



Lilydale Township Action Group

Submission to the Victorian Planning Authority

Regarding

**The Lilydale Quarry Comprehensive
Development Plan**

Amendment C193yan

KEY ISSUES

Consultation

The time and manner of the online information and workshop (a 5pm start is too early for many locals to get home from work)

The breaking up of the attendees into small groups gave opportunity to ask questions but the fact that there was no reunion of the participants at the end of the workshop and no feedback at all on issues raised by other groups gives an impression of no real attempt at genuine community consultation.

Information of community concerns for this submission has been gained by contacting the community through local Facebook pages and groups and a circulation of the draft LTAG submission to gain further input.

Infrastructure

Following the results of the publication of the Lilydale Quarry Development Plan in October 2020 and an online information and a virtual workshop on 2 December 2020, significant concerns have been identified with the proposal, particularly the impact on traffic, road safety and the undesirable impact this will have on local residents and their lifestyle.

The community has voiced concerns that the current infrastructure cannot support the development of this major project without major roadwork improvement to the roads bordering the site. The lack of any preparatory infrastructure improvements prior to an increase in residents and vehicles related to this project occurring is a major concern for the community. The potential of a minimum of an additional 1400 cars accessing local roads without major preparatory work is untenable and unsafe.

MOOROOLBARK ROAD

- Precinct 1 which is the first 700 homes to be built under this CPD has entry/exit points directly onto Mooroolbark Road see Page 37 at Landscape Drive and Churchill Drive, although it is assumed that interim access will be via Taylor Street.
- Mooroolbark Road has been identified by the community as having traffic banked from the Mooroolbark Rd/Hull Rd underpass intersection back up Mooroolbark Rd to at least three quarters of the way to Maroondah Highway
- The current plan is to improve this road in around 3 years after the first 700 dwellings are sold. This shows on Page 39 DI-RD-07a. This is too late as it will hugely exacerbate the current traffic problems in the area
- The current plan to widen the Hull Rd rail bridge underpass which is responsible for the bottle neck according to Page 40 DI-RD-70b is to be prior to the delivery of the final stage within Precinct 1 (possibly 3 years.) The current rail bridge is a traffic hazard and safety hazard which will only increase with increased traffic. Please see photo taken on the morning of 14th December. This sort of traffic is frequent in the morning but is far worse in the afternoon at school time through to evening. At these times traffic is banked up to past Statesman Crescent intersection and sometimes almost to Churchill Drive. It takes minimum of 4 signal cycles to get through this intersection



Mooroolbark Road in the morning



Mooroolbark Road in the afternoon with traffic routinely banked up past Statesman Crescent and almost to Churchill Drive

