The contract be for an initial term starting 14 October 2019 and ending 13 October 2020 with an estimated annual contract value of \$353,335.78 excluding GST (\$388,669.36 inclusive of GST) with the prices being subject to quarterly CPI indexation for the contract term including extension options in accordance with the contract.***
3. ***The contract has the option of two (2) further extensions of two (2) years each at Council's discretion.***
4. ***The Chief Executive Officer is delegated the option to extend the contract term for two periods of two (2) years each.***
5. ***The Director of Social and Economic Development be delegated the authority to sign the contract documents.***
6. ***This report and its attachments remain confidential under Section 89(2) of the Local Government Act 1989 as it contains information relating to: (d) contractual matters.***

## DISCLOSURE OF CONFLICTS OF INTEREST

All evaluation panel members signed the conflict of interest declaration. None of the panel members declared any actual, perceived or potential conflict of interest.

## PROPOSAL

To seek Council approval to enter into a new contract for CT5933 Provision of Food Services

## BACKGROUND

The Food Services program is provided as part of the Home and Community Care Program for Younger People (HACCPYP) and the Commonwealth Home Support Program (CHSP).

The number of meals provided under this program potentially could reach 35,200 per annum.

As part of this contract, the Contractor will supply packaging, labeling, packing and delivery of meals to Council's nominated food distribution kitchens to the standards and requirements as specified.

A public tender process was conducted for this contract. The list of tenders received is provided in the table below:

No	Name	Address
1	Ranahans Pty Ltd t/as Ranahans Fine Foods	12/981 Mountain Highway, Boronia
2	Maroondah City Council t/as Karralyka	Cnr Mines Road and Wilsons Road Ringwood East
3	Australian Catering Solutions Pty Ltd t/as Hearty Health	8b Randor Street, Campbellfield
4	RFK Pty Ltd t/as Community Chef	43-47 Drake Boulevard, Altona

## STRATEGIC LINKS

By recommending suppliers that present a best value outcome, this report supports Council's strategy for long term financial sustainability.

## CONSULTATION

The Specifications for Provision of Food Services Program was reviewed and updated by the Manager, Community Support Services and the Executive Officer, Aged Friendly Communities with input from key internal stakeholders to ensure that the service specification appropriately reflected the Commonwealth Home Support Program (CHSP) and the Home and Community Care Program for Younger People (HACCPYP).



## FINANCIAL IMPLICATIONS

The supplier under the previous contract CT5289 for Provision of Food Services ceased the provision of service on 22 February 2019 and the contract was subsequently terminated in April 2019. To ensure the continuation of services to consumers, exception requests were put in place by Council's Community Support Services to engage Community Chef from 25 February 2019 to 7 April 2019 and Karralyka from 8 April 2019 until Council enters into a new contract, for the provision of the service.

The funding for these services for financial year 2019-2020 is detailed in the table below:

Funding source	Funding for 2019-2020 (excluding GST)
Federal Government	\$167,461.20
State Government	\$13,652.00
Other Fees and Charges	\$268,421.10*
<b>TOTAL</b>	<b>\$449,534.30</b>

### Note:

- \*The Other Fees and Charges are the client fees collected for the service and the amount is based on 2018-2019 data. This amount may vary depending on demand for the service;
- Funding for the subsequent years of the contract will be made available from the respective funding sources mentioned above; and
- Any unspent funding will be recouped by State and Federal Government.

Based on the estimated number of meals required per year, the estimated expenditure for the initial contract term of one (1) year is \$353,335.78 (excluding GST) in the 2019/2020 financial year. Whilst the contract is based on a schedule of rates, the estimated value of the contract over the maximum five (5) year term along with estimated CPI adjustments is \$1,817,936.06 (excluding GST).

## KEY ISSUES

This tender process has been carried out in accordance with the requirements of Council's Procurement Policy.

Tenders were assessed for conformity with the tender documents and no tenders were eliminated from further evaluation as a result of major non-conformances.

The Evaluation Panel scored tenders against the pre-established evaluation criteria. A summary of the evaluation criteria follows:

<b>Selection criteria</b>	<b>Weighting %</b>
Price	20%
Capability/Capacity	40%
Risk Management	20%
Quality/Sustainability	10%
Organisational Environmental Management Plan	10%
<b>TOTAL</b>	<b>100%</b>

Confidential information is contained in Attachment 1. This information relates to contractual matters and contains commercially sensitive information including, but not limited to, the name of tendering parties, the evaluation panel members, the tendered prices and the evaluation of the tenders received against the published evaluation criteria.

Any disclosure of the information included within the confidential attachment to this report could be prejudicial to the interests of the Council or other parties. If discussion of this information is required, the Council is recommended to resolve that the item be deferred to the confidential section of the agenda when the meeting is closed to members of the public in accordance with Section 89(2) of the Local Government Act 1989.

This report seeks Council approval to award a contract that complies with the *Section 186* of the *Local Government Act 1989*.

### ***Environmental Impacts***

The recommended tenderer has processes in place for recycling packaging material and food waste. Wherever possible, they source low environmental impact products.

### ***Social Impacts***

Due to the tenderer's location, they are unable to commit to social sustainability initiatives in the Yarra Ranges community through this contract.

### ***Economic Impacts***

There are no economic impacts directly associated with this report.

### ***Risk Assessment***

This has been considered as part of the project design, contract terms and conditions and the evaluation process.

## **CONCLUSION**

That Council adopts the recommendations within this report.

## **ATTACHMENTS**

- 1 CT5933 Provision of Food Services Tender Evaluation (*Confidential*)

## ENVIRONMENT AND ENGINEERING

No. of Pages – 10

### **7.5 Federal Government Road Construction Funding Initiative and Addendum to Special Rate and Charge Scheme Policy for Infrastructure improvements**

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RESPONSIBLE OFFICER      Director Environment and Engineering

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#### **SUMMARY**

As part its 2019 budgetary process, the Federal Government announced a \$150 Million funding initiative for Yarra Ranges Council to seal roads within the Dandenong Ranges and surrounding areas.

The initial focus of the federal funding will be on unsealed roads that have schools, pre-schools and community facilities on them. Roads in urbanised areas will next be considered as a priority for construction and delivered over the 10 years of the program.

It is proposed these roads would be constructed by means of Special Charge Schemes, where abutting landowners would be required to contribute a subsidised amount of \$7,000 per (property) development unit towards the cost of construction.

A list of roads proposed for construction utilising the federal funding (Attachment 1) is provided for Council's endorsement.

The landowner/Council funding mix for future Special Charge Scheme road construction projects falling outside of the \$150 Million Program has been reviewed and it is proposed that Council's existing *Special Rate and Charge Scheme Policy for Infrastructure Improvements (the Policy)* be amended to remove the ceiling placed on landowner contributions.

Potential Special Charge Scheme Road Construction projects falling outside of the \$150 Million Program will still be considered, but evaluated based on a Council contribution in accordance with the amended policy and with abutting landowners responsible to pay the balance.

#### **RECOMMENDATION**

***That***

- 1. Council endorse the roads listed in Attachment 1 for construction utilising the Federal Government funding initiative.***
- 2. Landowner contributions to road construction projects funded by the Federal Government funding initiative be fixed at \$7,000 per development unit.***
- 3. Clause 4.6 of Council's Special Rate and Charge Scheme Policy for Infrastructure Improvements be amended by removing the landowner ceiling for projects not listed as a priority to be funded by the Federal Government funding initiative.***

## DISCLOSURE OF CONFLICTS OF INTEREST

The author of this report does not have a conflict of interest.

## PROPOSAL

Council endorse the roads listed in Attachment 1 for construction utilising the Federal Government funding initiative and that *the Policy* be amended as follows:

- Landowner contributions to road construction projects funded by the Federal Government funding initiative be fixed at \$7,000 per development unit.
- Amendment to Clause 4.6 of Council's *Special Rate and Charge Scheme Policy for Infrastructure Improvements* , by removing the landowner ceiling for projects not listed as a priority to be funded by the Federal Government initiative.

## BACKGROUND

The Federal Government funding commitment of \$150 million over 10 years will have a transformational impact on unmade roads throughout the Dandenongs and urban growth areas of the municipality.

The key principles of the program are to construct unmade roads;

- servicing schools, community facilities and sporting facilities.
- within the urban growth boundary and township areas within Yarra Ranges.
- that significantly support bushfire risk and emergency situations to allow the community to safely exit areas of high risk.
- that support the growth and development of tourism across the municipality.
- where sections of high volume rural roads intersect with collector/arterial roads.

A priority list of roads that are proposed to be constructed utilising the Federal Government funding initiative has been established to reflect these principles.

The landowner/Council funding mix for future Special Charge Scheme road construction projects falling outside of the Federal Government funding initiative has also been reviewed in order to achieve a balanced approach between Council funding and benefitting landowner contributions.

### ***Prioritised list of unsealed roads for construction***

The Federal commitment has specifically identified sections of roads abutting schools, preschools and key community facilities as being a priority. It is therefore proposed to implement construction of these sections of roads within the first two years of the program.



Council Officers have identified 24 roads that abut schools, preschools and key community facilities that have a combined length of 5.9 km. It is estimated that the cost for constructing these sections of roads will amount to \$6.5 million.

Beyond these sections of roads, Council Officers have identified the overall priority listing of roads on the basis of abutting property density, Councillor input and officer assessment of roads that would provide connectivity and/or complete the sealed road network in a local area.

Unsealed roads within the Urban Growth Boundary or in townships are typically roads with high property density and offer Best Value for the number of properties to benefit per km of road constructed.

Roads have then been grouped as clusters and prioritised based upon the abutting property density for the overall length of unsealed road in the cluster. It is proposed that the construction of roads will occur as clusters to ensure that efficiencies are achieved by engaging with landowner groups for their involvement in the Special Charge Scheme process and through the delivery of road construction.

