

FINAL LILYDALE STRUCTURE PLAN FOR ADOPTION

Report Author: Senior Strategic Planner
Responsible Officer: Director Planning, Design and Development
Ward(s) affected: Billanook; Melba;

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

CONFIDENTIALITY

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

SUMMARY

Following endorsement from Council on 14 December 2021, the draft Lilydale Structure Plan was placed on public exhibition for a ten week period from 16 December 2021 to 28 February 2022.

The consultation undertaken and the feedback received from the community on the draft plan is discussed further in this report and in the attached Consultation and Engagement Report (Attachment 2).

Primary feedback was received through formal survey responses (197), with community also able to provide informal written submissions (22), participate in a launch webinar, and attend two focus groups. Meetings were also held with the Lilydale Township Action Group and Lilydale Youth Advisory Committee. During the engagement period there were 7432 views of the Lilydale Structure Plan webpage.

Several key issues were raised through the consultation relating to locating community facilities centrally, proposed building heights in the Town Centre, extent of residential zoned land, impacts on infrastructure, traffic congestion and parking, and the need for a well-designed and integrated Lilydale bypass. These are summarised in this report and at Attachment 2, and a proposed final Lilydale Structure Plan (Attachment 4) show the proposed changes mark up.

The Structure Plan has been reviewed against the feedback received and updated to reflect applicable suggestions and priorities provided by responses.

RECOMMENDATION

That Council

- 1. Consider and note the feedback received from the community on the Draft Lilydale Structure Plan as outlined in Attachment 2.**
- 2. Consider the changes made to the Draft Lilydale Structure Plan to respond to community feedback, as described in this report and outlined in Attachment 4.**
- 3. Adopt the final Lilydale Structure Plan as recommended in this report.**
- 4. Notify all submitters of the outcome and publish to Council's website.**
- 5. Note that a Planning Scheme Amendment will be prepared to implement the Lilydale Structure Plan which will be considered at a future Council Meeting.**

RELATED COUNCIL DECISIONS

At the Council Meeting of 24 September 2019 Council resolved that:

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

Action 2.2 of the Adopted Lilydale Place Plan is:

- *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.*

An Issues and Opportunities Paper (the Paper) for the Lilydale Structure Plan was exhibited in 2020 and is available on the Council 'Lilydale Structure Plan' webpage along with a report on the findings of that consultation.

Based on the findings of the Paper, a Draft Lilydale Structure Plan was developed and on 14 December 2021, Council resolved to endorse the draft Lilydale Structure Plan for public consultation, noting that a future report would be presented with the consultation findings.

The Council Plan 2021-2025 lists as Quality Infrastructure and Liveable Places Action 7:

- *Complete the Lilydale Structure Plan and incorporate key actions into the Planning Scheme through an amendment to provide clear direction of the future land use, urban design, transport and access and landscaping forms for Lilydale under the Quality Infrastructure and Liveable Places section.*

DISCUSSION

Purpose

This report:

- Discusses the key issues raised through community feedback and proposes a position on each issue;
- Recommends changes to the Structure Plan to respond to feedback; and
- Seeks adoption from Council of the Structure Plan.

Background

In September 2019 Council adopted the Lilydale Place Plan. A key implementation action of the Plan was to prepare an updated Lilydale Structure Plan to replace the existing 2006 Structure Plan.

The Structure Plan translates the Place Plan vision into tangible land use and development concepts, urban design outcomes, infrastructure projects, traffic strategies and place-based character strategies.

The Structure Plan will set out a long-term Council position and vision for Lilydale to guide future land use and development in line with Plan Melbourne's 20 Minute City principles. It will also enable effective advocacy for community outcomes, including direction on State Government projects such as the need for a Lilydale Bypass.

An Issues and Opportunities Paper was developed in 2020 to articulate key opportunities to implement the Place Plan, prior to preparing the Draft Structure Plan. The community was consulted on the Paper in July and August 2020 to discuss community priorities for Lilydale, with strong engagement and numerous submissions. Findings from this engagement have informed the Draft Structure Plan.

The Draft Lilydale Structure Plan meets Council's obligations under the Planning Scheme to deliver Structure Plans for key centres and has been developed through solid community engagement.

The draft Structure Plan was consulted on with the community for an extended three-month engagement period to compensate for the Christmas and New Year's period, from 16 December 2021 to the end of February 2022.

The findings of the community engagement have been collated and considered. This has resulted in proposed recommended updates and additions to the Structure Plan as discussed further under Key Issues below. These form the basis of a final Structure Plan that is at attachment 4. This document shows the major changes proposed to be made to the Structure Plan marked up for ease of reference.