RAIL BRIDGE UNDERPASS

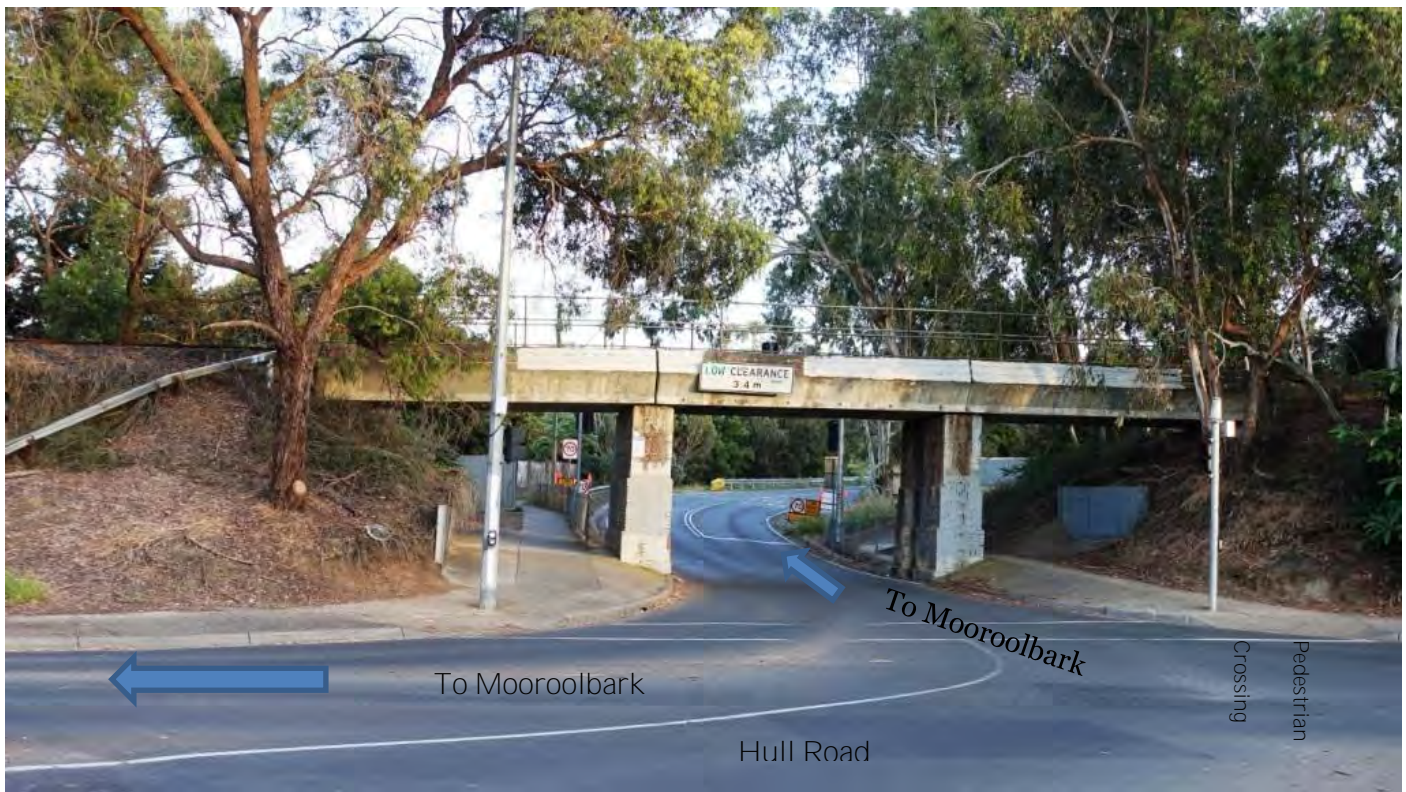
The Hull Rd bridge intersection has traffic lights and they control traffic to flow in a single lane beneath the bridge. The intention is for traffic to flow and not stop under the bridge; however, it is a frequent occurrence for a car to get caught under the bridge by the timing of the traffic lights. When this happens, it is difficult and dangerous for cars turning left or right from Hull Rd into Mooroolbark to pass this stopped vehicle. The bridge is a bottleneck and at peak times on weekday mornings and afternoons, traffic on Mooroolbark Rd banks up for hundreds of metres, and users will have to endure three or more of the traffic light cycles. The low clearance (3.4metres) regularly catches higher vehicles that sometimes get stuck and/or block traffic performing a dangerous and disruptive U turn to reroute. Even though there are pedestrian signals at the intersection there are many near misses and crossing is extremely hazardous, especially for children. Another dangerous manoeuvre is a right-hand turn from Balcombe Rd. On many occasions this is only possible by other drivers giving way.



The rail bridge itself appears to be dilapidated and nearing the end of its' useable life. It currently prohibits duplication of the rail line between Mooroolbark and Lilydale and without this duplication the proposed Kinley Station will not maximise its usefulness, as stopping at this station will only extend travel time for Lilydale commuters and possibly cause more rails service disruptions. Page 40 DI-RD-07b refers to the existing rail bridge but is not clear on the scope only that it is to facilitate proposed road works under DI-RD-07a which the community believes does not go far enough to remove existing safety/rail capacity restrictions.

Please see the photos of the bridge and retention walls and pedestrian crossing on this page and Pages 5 & 6





Hull Rd

The first stage of Kinley will exit onto a new Hull Rd/North-South Connector Road as part of Stage 1 which is not covered by this CDP as it has been previously approved. Traffic volumes using the intersection will start to increase next year and over the next few years the congestion on Hull Rd and the intersection of Hull & Mooroolbark Rd will become even more frustrating to all users. It is also very likely that this road will become a shortcut from Lilydale to Hull Road and through to Mooroolbark creating even more congestion.