Consultation meetings have been held with Councillors to assist in finalising the prioritised list of unsealed roads (Attachment 1) to be considered for construction.

## **STRATEGIC LINKS**

The construction of local roads as a Special Charge Scheme meets the *Council Plan 2017-2021* strategic objective of Quality Infrastructure and Liveable Places. Local road construction also has benefits related to the strategic objective of a Vibrant Economy, Agriculture and Tourism.

## **CONSULTATION**

One-on-one meetings have been held with Councillors to review the list of roads for inclusion in the improvement program.

Although the directions of this report have not involved any specific landowner consultation, note of resident correspondence with regard to unsealed roads to be considered for construction utilising the federal funding has been taken.

Council's process for initiating a Special Charge Scheme includes extensive consultation with landowners. It is proposed that Council's normal approach in liaising with landowner groups will occur in developing proposed Special Charge Schemes where consultation will occur with abutting owners to ensure that there is majority support for their involvement in the project prior to the statutory process being implemented to levy a Special Charge.

## **FINANCIAL IMPLICATIONS**

The Federal Government initiative proposes funding over a 10 year period:

- 2019/20 and 2020/21 allocation of \$2.5M per year.
- 2021/22 allocation of \$5M.
- 2022/23 allocation of \$15M.
- 2023/24 to 2027/28 allocation of \$25M per year.

Should a \$7,000 contribution be sought from abutting landowners included in proposed construction of the roads, this will generate a further \$52.36 million to combine with the \$150 million provided by the Federal Government.

Similar to projects delivered utilising Roads to Recovery funding, consultant costs and staff costs will be charged to the funding for the overall project. Consultant costs for investigation and design work will be met directly by the project funding. Council's engineering staff costs will be met through a 5% charge to the project funding.

There is no proposed Council contribution towards the overall initiative; however there will be in-kind support through staff resources contributing towards engagement with landowners and the overall administration and delivery of road improvement projects.

## **KEY ISSUES**

### ***Future policy***

The Federal Government funding Initiative provides an opportunity for a greatly expanded road construction program.

It is proposed that funding will be allocated firstly to construct unmade roads or road sections that share a boundary with schools, preschools and community facilities, followed by unsealed roads within the urban growth boundary or in township areas as listed in Attachment 1.

The level of landowner contribution, towards construction of these roads, is proposed to be significantly subsidised compared to past Special Charge Schemes, and to allow for a simple and streamlined approach, a uniform landowner charge is proposed for all road projects included in this program.

It is proposed that the funding is only made available to new projects and will not be available for projects that have been completed, i.e. the program funding will not be available retrospectively.

A proposed addendum to Council's Special Charge Scheme policy for this program is provided as Attachment 2.

### ***Road sections that share a boundary with Schools, Preschools or Community Facilities***

Within Yarra Ranges, there are still many schools and pre-schools which are bordered by unsealed roads. These are usually high traffic areas and so the impact on students and families is high and needs to be prioritised.

It is proposed that Council allocate Federal Funding to cover the entire cost of constructing road sections that share a primary boundary with Schools, Preschools or Community Facilities.

Funding 100% of the cost of construction means that these roads or road sections can be built without utilising a Special Charge Scheme, thus avoiding the formal statutory process, allowing for a more condensed construction timeline.

Properties directly adjacent to these roads/road sections will however, receive the benefit of a constructed road, without being required to contribute to construction costs.

Dead end roads, or road sections, that share a boundary with Schools, Preschools or Community Facilities and are not highly trafficked or are a secondary access to a school may be considered for construction by means of a Special Charge Scheme, similar to the other roads within the urban growth boundary or in township areas, as listed in Attachment 1. The five road sections considered to have a secondary abuttal to schools and proposed to be delivered via a scheme process are:

- Forest Street, Yarra Glen.
- Greenwell Road, Selby.
- Morley Street, Selby.
- School Lane, Yarra Junction.
- Victoria St, Yarra Junction.

This Special Charge Scheme community consultation process approach offers abutting landowners the opportunity to have the roads sealed or provides an option for landowners to reject the proposal and to retain the rural aspect of an unsealed road where the nature and low traffic volume of road is deemed to be safe and easily maintained.

### ***Funding for construction of unsealed roads under current Policy***

Council's Policy recognises the need to achieve the best value of funds allocated by Council towards infrastructure improvement works. The Policy has a focus of ensuring that a fair, reasonable and consistent approach is maintained in the process of engaging landowners and landowner groups in contributing funds towards infrastructure improvement works through the implementation by Council of a scheme in accordance with the *Local Government Act 1989* (the Act).

Currently, Council and landowners form a partnership to fund construction of unsealed roads utilising the Special Charge provisions of the Act.

Ministerial Guidelines associated with the Act require a Council contribution towards a Special Charge Scheme where the works or services will provide tangible and direct benefits to the broader community, other than those landowners determined as being liable for the special rate or charge.

To recognise broader community benefit from road improvement works Council uses the following ratio:

Table 1

<b>Road Improvements</b>		
Ratio to be derived from a comparison of local traffic use to through traffic use of the road, based on the assumption that each development unit generates six trips per day on the road. For community or commercial facilities a study of the facility will be undertaken to establish trips per day.		
Through traffic less than 20%	20%	80%
Through traffic greater than 20%	Council contribution increased by 2% for every 3% increase in through traffic volume above 20%	

These guidelines will need to be applied to the Federal Funding initiative, however due to the considerable subsidy that is being applied to projects resulting from the Federal Funding it is anticipated that the Ministerial Guidelines will not apply.

### ***Unsealed roads within the urban growth boundary or in township areas***

Across the municipality, Council has approximately 730km of unmade roads. There are approximately 200km of unsealed roads within the urban growth boundary or in township areas that directly abut some 10,000 households. Sealing these roads provides benefit to both the many people living there and others who use them as connecting roads. It is proposed to fund construction of these roads in partnership with landowners whose properties share a boundary with these roads, by means of the Special Charge Scheme statutory process.

To facilitate these projects it is considered that a reduced landowner contribution, in comparison to past Yarra Ranges Special Charge Schemes, will enhance landowner support for projects and mitigate potential objections and associated project delays inherent in the objection process.

In determining the Landowner contribution a desk top analysis on the extent of works was undertaken.

Attachment 1 lists which roads could be constructed with a mix of Federal funding and landowner contributions of \$7,000 per development unit, based on an estimated cost of \$1.1M per km of constructed road.

If the landowner contribution was reduced to \$6,000 per development unit, roads servicing nearly 100 properties would need to be removed from the priority list as there would not be sufficient funding to extend to these projects.

An increased contribution of \$8,500 per development unit would extend the sealing program but put at risk the delivery of a number of priority roads based on landowner affordability in a number of urban/ rural townships.

If Council wished to have all roads within urban areas and townships of the municipality included in the program, the landowner contribution would need to increase to \$10,000 per development unit.



The below table details landowners costs for repaying a Special Charge Scheme over a 10 year period using these contributions, at a financing rate of 5%. The financing rate will however be determined as specific Special Charge Schemes for clusters of roads are established over the 10 years of the program. The financing rate will therefore vary from time to time based upon current rates.

Table 2

<b>Landowner Contribution (per Development Unit)</b>	<b>Financing Cost (5% over 10 years)</b>	<b>Total Repayment</b>	<b>Monthly Repayment</b>
\$6,000	\$1,500	\$7,500	\$62.50
\$7,000	\$1,750	\$8,750	\$72.90
\$8,500	\$2,125	\$10,625	\$88.54

The Act provides Council with the option of proceeding with a Special Charge Scheme, without majority landowner support, provided affected landowners do not have to contribute more than two thirds of the cost of the project.

Such a potentially confrontational approach to progressing road construction may have adverse consequences for timely delivery of projects. Council's current practice of only proceeding with Special Charge Schemes that have majority landowner support is considered to be a better option.

A landowner contribution of \$7,000 per Development Unit plus financing rate interest equates to a total landowner cost of less than \$10,000, if a landowner wishes to repay the charge over 10 years. Landowners will however have an option to pay the Special Charge upfront and thereby avoid the financing rate interest.

It is considered that a charge of \$7000 provides the best balance between roads that could be constructed and costs to landowners for this initiative.

A review of recent urban road construction Special Charge Scheme projects indicates that the average landowner cost per development unit, for projects with substantial existing drainage already established, is in the order of \$9,000 – \$10,000 (excluding financing costs). Projects requiring full drainage construction typically exceed the present landowner ceiling of \$15,500 per development unit (excluding financing costs).

### ***Special Charge Scheme Landowner Contribution Cap***

Under Council's current Special Charge Scheme Policy, landowner contributions towards road construction projects are capped. Currently the cap is \$15,500 per Development Unit. A Development Unit (D.U.) is defined as a parcel of land capable of supporting a dwelling, but not suitable for further development (i.e. subdivision).

In bushland and rural areas Council Policy notes that landowners may be disadvantaged by the longer road lengths to be constructed and the smaller number of larger blocks, limiting the ability to share the cost of the works. This results in higher contributions for landowners in these areas. Therefore to make the participation in a scheme more affordable and desirable, a ceiling amount has previously been applied to the apportioned costs.

The ceiling was reviewed by Council in 2016 and fixed at \$15,500 (i.e. after 16 years of indexation from year 2000 base of \$10,000). The charge was not subject to CPI increases. The reason that the charge was fixed was that landowner surveys were returning insufficient support for schemes and it was perceived that the reason was that landowner costs were becoming too high at an estimated landowner contribution of up to \$18,000 per development unit for projects.

