

Stephanie Chen (VPA)

From: [REDACTED]
Sent: Monday, 23 November 2020 2:16 PM
To: amendments
Cc: Lucy Botta
Subject: Lilydale Quarry Comprehensive Development Plan - ATTN Lucy Botta

Hi Lucy,

Please let me know if this is not the correct avenue to provide comment.

I received a pamphlet in my letterbox about a vision for the Lilydale Quarry site.

Whilst I would love to see the site retained as open space for future generations, I am pragmatic and understand that that is not the direction of the world, and in particular Melbourne.

From my brief assessment of the pamphlet and the shown plan I would like to have my 2 cents on some items -

1. A commitment needs to be made by the Government to provide a train station within the precinct prior to the completion of the residential precincts. There is already a substantial distance between Lilydale and Mooroolbark stations that inhibits some locals from currently catching public transport. I honestly think that a train station at that location would be viable in the short term due to the suppressed demand, but considering an additional 3000 homes are expected within the development, it is clear that the train station will be required by the completion of the precinct. The current alignment of the railway line is for a train station to be constructed around it.

2. I am unsure if it is a simple drafting oversight, but within the Urban Core there will need to be pocket parks. Creating some green space to help minimise the heat island effect. It would also be nice to see pocket parks throughout the other precincts, but I will say that the Urban core is the most critical in the shown plan.

3. One thing that I think should occur as a priority in the short term is the upgrade of the Mooroolbark Road underpass (Hull Road intersection). Though stage 1 does not fall within the CDP, this development will have impacts on traffic flow and further development will only make this significantly worse. The fact that only one vehicle is currently able to pass underneath the railway at a time in such an area is laughable, I have seen far too many near misses at this location already. I don't intend to get into the traffic modelling for the site, as I am sure other submitters will comment on how far back they have seen traffic bank on particular days. BUT I would like to remind you that the Healesville Freeway is proposed just to the east of this intersection. Obviously no commitment or deadline has been given to this proposed freeway, but I ask that any upgrade to the underpass is future proofed in order to accommodate the additional usage the Healesville Freeway is expected to bring to the area. In essence, do it once, do it right.

4. While on the topic of the Healesville Freeway, one of the North East Link proposed alignments (Corridor D) incorporated elements of the Healesville Freeway within its design, so it is not ridiculous to think that a government could commit to this freeway within the 20 year life cycle of the Quarry Development. As such, I have noticed that the PAO for the freeway has been shown on the plan within the pamphlet. I would request that it be made abundantly clear to those purchasing properties adjacent to this PAO be clearly advised on title that the adjacent land is a proposed freeway. It is also not clear on the plan, but no development land should be sold with the PAO on residential land (ie. a resident shouldn't lose the last 10 metres of their backyard when the freeway gets the green light. Have the land as open space from the get go).

5. Similarly to the above, the commercial use area proposed at the corner of Mooroolbark Road and Maroondah Highway is a great initiative, however I have concerns. My experience leads me to see 2 problems with this-

> When the Healesville Freeway goes in, interchanges always require more space than originally thought. Will the shown PAO be enough or will more land be required? It is difficult to know at this stage, but the outcome of this leads to my second concern

> While residents can get emotionally attached to their dwellings, when they are acquired, the nature of residential sales volumes means that there are more alternatives for relocation than if it was a commercial acquisition. I am not saying that the commercial area is a bad idea by any means, I just think careful consideration needs to be made to ensure that it is suitable today and into the future through appropriate building footprints, sizing and locations.

I would like to thank you for the opportunity to comment on this plan and if you have any questions, please feel free to contact me.

As more information becomes available I would be very interested to view it.

Thanks



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