Melba Ave

The Hull Rd/North-South Connector Road (which will be delivered as part of Stage 1) will exit onto Melba Ave and either go straight through to Hutchison St and out onto Maroondah Hwy, or turn left over the level crossing, and over narrow streets to get to Maroondah Hwy or along Hutchinson Street and out onto Maroondah Hwy or turn left or right at John St which we know is already congested and we believe will be even more so with the impact of the new station in Williams Street. There does not seem to be any traffic consideration for this area. Ultimately thousands of vehicles more will use this intersection/road and potentially the Melba Avenue level crossing per day.

With 3000 homes being built in Kinley and the potential for others not living in Kinley estate using the North-South Connector Road as a through road it seems that traffic chaos is being created. This is a single lane carriage way and likely to be carrying a large amount of traffic and yet there seems to be no forethought about what the effect of this amount of traffic will be.

Neighbourhood Character

Residents in The Lilydale Lakes estate have expressed concern on matters affecting their lifestyle and the neighbourhood character.

- Residents in the Sharnalee Court have previously been told that there would be a green space buffer zone and access way to the Lake along their back fence. Now they find the plan is to have double story medium density homes in that area. This would affect their lifestyle, privacy and neighbourhood character as all homes in the Lilydale Lakes estate are subject to a single dwelling covenant and a single storey caveat. Residents bought property

in this area for the lifestyle, open space and views and do not want these compromised by homes abutting their back fences.

- The high-rise buildings proposed for Precinct 4 of up to 12 stories are not appropriate for the area and the only 12 storey buildings currently between Lilydale and Ringwood. There is concern that the height of these proposed buildings would adversely affect views. During COVID 19 it was thought that this type of building was not appropriate due to shared foyers, lifts, halls and stairwells. There is no precedent for a building higher than 3 storeys in Lilydale.

Community Facilities

There is a question mark from the community about some of the proposed Community Facilities and if it is planned to move the current Lilydale Football and Cricket Clubs to the Kinley area.

We are informed by the current Lilydale Football Club President, Anthony Simmons, that the grounds shown on the plan at their current configuration do not meet the required legal standards for dimensions required to accommodate Senior Level competition. These grounds would be suitable only for Junior Players 8 to 12 years of age. Additionally, the grounds and surrounding area are not appropriately fenced to the standard required by Liquor Licencing laws, nor do they have sufficient car parking available to accommodate likely number of attendees. Similarly, there are questions regarding the proposed Community House. Is this the Community House or Community Centre Lilydale has been asking for?

Retail and commercial

The document makes a point of Kinley supporting the Lilydale Activity Centre which the document notes as Main St. How will additional larger retailers that are quite a distance away support the traders on Main St as Activity Centre and not take business away from the existing traders?

The plan for commercial buildings on the corner of Maroondah Hwy & Mooroolbark Rd is not clear. There have been no detailed plans or artist impressions released.

Proposed Rail Station

The proposed rail station is a welcome addition, however without the duplication of the rail line from Mooroolbark to Lilydale it will not reduce the travel time to Lilydale – in fact it will add to it nor will it allow extra trains on this line. The station should be part of an integrated overall strategy to improve the line inclusive of the removal of Melba Ave level crossing, upgrade of Hull Rd Bridge and duplication of the line from Mooroolbark to Lilydale.

Summary

In general, the community is supportive of the Lilydale Quarry Development. One major concern is that some of our existing or potential community facilities, including current sports grounds will be moved or integrated into Kinley estate without strong community support and benefit to the community and especially club members.

However, the overwhelming feeling is that unless the surrounding roads are improved very quickly the community will be beset with gridlocked traffic, in a road system that cannot cope with the rapid increase of traffic that will come with this development. We hope that VPA and the developer will act on the few items raised related to the development itself.

We believe the VPA should not be planning the Lilydale Quarry in isolation. The detrimental effect on the residents already living in the suburb must be taken into consideration. Pressure must be

put on government and council for funding and the improvements to the roads and the bottleneck of the Hull Road Bridge as an absolute minimum to commence immediately.

We understand that these problems are known and were existing before the development commenced. We do not believe that this negates the responsibility of VPA to pursue the resolution of these issues. To press ahead without addressing these issues is purely and simply irresponsible and certainly bad planning. VPA cannot concentrate only on the development and ignore the problems that already exist and will be exacerbated by this development. You can't plan a liveable development and ignore the rest of the suburb. If the intention is for Kinley to be a great example of urban renewal and enhance Lilydale, support the Lilydale Main Street Activity Centre and help to create and add to a thriving community we must have a road system to support it – not in the long term – we want it now. It must happen in the next year.