In 2018 Council considered a proposed Special Charge Scheme for a busier rural road that supported several local businesses. Landowners on this road had agreed to an increased ceiling contribution from \$15,500 to \$25,000 per Development Unit in order to facilitate progression of the project.

After allowing for this increased landowner contribution, the balance of the cost of road construction (to be borne by Council) equated to approx. 63% of total project cost. Councillors raised concerns over the level of Council contribution required and indicated that they would not support the project as proposed based on a position to maximise its financial investment and allocate funds for upgrade works to achieve the highest overall benefit for the community and road users.

The removal of the landowner ceiling within the Policy would reduce the Council contribution required to a more reasonable level for the project, considering the length of road to be sealed and the number of properties abutting the road.

Tables 3 & 4 illustrates two the scenarios in Landowner/Council contributions.

Table 3: Landowner Contribution Capped with Council Contributions and gap subsidy over the Ceiling (Note: Cost allocation of the project as initially proposed to Council)

Project	Length (km)	D.U	Landowner Cost Cap (per D.U.)	Total Landowner Cost	Council Base Contribution (+ Community ) Benefit	Council Subsidy Over Cap	Project Cost
Unsealed Rural Road	2.2	22.6	\$25,000 (Negotiated)	\$555,500 (37%)	\$518,170 (34%)	\$433,000 (29%)	\$1.506M
Council Total: \$952,000							

Table 4: Removal of Landowner Contribution Cap while maintaining Council contributions in accordance with current policy

Project	Length (km)	D.U	Landowner Cost No Cap (per D.U.)	Total Landowner Cost	Council Base Contribution (+ Community ) Benefit	Council Subsidy Over Cap	Project Cost
Unsealed Rural Road	2.2	22.6	\$43,730	\$988,500 (66%)	\$518,170 (34%)	\$Nil	\$1.506M

\* = Traffic count figures included in Calculation of Council Contribution (see Table 1).

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### ***Rural Road construction future funding direction***

Council's future funding of Special Charge Scheme rural road construction projects needs to consider:

- Council's Policy will continue to recognise the need to achieve the best value of funds allocated by Council towards infrastructure improvement works. The Policy has a focus on ensuring a fair, reasonable and consistent approach is maintained.
- Ministerial Guidelines require Council to contribute towards a Special Charge Scheme where the works or services will provide tangible and direct benefits to the broader community, other than those landowners determined as being liable for the special rate or charge.

From analysis of tables 3 and 4, and being mindful of the above, it is recommended that future funding of Special Charge Scheme rural road construction projects should continue as per current policy, however with the removal of the landowner contribution ceiling.

Council's Policy recognises that properties that are used commercially, or are used in a more intensive way, will require specific assessment and may incur a multiple development unit charge.

Rural properties used for rural business purposes e.g. Tree and Plant Nurseries, Wineries and Orchards with retail sales, are examples of properties that may require such assessment.

Through the May 2019 Federal Budget, Council's Roads to Recovery allocation (separate to the \$150m Federal Government Roads Initiative) has been increased from \$1.7m to \$2,146,363 per annum for the next 5 years. This funding can continue to be a source for supporting construction of unsealed roads that are not a part of the \$150m program.

There are eight petitions from landowners on rural roads requesting Council investigate possible construction of their roads that await further action. Several other projects have been investigated on councillor request.

Construction standards for roads will be assessed on a case by case basis, there may be possibilities for cost savings on individual projects, provided safety and integrity of the road surface are not compromised.

### ***Environmental Impacts***

The content of this report does not lead to Environmental Impacts, however projects that may be delivered into the future as an outcome of this policy discussion will be considered in the context of how they integrate with the local environment.

### ***Social Impacts***

Special Charge Schemes for road construction require sizeable contributions from abutting landowners. These contributions can lead to social and economic impacts for affected landowners. Council's Policy notes that those landowners with a demonstrated financial hardship may apply for assistance in accordance with Council's Rate Recovery and Financial Hardship Policy.

### ***Economic Impacts***

The *Local Government Act 1989* recognises that a property receives a special benefit from construction of an abutting road. The economic benefit to an individual property is however difficult to quantify. Anecdotally it is understood that property values may increase as a result of road construction.

### ***Risk Assessment***

Construction of roads would provide the following benefits/risk reduction to landowners:

- Continued and safer vehicular access to and from properties abutting the road.
- Improved stormwater drainage runoff control directed towards the road from abutting properties, and protection of low side properties from stormwater runoff from the road.
- Enhanced physical and environmental amenity for abutting properties.

If the proposed construction of a road does not proceed, reports to Council identify whether an unacceptable or unmanageable risk would be experienced by Council.

### **CONCLUSION**

It is recommended that Council endorse the roads listed in Attachment 1 for construction utilising the Federal Government funding initiative and that *Council Special Rate and Charge Scheme policy* be amended as follows:

- Landowner contributions to urban road construction projects funded by the Federal Government funding initiative be fixed at \$7,000 per development unit.
- Removal of the landowner ceiling for Special Charge Scheme rural road construction projects and other road construction projects not funded by the initiative.

### **ATTACHMENTS**

- 1 Road Priority List [↓](#)
- 2 Addendum to Council's Special Charge Scheme Policy [↓](#)

## ATTACHMENT 1. Road Priority List

<b>ATTACHMENT 1 - ROAD PRIORITY LIST</b>		
<b>Street Clusters</b>	<b>Estimated Properties affected</b>	<b>Length Unsealed</b>
<b>2019/20 &amp; 2020/21 -Year 1 &amp; 2</b>		
Cavanagh Road, Millgrove	8.00	130
Moore Crescent, Millgrove	1.00	70
Chalet Road, Olinda	19.00	300
Grandview Grove, Menzies Creek	1.00	40
Joy Avenue, Mount Evelyn	1.00	100
Dorning Road, Narre Warren East	3.00	238
Monash Road, Narre Warren East	1.00	132
Lyons Drive, Selby	12.00	387
McGregor Avenue, Healesville	51.00	335
Junction Street, Yarra Junction	11.00	468
Old Coach Road, Mount Dandenong	3.00	240
Prices Road, Monbulk	6.00	316
Allenby Road, Lilydale	23.00	441
William Road, Lilydale	20.00	306
Forest Street, Yarra Glen	45.50	738
Prospect Road, Wandin North	24.00	394
Rue De Gare, Wandin North	15.00	326
Anderson Road, Tecoma	22.00	340
Grey Gum Court, Tecoma	5.00	80



## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2021/22 Year 3</b>		
Greenwell Road, Selby	6.00	371
Morley Street, Selby	7.00	145
Waimea Grove, Selby	3.00	188
Riley Road, Upwey	10.00	300
Heathermont Avenue, Belgrave	2.00	178
School Lane, Yarra Junction	1.00	163
Victoria Street, Yarra Junction	5.00	120
Mason Grove, Sassafras	4.00	160
Walker Road, Seville	2.00	117
Hyne Street, Lilydale	22.00	608
Grandview Road, Belgrave Heights	10.00	294
Heath Road, Belgrave Heights	25.00	507
Hood Street, Belgrave Heights	4.00	122
Huon Road, Belgrave Heights	6.00	223
Mt Morton Road, Belgrave Heights	73.00	1964
<b>2022/23 - Year 4</b>		
Haag Road, Seville	10.00	200
Howard Street, Seville	26.50	399
Norman Berry Drive, Seville	12.00	360
Russell Road, Seville	7.50	461
Station Road, Seville	24.00	871
Nation Road, Selby	25.00	1038
Menzies Road, Menzies Creek	62.50	1074
Gleghorn Road, Kallista	31.00	1492
Black Street, Lilydale	8.00	95
Robert Street, Lilydale	1.00	42
Taylor Street, Lilydale	31.00	255
Don Service Road, Badger Creek	19.00	476
Garibaldi Street, Badger Creek	25.00	316
Old Don Road, Badger Creek	10.00	206
Omonia Drive, Badger Creek	27.00	341
Roma Avenue, Badger Creek	29.00	308

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2022/23 - Year 4</b>		
Bona Avenue, Healesville	9.00	104
Campbell Road, Healesville	12.00	151
Crosley Street, Healesville	11.00	121
Edward Street, Healesville	9.50	140
Grandview Crescent, Healesville	9.00	72
Joffre Road, Healesville	4.00	48
Lawrence Court, Healesville	6.00	124
Marna Street, Healesville	31.00	364
Miller Street, Healesville	1.00	100
Montpellier Street, Healesville	13.00	60
Pilmer Road, Healesville	7.00	166
Adrienne Court, Millgrove	6.00	73
Cavanagh Road, Millgrove	24.00	390
Hearse Road, Millgrove	10.00	370
Hodge Court, Millgrove	9.00	75
Lillis Court, Millgrove	10.00	110
Margaret Court, Millgrove	10.00	128
Maxwell Court, Millgrove	6.00	77
Moore Crescent, Millgrove	21.00	384
River Road, Millgrove	7.00	530
Vera Court, Millgrove	16.00	160
Wonga Road, Millgrove	132.00	1470
Bonza View, Kalorama	17.00	260
Mont Vue, Lilydale	22.00	364
Morna Street, Lilydale	6.00	100
Oaks Street, Lilydale	17.00	264
Old Gippsland Road, Lilydale	6.50	130

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2022/23 - Year 4</b>		
Benton Road, Healesville	26.00	389
Elamo Road, Healesville	20.00	314
Nagoondie Lane, Healesville	6.00	180
Aurora Rise, Sassafras	6.00	272
Alpine Street, Warburton	15.00	396
Anne Crescent, Warburton	7.00	77
Azalea Court, Warburton	10.00	117
Boronia Road, Warburton	14.00	246
Cecil Street, Warburton	13.00	99
Clarke Avenue, Warburton	2.00	107
Fantail Rise, Warburton	3.00	66
Glenbrook Road, Warburton	15.00	381
Lithgow Avenue (North), Warburton	11.00	132
Lithgow Avenue (South), Warburton	6.00	110
Prospect Avenue, Warburton	14.00	308
Sylvan Avenue, Warburton	13.00	230
Unity Court, Warburton	11.00	105
View Street, Warburton	10.00	115
Bell Street, Seville	16.50	622
Britton Road, Seville	17.00	234
English Street, Seville	38.00	706
Railway Road, Seville	46.00	431
Read Road, Seville	23.00	342
School Road, Seville	19.00	344
Seymour Street, Seville	7.00	127
Valley Road, Seville	26.00	393
Victoria Road, Seville	20.00	610
Winifred Street, Seville	16.00	156

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2023/24 - Year 5</b>		
Bannerman Street, Yarra Junction	27.00	300
Douglas Parade, Yarra Junction	23.00	460
Duke Street, Yarra Junction	3.00	109
Henry Street, Yarra Junction	22.00	275
Hillview Street, Yarra Junction	20.00	313
Junction Street, Yarra Junction	8.00	188
McOwan Crescent, Yarra Junction	30.00	590
Outlook Avenue, Yarra Junction	8.00	337
Queen Street, Yarra Junction	14.00	148
Railway Street, Yarra Junction	3.00	98
Junction Road, Mount Evelyn	19.00	324
Longview Road, Mount Evelyn	6.00	125
Marshall Street, Mount Evelyn	32.00	468
Roland Avenue, Mount Evelyn	7.00	116
The Crescent, Mount Evelyn	33.00	702
Dorothy Road, Mount Evelyn	10.00	170
Margaret Road, Mount Evelyn	20.00	238
Nekla Street, Mount Evelyn	5.00	155
Oak Grove, Mount Evelyn	14.50	293
Priestley Crescent, Mount Evelyn	28.00	760
Selet Street, Mount Evelyn	3.00	160
Wilkilla Road, Mount Evelyn	22.00	580
Barrowby Avenue, Woori Yallock	23.00	342
Henry Street, Woori Yallock	14.00	571
Lester Street, Woori Yallock	26.00	364
Nester Road, Woori Yallock	12.00	275
Selby Road, Woori Yallock	27.00	341

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2023/24 - Year 5</b>		
Deans Road, Upwey	51.00	809
Henderson Street, Upwey	4.00	122
Ievers Street, Upwey	6.00	116
Thompson Road, Upwey	1.00	115
Torry Hill Road, Upwey	39.00	760
Beverley Drive, Healesville	26.00	357
Clive Avenue, Healesville	14.00	300
Dorothy Street, Healesville	16.00	366
Merton Grove, Healesville	15.00	240
Robin Parade, Healesville	0.50	105
Alfred Street, Wandin North	23.00	610
Elsie Street, Wandin North	12.00	310
Imperial Avenue, Wandin North	21.00	250
John Street, Wandin North	42.00	468
Mary Road, Wandin North	15.00	204
Nicholas Road, Wandin North	11.00	277
Park Street, Wandin North	11.00	222
Railway Parade, Wandin North	26.00	695
Royal Avenue, Wandin North	3.00	95
Tainton Street, Wandin North	22.00	479
Burchett Street, Monbulk	6.00	131
Burns Way, Monbulk	19.00	348
Cedar Court, Monbulk	7.00	70
Centre Road, Monbulk	4.00	159
Fernshaw Road, Monbulk	7.00	206
Forest Street, Monbulk	10.00	202
Loch Avenue, Monbulk	5.00	100
Mayview Drive, Monbulk	24.00	410
Robina Road, Monbulk	3.00	96
Stanley Road, Monbulk	17.00	260
Banksia Circuit, Wesburn	14.00	331
Edward Street, Wesburn	29.00	496
Wares Road, Wesburn	6.00	140



## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2023/24 - Year 5</b>		
Brisbane Parade, Warburton	16.00	290
Clinch Street, Warburton	9.00	154
Comongin Avenue, Warburton	10.00	143
Devon Street, Warburton	8.00	141
Essex Street, Warburton	15.00	241
Hand Street, Warburton	6.00	143
Henri Street, Warburton	6.00	166
Hill Road, Warburton	11.00	196
Kent Street, Warburton	10.00	199
Marlino Avenue, Warburton	22.00	575
Richards Road, Warburton	8.00	165
Shirley Road, Warburton	8.00	120
St Johns Road, Warburton	6.00	196
Sussex Road, Warburton	23.00	483
Waterloo Avenue, Warburton	28.00	390
Webb Street, Warburton	16.00	209
Wellington Road, Warburton	31.00	734
York Street, Warburton	11.00	285
Colston Avenue, Sherbrooke	14.00	240
Georges Road, Sherbrooke	11.00	256
Birmingham Service Road, Mount Evelyn	10.00	258
Falls Road, Mount Evelyn	7.00	258
Mace Court, Mount Evelyn	9.00	122
Marcus Street, Mount Evelyn	52.00	565
Mimosa Avenue, Mount Evelyn	4.00	108
Quinn Crescent, Mount Evelyn	61.00	1628
Quinn Service Road, Mount Evelyn	10.00	200
Railway Road, Mount Evelyn	41.00	845
Row Johns-Quinn Row, Mount Evelyn	2.00	110
Sharland Close, Mount Evelyn	5.00	60
Wattle Avenue, Mount Evelyn	6.00	164
Wedderburn Crescent, Mount Evelyn	29.00	480

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2023/24 - Year 5</b>		
Austral Avenue, Upwey	14.00	252
Belbrook Road, Upwey	2.00	109
Carween Avenue, Upwey	4.00	80
Kaye Road, Upwey	6.50	170
Nevada Avenue, Tecoma	3.00	76
The Highway, Upwey	12.00	206
Weldon Grove, Upwey	6.00	90
Georges Road, The Patch	9.00	478
Greenslopes Road, The Patch	6.00	192
Halcyon Avenue, The Patch	10.00	144
Lamont Avenue, The Patch	5.00	142
Lawrence Road, The Patch	17.00	368
Murray Road, The Patch	16.00	475
O'Connors Road, The Patch	21.00	370
Peel Street, The Patch	26.00	137
Ramsay Court, The Patch	7.00	152
Cairncroft Avenue, Launching Place	27.50	445
Carroll Street, Launching Place	17.00	408
Grieve Street, Launching Place	10.00	394
Jacka Street (East), Launching Place	15.00	284
Jacka Street (West), Launching Place	4.00	78
Merrigum Lane, Launching Place	8.00	177
Ruthven Street, Launching Place	14.00	511
Tarhilla Drive, Launching Place	33.00	426
Wellman Street, Launching Place	17.00	363

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2024/25 - Year 6</b>		
Bourbon Street, Silvan	5.00	227
Haynes Street, Silvan	19.00	230
Loris Street, Silvan	9.00	118
May Street, Silvan	2.00	121
Sunset Strip, Silvan	10.00	130
Wylie Road, Silvan	10.00	346
Temple Road, Selby	44.00	938
Belmont Avenue, Upwey	1.00	25
Guy Street, Upwey	5.00	194
Highcliff Road, Upwey	24.00	470
Mary Street, Upwey	22.00	427
Cambridge Street, Belgrave South	27.00	411
Clements Avenue, Belgrave South	19.00	411
Heather Grove, Belgrave South	21.00	591
Nathalia Road, Belgrave South	16.00	284
Neils Road, Belgrave South	6.00	165
St Austell Road, Belgrave South	16.00	347
Verona Street, Belgrave South	13.00	325
Glenfern Close, Upwey	5.00	124
Hubert Street, Upwey	6.00	151
Warra Road, Upwey	11.00	202
Darley Street, Upper Ferntree Gully	7.00	159
Olivette Service Road, Upper Ferntree Gully	4.00	97
Vernon Street, Upper Ferntree Gully	10.00	202

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2024/25 - Year 6</b>		
Mildura Avenue, Warburton	6.00	148
Oak Avenue, Warburton	7.00	220
Redcliffs Avenue, Warburton	10.00	139
Campbell Avenue, Mount Dandenong	14.00	415
Claverton Avenue, Mount Dandenong	9.00	135
Edith Court, Mount Dandenong	23.00	265
Fairhaven Road, Mount Dandenong	7.00	234
Fenton Street, Mount Dandenong	5.00	112
Illoura Road, Olinda	2.00	88
Oakley Street, Mount Dandenong	12.00	180
Prion Road, Mount Dandenong	12.00	389
Stanley Street, Olinda	17.00	452
Summerlea Road, Mount Dandenong	26.00	560
Sunset Avenue, Olinda	13.00	297
Viola Avenue, Mount Dandenong	13.00	276
Yvonne Road, Mount Dandenong	9.00	253
Burnham Road, Belgrave	10.00	142
Catherine Way, Tecoma	6.00	143
Laurie Avenue, Tecoma	9.00	265
Minter Street, Belgrave	11.00	214
Oakwood Lane, Belgrave	5.00	111
Oakwood Lane, Tecoma	1.00	96
Swansea Court, Belgrave	5.00	156
Talbot Avenue, Belgrave	9.50	151
Anderson Road, Monbulk	25.00	450
Moore's Road, Monbulk	8.00	170
Moore's Service Road, Monbulk	23.00	457

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2024/25 - Year 6</b>		
Bailey Grove, Wandin North	10.00	160
Darinda Avenue, Wandin North	15.00	252
Stewart Avenue, Wandin North	9.00	214
Wanda Avenue, Wandin North	14.00	241
Wellington Road, Wandin North	18.00	349
Ann Court, Mount Dandenong	17.00	166
Fern Glen Avenue, Mount Dandenong	8.00	160
Hume Lane, Mount Dandenong	12.50	373
The Grove, Mount Dandenong	1.00	104
Upalong Road, Mount Dandenong	8.00	240
Yarrabee Road, Mount Dandenong	14.00	355
Caroola Road, Monbulk	8.00	193
Hunter Street, Monbulk	27.00	616
Tavistock Road, Monbulk	5.00	120
Bangambalanga Avenue, Chum Creek	11.00	300
Barkers Road, Chum Creek	12.00	253
Centre Grove, Healesville	35.00	492
Hazford Street, Healesville	24.00	440
Hillcrest Grove, Healesville	19.00	597
Karamooka Avenue, Chum Creek	11.00	275
Links Grove, Healesville	3.00	243
Malbar Street, Chum Creek	16.00	260
Merlin Street, Chum Creek	5.00	190
Nicholls Road, Chum Creek	9.00	319
Tarranna Grove, Chum Creek	18.00	464
Warreena Grove, Chum Creek	14.00	315



## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2024/25 - Year 6</b>		
Bretby Way, Montrose	14.00	353
Emery Lane, Montrose	3.00	174
Olive Grove, Lilydale	14.00	266
Welham Road, Mooroolbark	8.00	125
Apsley Road, Belgrave	10.00	277
Bellbird Street, Belgrave	14.50	289
Hardham Street, Belgrave	12.00	256
Judkins Avenue, Belgrave	10.00	401
Manuka Avenue, Belgrave	6.00	123
Old Reservoir Road, Belgrave	26.00	520
Sunnyhill Road, Belgrave	3.00	60
Eleanor Grove, Kallista	9.00	232
Oceanview Crescent, Kallista	33.00	816
Prince Street, Sassafras	7.00	126
Wallaby Avenue, Sassafras	5.00	176
Bridgewater Road, Seville East	16.00	348
Eastview Avenue, Seville East	16.00	443
Glenvalley Crescent, Seville East	17.00	488
High Street, Seville East	26.00	968
Joyce Road, Seville East	37.00	503
Kardella Lane, Seville East	2.00	83
Murray Lane, Seville East	4.00	101
Peters Road, Seville East	18.00	400
Ray Street, Seville East	5.00	154
Stringybark Lane, Seville East	2.00	138
Stuart Road, Seville East	2.00	205
Warburton Service Road, Seville East	8.00	316
Wilma Avenue, Seville East	24.00	308

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2025/26 - Year 7</b>		
Bay Street, Tecoma	7.00	140
Carrington Court, Tecoma	6.00	200
Galagher Street, Belgrave	8.00	184
Gully Crescent, Belgrave	15.00	440
Hilton Grove, Belgrave	10.00	222
Kinross Road, Tecoma	7.00	107
Kookaburra Avenue, Tecoma	6.00	145
Peters Road, Belgrave	12.00	352
Wedgewood Avenue, Belgrave	4.00	105
Leggett Drive, Mount Evelyn	37.00	760
Littlejohn Avenue, Mount Evelyn	15.50	579
Blake Street, Powelltown	9.00	218
Lloyds Road, Powelltown	7.00	174
Messmate Close, Powelltown	3.00	115
Recreation Road, Powelltown	2.00	130
Yarra Street, Powelltown	16.00	325
Adelaide Avenue, Kallista	4.00	266
Anderson Street, Kallista	9.00	190
Baringa Avenue, Kallista	12.00	360
Beagley Street, Kallista	13.00	195
Clarkson Road, Kallista	14.00	443
Emberson Street, Kallista	7.00	215
Helena Avenue, Kallista	14.00	310
Hill Road, Kallista	1.00	27
Ivy Avenue, Kallista	6.00	142
Owen Street, Kallista	24.00	600
Rivington Avenue, Kallista	14.00	371
Royle Avenue, Kallista	18.00	300
St James Avenue, Kallista	21.00	509
Sunnyslopes Road, Kallista	12.00	442
Wembley Road, Kallista	8.00	261

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2025/26 - Year 7</b>		
Elderberry Avenue, East Warburton	7.00	229
Grandeur Drive, East Warburton	17.00	386
Lyrebird Avenue, East Warburton	28.00	798
Outlook Avenue, East Warburton	1.00	100
Summit Close, East Warburton	7.00	185
The Rise, East Warburton	3.00	127
Yarra Valley Crescent, East Warburton	30.00	622
Ash Grove, Menzies Creek	15.00	356
Black Hill Road, Menzies Creek	8.00	214
Church Road, Menzies Creek	16.00	275
Selby-Aura Road, Menzies Creek	12.00	500
Albert Road, East Warburton	2.00	115
Blackwood Road, East Warburton	8.00	201
George Road, East Warburton	29.00	693
Graham Road, East Warburton	23.00	681
Hilda Street, East Warburton	3.00	99
Hilditch Avenue, East Warburton	1.00	160
Ian Road, East Warburton	10.00	111
Rupert Road, East Warburton	22.00	505
Surman Avenue, East Warburton	12.00	342
Bell Service Road, Yarra Glen	10.00	205
Melba Service Road, Yarra Glen	22.00	469
Field Court, Montrose	4.00	101
Heathfield Grove, Montrose	25.00	687
Kerr Crescent, Montrose	26.00	854
Townsend Grove, Montrose	4.00	100
View Crescent, Montrose	14.00	260

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2025/26 - Year 7</b>		
Aqueduct Avenue, Mount Evelyn	19.00	700
Banool Avenue, Mount Evelyn	18.00	217
Borang Avenue, Mount Evelyn	19.00	550
Centre Avenue, Mount Evelyn	13.00	157
Glenholme Avenue, Mount Evelyn	8.00	490
Joy Avenue, Mount Evelyn	28.00	846
North Avenue, Mount Evelyn	3.00	72
Ormeau Road, Mount Evelyn	9.00	265
Renouf Court, Mount Evelyn	8.00	165
Reserves Road, Mount Evelyn	21.00	475
South Avenue, Mount Evelyn	10.00	475
View Street, Mount Evelyn	19.50	473
York Service Road, Mount Evelyn	4.50	60
Lanning Crescent, Seville	16.00	400
Paynes Road, Seville	12.00	530
Walker Road, Seville	23.00	512
Cecil Court, Tecoma	6.00	240
Day Street, Upwey	5.00	140
Gerratts Avenue, Upwey	8.00	265
Simmons Street, Tecoma	8.00	124
Bayview Terrace, Kalorama	3.00	88
Childs Road, Kalorama	21.00	580
Erith Lane, Kalorama	17.00	332
Hands Road, Kalorama	12.00	364
Inverness Road, Kalorama	35.00	838
Jeeves Avenue, Kalorama	32.00	636
Kalorama Terrace, Kalorama	8.00	195
Mountain View Road, Kalorama	9.00	595
Olinda Creek Road, Kalorama	30.00	893
Scenic Crescent, Kalorama	20.00	495
William Street, Kalorama	8.00	318
Woodhurst Grove, Kalorama	17.00	785

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2026/27 - Year 8</b>		
Arbor Avenue, Belgrave	58.00	1058
Belgrave Avenue, Belgrave	9.00	179
Byrne Street, Belgrave	8.00	232
Clematis Street, Belgrave	8.00	200
Colin Avenue, Belgrave	5.00	101
Colombo Road, Belgrave	25.00	962
Currajong Avenue, Selby	15.00	760
Dalkeith Crescent, Belgrave	11.00	241
Laurel Grove, Belgrave	8.00	112
Maple Avenue, Belgrave	6.00	357
Park Drive, Belgrave	34.00	1062
Waratah Avenue, Belgrave	18.50	724
Blythes Road, Mount Dandenong	22.00	475
Craig Avenue, Mount Dandenong	6.00	128
Farndons Road, Mount Dandenong	5.00	285
Helen Road, Mount Dandenong	8.00	276
Wombat Road, Mount Dandenong	7.00	235
Dealbata Road, Upwey	12.00	393
Sayers Road, Upwey	7.00	164
Birds Road, Ferny Creek	16.00	340
Bonview Road, Ferny Creek	6.00	210
Corner Avenue, Ferny Creek	4.00	150
Dunn Avenue, Ferny Creek	7.00	200
Fern Grove, Ferny Creek	6.00	152
Greville Road, Ferny Creek	6.00	188
Jacka Street, Ferny Creek	4.00	152
Johnston Parade, Ferny Creek	8.00	240
MacNamara Street, Ferny Creek	12.00	258
Merimbula Road, Ferny Creek	12.00	339
Old Main Link Road, Ferny Creek	3.00	75
Old Main Road, Ferny Creek	26.00	955
Seabreeze Avenue, Ferny Creek	16.00	556
Seaview Avenue, Ferny Creek	15.00	346



## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2026/27 - Year 8</b>		
Avonside Road, Belgrave Heights	2.00	68
Fairmont Avenue, Belgrave Heights	3.00	159
Glen Road, Belgrave Heights	20.00	589
Gumtree Grove, Belgrave Heights	8.00	212
Keswick Avenue, Belgrave Heights	7.00	195
Osborne Avenue, Belgrave Heights	16.00	304
Tor Road, Belgrave Heights	2.00	120
Vista Road, Belgrave Heights	28.00	905
Anglers Drive, East Warburton	12.00	409
Callop Street, East Warburton	16.00	414
Carp Street, East Warburton	3.00	164
Golden Perch Avenue, East Warburton	9.00	463
Rainbow Trout Avenue, East Warburton	23.00	467
Valentine Drive, East Warburton	4.00	210
Whitegum Drive, East Warburton	46.00	1417
Wombat Crescent, East Warburton	22.00	497
Kookaburra Lane, Mount Evelyn	10.00	284
Mikado Road, Mount Evelyn	11.00	361
Stubbs Avenue, Mount Evelyn	11.00	315
Baden Powell Drive, Healesville	26.00	756
Casey Street, Healesville	5.00	174
Fleay Road, Badger Creek	12.00	383
Monda Avenue, Healesville	16.00	581
Nigel Court, Badger Creek	11.00	290
Swiss Chalet Road, Badger Creek	18.00	290
Toora Crescent, Badger Creek	16.00	648

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2026/27 - Year 8</b>		
Browns Road, Montrose	20.00	716
Gibbs Road, Montrose	15.00	340
Moore Avenue, Montrose	5.00	128
Mountain Crescent, Montrose	10.00	318
Upper Crescent Road, Yarra Junction	10.00	347
Victoria Street, Yarra Junction	9.00	277
Warren Lane, Yarra Junction	4.00	80
Witnish Street, Yarra Junction	5.00	180
Alice Street, Sassafras	26.00	610
Breen Terrace, Ferny Creek	40.00	945
Clarke Road, Ferny Creek	3.00	659
Ellis Avenue, Sassafras	2.00	100
Grandview Grove, Sassafras	12.00	378
Hilton Road, Ferny Creek	33.00	660
Hilton Road, Sassafras	3.00	242
Myrtle Road, Ferny Creek	4.00	140
Panteg Road, Sassafras	15.00	350
Robert Street, Sassafras	6.00	230
Wannawong Road, Sassafras	2.00	355
Woods Lane, Ferny Creek	2.00	75
Yarilla Road, Sassafras	8.00	184

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2027/28 - Year 9</b>		
Christian Grove, Kallista	16.00	480
Dalmonte Grove, Kallista	5.00	250
Halls Track, Kallista	1.00	39
Norton Road, Kallista	12.00	311
Browns Road, Montrose	23.00	766
Ferndale Road, Warburton	14.00	370
Sherwood Avenue, Warburton	6.00	170
Wattletree Road, Warburton	14.00	377
Yuonga Road, Warburton	6.50	445
Barbers Road, Kalorama	11.00	283
Caroline Crescent, Kalorama	10.00	370
Doughtys Road, Kalorama	11.00	455
Dunbar Avenue, Kalorama	3.00	129
Eileen Avenue, Kalorama	5.00	210
Ernest Road, Kalorama	13.00	570
Mount Road, Kalorama	1.00	106
Myra Court, Kalorama	4.00	80
Outlook Drive, Kalorama	16.00	322
Panorama Road, Kalorama	6.00	150
Price Road, Kalorama	24.00	752
Rosemont Crescent, Kalorama	11.00	419
Silvan View Street, Kalorama	3.00	180
Graceburn Avenue, Healesville	20.00	871
Graceburn Link Road, Healesville	2.00	134
Grant Crescent, Healesville	12.00	230
Juliet Crescent, Healesville	21.00	830
McGregor Avenue (East), Healesville	16.00	286
Merrans Road, Healesville	10.00	257
Monda Parade, Healesville	3.00	274
Butterfield Road, Emerald	23.00	900
Holman Road, Emerald	11.00	337
Thomas Road, Emerald	3.00	40

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2027/28 - Year 9</b>		
Bleaches Lane, Yarra Junction	12.00	540
Coleman Street, Yarra Junction	22.00	570
Keith Street, Yarra Junction	1.00	112
Bella Vista Crescent, Olinda	21.00	618
Cambridge Road, Mount Dandenong	10.00	560
Cards Lane, Olinda	13.00	279
Dodds Road, Olinda	5.00	270
Harold Street, Olinda	6.00	265
Nicholson Street, Olinda	17.00	206
Olinda Avenue, Olinda	8.00	122
Row Bella Vista Row, Olinda	4.00	116
School Road, Olinda	5.00	160
Selwyn Lane, Mount Dandenong	2.00	273
Toorak Road, Mount Dandenong	11.00	810
Vista Street, Olinda	12.00	322
Lily Avenue, Mount Evelyn	10.00	365
Bright Road, Montrose	8.00	344
Ruby Road, Montrose	6.00	175
Allandale Road, Monbulk	9.50	821
Rankins Road, Monbulk	33.00	785
Spring Road, Monbulk	12.00	555
Vika Avenue, Monbulk	18.00	540
Balmoral Avenue, Wesburn	5.00	178
Woodvale Road, Wesburn	4.00	161
Caporn Avenue, Belgrave	2.00	74
Ferguson Street, Belgrave	2.00	67
Glen Harrow Heights Road, Belgrave	2.50	170
Old Monbulk Road, Belgrave	5.00	280
Stanley Street, Belgrave	5.00	56
Stoney Road, Belgrave	13.00	470

## ATTACHMENT 1. Road Priority List

Street Clusters	Estimated Properties affected	Length Unsealed
<b>2027/28 - Year 9</b>		
Woolrich Road, Olinda	5.00	356
Argonne Parade, Selby	16.00	378
Banool Road, Selby	6.00	150
Charles Street, Selby	7.00	310
Hardy Street, Selby	12.50	401
James Street, Selby	22.00	602
Johns Road, Selby	17.00	798
Lacy Street, Selby	5.00	235
Liege Street, Selby	6.00	228
Mimosa Road, Selby	2.00	121
William Road, The Patch	43.00	2127
Wombalana Road, Selby	10.00	228
<b>Grand Total</b>	<b>7,698</b>	<b>186,736</b>



#### **4.6 CEILING AMOUNT FOR A SPECIAL RATE OR CHARGE**

##### **(Federal Government Funded Roads for the Community Initiative)**

###### **Intent**

In 2019 the Federal Government announced a nine year \$150M funding plan for the construction of unsealed roads in the Dandenong Ranges and surrounds. In September 2019, Yarra Ranges Council resolved to prioritise this funding firstly for the construction of unsealed roads bordering schools, preschools and key community facilities.

Priority was then assigned to the construction of unsealed roads that would provide connectivity and/or complete the sealed road network in a local area.

Unsealed roads within the Urban Growth Boundary or in townships that are typically roads with high property density and offer Best Value for number of properties to benefit per km of road constructed were also prioritised.

Roads that Council endorsed for construction utilising the Federal Funding are included as an attachment to this Policy.

Construction of road sections directly abutting schools, preschools and key community facilities, will be resourced solely using the Federal Funding.

All other roads prioritised for construction will be funded by means of Special Charge Schemes utilising a mixture of Federal and abutting landowner funds.

Council have resolved that a ceiling amount will apply to the development unit charge associated with these Special Charge Schemes. Existing methods of apportionment of landowner costs, contained within this policy, shall apply to roads constructed under the Federal Government Funded Roads for the Community Initiative.

###### **Implementation**

Properties involved in schemes for improvement of roads listed as priority for construction utilising the Federal Funding will be levied a charge set at \$7,000 per development unit.

Existing methods of apportionment of landowner costs, contained within this policy, shall apply.

#### **4.6 REMOVAL OF CEILING AMOUNT FOR A SPECIAL RATE OR CHARGE**

##### **(Roads other than those listed under the Federal Government Funded Roads for the Community Initiative)**

###### **Intent**

Council's previous policy of placing a ceiling on landowner contributions for road improvement Special Charge Schemes, utilising Council funding has been reviewed.

Having regard to the limited resources available for road improvement projects, (other than those listed under the Federal Government Funded Roads for the Community Initiative), Council have determined that its contribution to these projects should be limited to existing policy guidelines (section 4.5) and that subsidising the level of landowner contributions to these projects is no longer sustainable.

Landowners will be required to fund the balance of project cost.

###### **Implementation**

Council's contribution to road improvement projects not included under the Federal Government Funded Roads for the Community Initiative will be in accordance with section 4.5 of this policy.

Abutting landowners will be required to contribute the balance of project cost.

## **7.6 EOI5902 Sports Courts and Associated Infrastructure Specialists Panel**

**RESPONSIBLE OFFICER** Director Environment and Engineering

### **SUMMARY**

This report summarises the evaluation process and seeks Council approval for the establishment of a panel of pre-qualified Sports Courts and Associated Infrastructure Specialists, to facilitate the efficient delivery of Sporting Infrastructure projects.

This item has been included in the public agenda to facilitate openness and transparency in Council's decision making. A confidential attachment has been included with the report which contains commercially sensitive information that is not to be disclosed whilst the meeting is open to the public.

### **RECOMMENDATION**

#### ***That***

- 1. Council appoint the following contractors to EOI5902 – Sports Courts and Associated Infrastructure Specialists Panel for an initial period of 2 years and 8 months starting 1 November 2019 and ending 30 June 2022.**
  - Stephen Brunskill Asphaltting Pty Ltd
  - The Trustee for the Turf One Unit Trust (trading as Turf One Pty Ltd)
  - Contek Constructions Pty Ltd
  - ASTE Tennis Courts Pty Ltd
  - Joslyn Group Pty Ltd
  - 1831 Pty Ltd (trading as Scratchin The Surface)
  - Greenline Group Pty Ltd
  - Vogue Pergolas Vic Pty Ltd
  - ASCO Group (Aust) Pty Ltd
  - GR Design and Construct Pty Ltd.
- 2. The Director of Environment and Engineering be delegated authority to sign the deed and related documents.**

3. *The Director Environment and Engineering be delegated authority to extend the panel by one period of two years.*
4. *The confidential attachments to this report remain confidential indefinitely as they relates to matters specified under section 89(2)(d) of the Local Government Act 1989.*

## **DISCLOSURE OF CONFLICTS OF INTEREST**

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

## **PROPOSAL**

To seek Council approval to establish a Panel of pre-qualified Sports Courts and Associated Infrastructure Specialists, to facilitate the efficient delivery of Sporting Infrastructure projects.

## **BACKGROUND**

Council's commitment to providing quality, safe and compliant sports ground infrastructure for use by the community requires the engagement of suitably qualified and experienced specialists to undertake capital works.

To achieve this, officers have sought expressions of interest (EOI) submissions for the establishment of a Panel of pre-qualified Sports Court and Infrastructure specialists.

A summary of the evaluation process is included as Confidential Attachments.

The initial term of the proposed Panel will commence 1 November 2019 for a period of 2 years and 8 months, expiring on 30 June 2022. Council may extend the panel for a further period of two years, at its own discretion.

Subject to approval of the proposed pre-qualified contractor Panel, it is intended that officers will seek quotations from approved Panel contractors for Sports Court and Infrastructure works as and when funding allows.

## **STRATEGIC LINKS**

This report supports Council's Strategic framework in providing quality community infrastructure and active and engaged communities.

## **CONSULTATION**

The specification and contract documentation for this Panel has been developed in consultation with Council's Procurement Department and Recreation and Active Living Team, as the primary users of the proposed Panel.

## **FINANCIAL IMPLICATIONS**

In the 2019/20 Budget, Council has allocated \$106,000 (ex GST) for Tennis Strategy Renewal and \$711,000 (ex GST) for BF Sports Courts Rehabilitation Program within Council's Capital Expenditure Program to fund works allocated through this Panel. Further allocations of funding will be provided for within Council's Capital Expenditure Program in subsequent years.

## **KEY ISSUES**

The appointment of a Panel of competent, pre-qualified specialist contractors for use across Council's sporting facilities will help to improve the efficiency and effectiveness of Council's delivery of its capital works program. The use of the Panel will reduce the time taken in appointing contractors to deliver Council projects, saving officer time and costs incurred in undertaking due diligence assessments.

### ***Environmental Impacts***

There are no environmental impacts directly associated with this Panel.

### ***Social Impacts***

The appointment of a Panel of competent contractors to undertake Sports Courts and Associated Infrastructure works will ensure that these assets are safe and compliant to the relevant sporting codes and standards.

### ***Economic Impacts***

There are no direct economic impacts associated with this panel, however utilising this Panel for these works will reduce the time taken in evaluating and appointing contractors, whilst still achieving best value.

The streamlining of the procurement process will also make it easier for contractors to respond, thus resulting in a more engaged and competitive supplier market.

### ***Risk Assessment***

The use of the Panel will ensure that contractors are fully compliant with legislation and Council's contractual requirements and that their ongoing compliance will be monitored throughout the operation of the panel. In doing so, this will ensure that Council meets its legislative and legal obligations and mitigates its risks relating to procurement and OHS compliance.

## **CONCLUSION**

The appointment of a Panel of competent, pre-qualified specialist contractors for use across Council's sporting facilities will help to improve the efficiency and effectiveness of Council's delivery of its capital works program. Council approval is sought to establish a Panel of specialists to facilitate the efficient delivery of Sporting Infrastructure projects.

## **ATTACHMENTS**

- 1 EOI5902 - Tender Evaluation (*Confidential*)
- 2 EOI5902 - Tender Evaluation Matrix (*Confidential*)

## **7.7 EOI5903 Sports and Open Space Lighting Specialists Panel**

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**RESPONSIBLE OFFICER** Director Environment and Engineering

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### **SUMMARY**

This report summarises the evaluation process and seeks Council approval for the establishment of a Panel of pre-qualified Sports and Open Space Lighting specialists, to facilitate the efficient delivery of Infrastructure projects.

This item has been included in the public agenda to facilitate openness and transparency in Council's decision making. A confidential attachment has been included with the report which contains commercially sensitive information that is not to be disclosed whilst the meeting is open to the public.

### **RECOMMENDATION**

#### ***That***

- Council appoint the following contractors to EOI5903 – Sports and Open Space Lighting Specialists Panel for an initial period of 2 years and 8 months commencing 1 November 2019, expiring on 30 June 2022.***

#### ***Category 1 – Lighting Design***

- Webb Australia Group (Vic) Pty Ltd**
- Martin Butcher Lighting Design Pty Ltd**
- Gerard Lighting Holdings Pty Ltd**
- Rexel Holdings Australia.**

#### ***Category 2 – Lighting Installation***

- Wallgates Pty Ltd**
- Talk Electrical Pty Ltd**
- High Access Cabling Pty Ltd (ATF HAC Trust)**
- Total Cabling Services Pty Ltd**
- Elec-Trix Contractors Pty Ltd (trading as O'Brien Electrical)**
- ASTE Tennis Courts Pty Ltd.**



2. *The Director of Environment and Engineering be delegated authority to sign the deed and related documents.*
3. *The Director Environment and Engineering be delegated authority to extend the Panel by one period of two years.*
4. *The confidential attachment to this report remain confidential indefinitely as it relates to matters specified under section 89(2)(d) of the Local Government Act 1989.*

## **DISCLOSURE OF CONFLICTS OF INTEREST**

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

## **PROPOSAL**

To seek Council approval to establish a panel of pre-qualified specialist contractors for use across Council's facilities to help improve the efficiency and effectiveness of Council's delivery of its capital works program.

## **BACKGROUND**

Council's commitment to providing quality, safe and compliant infrastructure for use by the community requires the engagement of suitably qualified and experienced specialists to undertake capital works.

To achieve this, officers have sought expressions of interest (EOI) submissions for the establishment of a Panel of pre-qualified Sports and Open Space Lighting specialists.

The proposed Panel has been defined in two categories, being Category 1 – Lighting Design and Category 2 – Lighting Installation.

A summary of the evaluation process is included as Confidential Attachments

The initial term of the proposed Panel will commence 1 November 2019 for a period of 2 years and 8 months, expiring on 30 June 2022. Council may extend the Panel for a further period of two years, at its own discretion.

Subject to approval of the proposed pre-qualified contractor Panel, it is intended that officers will seek quotations from approved Panel contractors for Sport and Open Space Lighting design and installation as and when funding allows.

## **STRATEGIC LINKS**

This report supports Council's Strategic framework in providing quality community infrastructure and active and engaged communities.

## **CONSULTATION**

The specification and contract documentation for this Panel has been developed in consultation with Council's Procurement department and Recreation and Active Living Team, as the primary users of the proposed Panel.

## **FINANCIAL IMPLICATIONS**

In the 2019/20 budget, Council has allocated \$544,000 (ex GST) for Sports Field Lighting Renewal Program within Council's Capital Expenditure Program to fund works allocated through this Panel. Further allocations of funding will be provided for within Council's Capital Expenditure Program in subsequent years.

## **KEY ISSUES**

The appointment of a Panel of competent, pre-qualified specialist contractors for use across Council's facilities will help to improve the efficiency and effectiveness of Council's delivery of its capital works program. The use of the Panel will reduce the time taken in appointing contractors to delivery Council projects, saving officer time and costs incurred in undertaking due diligence assessments

### ***Environmental Impacts***

There are no environmental impacts directly associated with this Panel.

### ***Social Impacts***

The appointment of a Panel of competent contractors/consultants to undertake Sports and Open Space Lighting works will ensure that these assets are safe and compliant to the relevant sporting codes and standards.

### ***Economic Impacts***

There are no direct economic impacts associated with this Panel, however utilising this Panel for these works will reduce the time taken in evaluating and appointing contractors, whilst still achieving best value.

The streamlining of the procurement process will also make it easier for contractors to respond, thus resulting in a more engaged and competitive supplier market.

### ***Risk Assessment***

The use of the Panel will ensure that contractors are fully compliant with legislation and Council's contractual requirements and that their ongoing compliance will be monitored throughout the operation of the Panel. In doing so, this will ensure that Council meets its legislative and legal obligations and mitigates its risks relating to procurement and OHS compliance.

**CONCLUSION**

The appointment of a Panel of competent, pre-qualified specialist contractors for use across Council's sporting facilities will help to improve the efficiency and effectiveness of Council's delivery of its capital works program. Council approval is sought to establish a Panel of specialists to facilitate the efficient delivery of Infrastructure projects.

**ATTACHMENTS**

- 1 EOI5903 - Evaluation (*Confidential*)
- 2 EOI5903 - Evaluation Matrix (*Confidential*)

## 8. COUNCILLOR MOTIONS

*In accordance with Clauses 71 & 72 of Meeting Procedures and Use of Common Seal Local Law 2015.*

There were no Councillors motions received prior to the Agenda being printed.

## 9. ITEMS RAISED THROUGH THE CHAIR

*In accordance with Clause 80 of Meeting Procedures and Use of Common Seal Local Law 2015.*

## 10. PETITIONS

*In accordance with Clause 83 of Meeting Procedures and Use of Common Seal Local Law 2015.*

There were no Petitions received prior to the Agenda being printed.

## 11. DOCUMENTS FOR SIGNING AND SEALING

*In accordance with Clause 80 of Meeting Procedures and Use of Common Seal Local Law 2015.*

It is requested that the following documents be signed and sealed:

### ***Letter under Seal – Lynette Fenner***

A letter under seal has been prepared in recognition of Lynette Fenner who will retire after 34 years of service with Yarra Ranges Council, working as a Home Carer in Community Support Services Department.

### ***Letter under Seal – Christine Gorsuch***

A letter under seal has been prepared in recognition of Christine Gorsuch who will retire after 28 years of service with Yarra Ranges Council, working as a School Crossing Supervisor in the Business & Community Wellbeing Department.

### ***Letter under Seal – June Nelson***

A letter under seal has been prepared in recognition of June Nelson who will retire after 31 years of service with Yarra Ranges Council, working as a Home Carer in Community Support Services Department.

## **RECOMMENDATION**

***That the following listed documents be signed and sealed:***

- 1. Letter under Seal – Lynette Fenner.***
- 2. Letter under Seal – Christine Gorsuch.***
- 3. Letter under Seal – June Nelson.***

## 12. ASSEMBLIES OF COUNCILLORS

*The Local Government Act 1989* requires that records of Assemblies of Councillors must be kept which list the Councillors attending, the matter discussed, disclosures of conflict of interest and whether or not a Councillor left the meeting after making a disclosure.

An 'Assembly of Councillors' is defined under *section 3(1)* of the *Local Government Act 1989* as a meeting at which matters are considered that are intended or likely to be the subject of a Council Decision or the exercise of a delegated authority and which is either of the following

- A meeting of an advisory committee where at least one Councillor is present.
- A planned or scheduled meeting that includes at least half the Councillors and at least one Council Officer.

The *Local Government Act 1989* also requires that the record of an assembly must be reported to the next practicable ordinary Council Meeting and recorded in the minutes of that meeting.

The records for Assemblies of Councillors are attached to the report

### RECOMMENDATION

***That the following records of the Assemblies of Councillors, copies of which are attached to the report, be received and noted:***

1. ***Rural Advisory Committee - 30 August 2019.***[↓](#)
2. ***Council Briefing - 3 September 2019.***[↓](#)
3. ***Council Forum - 3 September 2019.***[↓](#)
4. ***Yarra Ranges Disability Advisory Committee - 4 September 2019.***[↓](#)



# Assembly of Councillors

## Public Record



<b>Meeting Name:</b>	Rural Advisory Committee Meeting	
<b>Date:</b>	30 August 2019	Start Time: 3:00pm      Finish Time: 4.30pm
<b>Venue:</b>	Council Chamber, Civic Centre, Anderson Street, Lilydale	
<b>Attendees:</b>	<p><b>Councillors:</b> Jim Child, Fiona McAllister &amp; Tony Stevenson</p> <p><b>CEO/Directors:</b> James Collins</p> <p><b>Officers:</b> Corinne Bowen, Helen Ruddell, Tara Lemmens, Kym Murphy</p> <p><b>Members:</b> Karen Thomas, Dr Mick Black, Len Rayner, Clive Larkman, Kevin Sanders &amp; Betty Taylor</p> <p><b>Guests:</b> Adrian Utter</p>	
<b>Apologies</b>	Harold Fox, Jim Ripepi, Robin Wood	
<b>Declarations of Interest:</b>	Nil	
<b>Matter/s Discussed:</b>	1.1	Back packers and Post code
	1.2	State Land Tax – Agribusinesses
	1.3	Labour hire Authority
	1.4	Local Law Review update
<b>Completed By:</b>	Tara Lemmens	

# Assembly of Councillors

## Public Record



<b>Meeting Name:</b>	Council Briefing		
<b>Date:</b>	3 September 2019	Start Time: 6:03 pm	Start Time: 22:47 pm
		Finish Time: 6:33 pm (Items 7.1 – 7.5)	Finish Time: 22:49 pm (Items 7.6 & 8.1)
<b>Venue:</b>	Council Chamber, Civic Centre, Anderson Street, Lilydale		
<b>Attendees:</b>	<p><b>Councillors:</b> Terry Avery, Jim Child, Mike Clarke, Noel Cliff, Len Cox, Tim Heenan &amp; Tony Stevenson</p> <p><b>CEO/Directors:</b> Tammi Rose, Vishantri Perera, Mark Varmalis &amp; Guy Masters</p> <p><b>Officers:</b> Sarah Candeland, Tracey Pascoe, Marcella Simone, Simon Woodland, David Harper, Jessica Rae, Lael Peters &amp; Andrien Vassiliou</p>		
<b>Apologies</b>	Cr Fiona McAllister & Cr Richard Higgins (Items 7.1 -7.5)		
<b>Declarations of Interest:</b>	Nil		
<b>Matter/s Discussed:</b>	7.1	Climate Action Initiatives - Interim Report	
	7.2	Planning Application YR-2018/1018 - 9 Fernbank Court, Kilsyth	
	7.3	Election Period Policy	
	7.4	Discontinuance and Transfer part Earle Street Launching Place	
	7.5	2019/2020 Growing Suburbs Fund	
	7.6	Delegation to Enter Contractual Arrangements for Electricity (Small Market) and Natural Gas (Large and Small Markets)	
	8.1	Climate Emergency – Cr Mike Clarke	
<b>Completed By:</b>	Sarah Candeland		

# Assembly of Councillors

## Public Record



<b>Meeting Name:</b>	Council Forum	
<b>Date:</b>	3 September 2019	Start Time: 7:06pm      Finish Time: 10:53pm
<b>Venue:</b>	Council Chamber, Civic Centre, Anderson Street, Lilydale	
<b>Attendees:</b>	<p><b>Councillors:</b> Terry Avery, Jim Child, Mike Clarke, Noel Cliff, Len Cox, Tim Heenan, Richard Higgins, Fiona McAllister &amp; Tony Stevenson</p> <p><b>CEO/Directors:</b> Tammi Rose, Vishantri Perera, Mark Varmalis &amp; Guy Masters.</p> <p><b>Officers:</b> Sarah Candeland, Helen Ruddell, Phil Murton, Terry Jenvey, Guy Masters, Simone Marais, Greg Box, Jo Corbett, Ben Champion, Damien Closs, Tracey Varley Lael Peters &amp; Andrien Vassiliou.</p> <p><b>External Guests:</b> James Robinson (Chairperson YRT), Simon O'Callaghan (CEO YRT) &amp; Kate Maddock (Otium).</p>	
<b>Apologies</b>	Nil	
<b>Declarations of Interest:</b>	Nil	
<b>Matter/s Discussed:</b>	1.1	Action & Agreement Record - 20 August 2019
	1.2	Yarra Ranges Tourism Update
	1.3	Aquatics Feasibility Update
	1.6	Planning Scheme Amendment for Level Crossing Removals at Lilydale and Mooroolbark
	1.4	Aged & Disability Service Contracts
	1.5	Yarra Ranges Place Plan Prioritisation Schedule
	2.1	Indicative Forum & Council Meeting Schedule
	2.2	Mayor & CEO Updates
<b>Completed By:</b>	Sarah Candeland	



# Assembly of Councillors

## Public Record

<b>Meeting Name:</b>	Yarra Ranges Disability Advisory Committee	
<b>Date:</b>	4 September 2019	Start Time: 1.00pm      Finish Time: 3.00pm
<b>Venue:</b>	Montrose Town Centre, Montrose	
<b>Attendees:</b>	<p><b>Councillors:</b> Cr Len Cox &amp; Cr Tony Stevenson</p> <p><b>Other Attendees:</b> Cliff Wise, Anthea Forbes, Aleksei Bondarenko, Kerry Kift, Amanda Davern, James Wood, June Smith, Ben Fergusson, Robyn Payne, Anna Eades &amp; Ben Manning</p> <p>Officers: Amanda May, Michelle Mulholland, April Paterson, Isha Scott, Jess Baillie, David Bartlett, Marty Sheahan, Ralf Gunther, Heather Stevenson &amp; Kym Mallamaci</p>	
<b>Apologies</b>	Cr Richard Higgins, Caroline Perry, Shek Kho, Michelle McDonald & Hilary Mellis	
<b>Declarations of Interest</b>	None	
<b>Matter/s Discussed:</b>	1.1	Introductions
	1.2	Acceptance of previous minutes
	1.3	Participant at Belgravia Leisure presentation
	1.4	NDIS updates and discussion
	1.5	Buildings Operations Coordinator Properties & Facilities Management DDA upgrades overview
	1.6	Infrastructure Maintenance Crew Street furniture installation
	1.7	ROSS Strategy
	1.8	Metro Access Update <ul style="list-style-type: none"> <li>• International Day of People with Disability event</li> </ul>
	1.9	Member updates
<b>Completed By:</b>	Amanda May	

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### **13. REPORTS FROM DELEGATES**

*In accordance with Clause 30 of Meeting Procedures and Use of Common Seal Local Law 2015*

### **14. CONFIDENTIAL ITEMS**

*In accordance with section 89(2) of the Local Government Act 1989*

There were no Confidential Items listed for this meeting.

### **15. DATE OF NEXT MEETING**

The next Ordinary meeting of Council is scheduled to be held on Tuesday 8 October 2019 commencing at 7.00pm, at Council Chamber, Civic Centre, Anderson Street, Lilydale.





***In providing for the good governance of its community, Councillors are reminded of their obligation to abide by the provisions as set within the Local Government Act 1989 and the Code of Conduct for Councillors.***

***When attending a Council Meeting, Councillors should adhere to the procedures set out in the Meeting Procedures and Use of Common Seal Local Law.***

*The following is a guide for all Councillors to ensure they act honestly, in good faith and in the best interests of Yarra Ranges as a whole.*

- 1. Councillors will respect the personal views of other Councillors and the decisions of Council.*
- 2. Councillors may publicly express their own opinions on Council matters but not so as to undermine the standing of Council in the community.*
- 3. The Mayor is the official spokesperson for Council.*
- 4. Councillors will incur expenditure in a responsible manner and in accordance with the Councillor Expenditure and Policy.*
- 5. Councillors will avoid conflicts of interest and will always openly disclose any direct and indirect interests where they exist.*
- 6. Councillors will act with integrity and respect when interacting with Council staff and members of the public.*
- 7. Councillors will demonstrate fairness in all dealings and conduct and be open with and accountable to the community at all times.*
- 8. Councillors will conduct themselves in a manner that does not cause detriment to Council or the Yarra Ranges community.*

***This guidance forms part of the [Code of Conduct for Councillors, adopted on 14 February 2017](#). The Code of Conduct is reviewed following each Council Election.***