KEY ISSUES

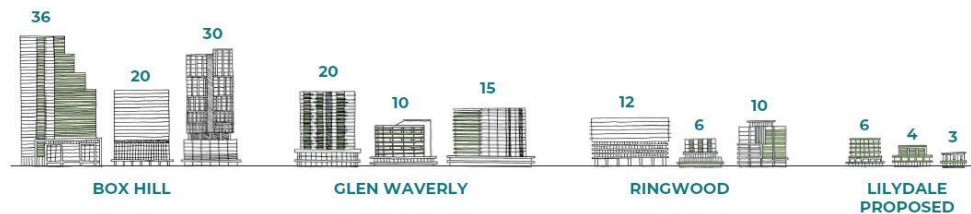
| Issue | Community Feedback, Discussion and Response |
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| Building heights in the town centre | <p>Feedback</p> <p>There was an initial poor reaction to the proposal to increase building heights in the town centre in social media due to:</p> <ul style="list-style-type: none">• Impact on character;• Preserving the gateway function to the Yarra Valley;• Impact on traffic; and• Insufficient infrastructure to support growth; <p>There was relatively low support in the online survey, with only 26 per cent of respondents in favour, and 61 per cent opposed.</p> <p>However, the concept was received well by focus group participants, where the issue was explored in detail, with 60 per cent of participants in favour.</p> <p>Strong support for more height and density was expressed in the first round of consultation on the draft Economic Development Strategy, 2022.</p> <p>Discussion</p> <p>The draft Structure Plan's intention is to create more allowance for height and density in the centre of Lilydale, particularly near the new train station. This would have the following benefits:</p> <ul style="list-style-type: none">• Avoid impacting long-range views across the valley by concentrating height in lower-lying land;• Direct population growth to town centre, where there is good access to transport, parks, shops, and services;• Support retail and business activity in the town centre;• Encourage a '20 minute city' where walking/cycling are established as alternatives to car travel;• Relieve growth pressure on surrounding residential areas;• Encourage better outcomes for social and affordable housing, and environmentally sustainable design; and |

- Enable efficient infrastructure and public realm upgrades to support the town centre population.

The Structure Plan preferred heights in the town centre vary from a maximum of six (6) storeys, concentrated around the new train station, to 3-4 storeys on higher-lying land east of the Olinda Creek, as shown on page 50 of the Structure Plan (Attachment 4). The current planning framework generally allows 3-4 storeys across the entire area.

In reviewing the proposed heights and locations, they do not appear excessive in the context of other Yarra Ranges' activity centres such as Chirnside Park and Mooroolbark, or compared to other eastern metropolitan activity centres as shown in Figure 1 below:

Figure 1:



Response

It became clear in detailed consultation interactions, such as the focus groups, that the concept of higher density was not well articulated in the draft material. To clarify this more effectively, the final Structure Plan:

- Includes better explanation of State Government policy directing population growth to Major Activity Centres such as Lilydale (pages 17-18);
- Updates the artist's impression of new proposed built form (pages 56-58);
- Provides a comparative building height diagram, showing heights in contrast to other larger centres such as Ringwood and Glen Waverley (page 48);
- Includes detail of design guidance proposed to protect Lilydale's character (pages 51-54); and
- Includes further clarification on the concepts for higher density housing (page 18).

Residentially zoned land

Feedback

There is uncertainty and inconsistency between allowable building

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| | <p>heights in areas currently included in the Residential Growth Zone (RGZ) and the Design and Development Overlay (DDO7).</p> <p>The density of townhouse development occurring in these areas has led to negative impacts on character, traffic and street parking.</p> <p>Discussion</p> <p>Heights in the DDO7 are generally limited to two (2) storeys, or three (3) storeys on a large site, which contradicts the RGZ, where up to four (4) storeys are allowed by the zone purpose. As the two planning controls apply to the same residential areas in Lilydale, it has created confusion and uncertainty.</p> <p>Response</p> <p>The following new actions are included in the Structure Plan:</p> <ul style="list-style-type: none"> • To investigate application of the Activity Centre Zone (ACZ) to selected residential land identified as suitable for higher densities due to proximity to the town centre (see page 45 of Structure Plan); • To undertake a height and built form analysis to provide detailed recommendations for the town centre and surrounding residential areas, to inform future planning controls, including for the ACZ investigation area referred to in dot point 1; and • Embed medium density housing design guidelines in the planning scheme through the preparation of a new Housing Strategy. |
| <p>Heritage</p> | <p>Feedback</p> <p>There was concern that allowing additional building height may visually impact the prominence of heritage buildings.</p> <p>Discussion</p> <p>Lilydale’s heritage Main Street has been identified throughout community consultation as being an attribute of the town that is critical to its character. The Structure Plan must therefore include measures to protect this.</p> <p>Response</p> <p>Heritage Overlays are being sought by Council for a number of buildings, particularly in Main Street, which are not currently protected by planning controls (Structure Plan page 94). This will assist to protect these buildings from visual impacts of nearby development. To further strengthen this, the Structure Plan</p> |

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| | <p>proposes specific setback and built form approaches to ensure any impacts on heritage buildings are reasonable (Structure Plan page 54). The intention is for these built form approaches to be integrated into future planning controls, through a planning scheme amendment as part of the Structure Plan's implementation.</p> |
| <p>Lilydale Bypass</p> | <p>Feedback</p> <p>Community feedback throughout the Structure Plan has indicated a strong preference that the bypass should be advocated for by Council, to be delivered as a State Government project. The community cited that the bypass would be beneficial for the town by allowing Main Street to be reimagined as a pedestrian street, and by improving travel times through the town.</p> <p>Some concern was raised over the access implications for the Kinley development of a raised bypass design.</p> <p>Discussion</p> <p>The draft Structure Plan built on the community preferences expressed in the Structure Plan's first round of community consultation in the <i>Issues and Opportunities Paper 2020</i>, that found a strong preference for a bypass to be delivered. Furthering this discussion, the draft Structure Plan explored design issues, and expressed a preference for a bypass structure that is raised at Hutchinson Street (rather than meeting Hutchinson Street at grade level in a signalised intersection), as this avoids severing land to the south from the town centre and would allow use of the land beneath the structure for a range of purposes, among other reasons. This is discussed in the Structure Plan at page 71.</p> <p>Response</p> <p>Action A16 of the Structure Plan is to advocate to the State Government for delivery of a bypass, consistent with the Structure Plan. In any future discussions between Council and State Government over the preferred bypass design, issues of access to all surrounding land uses and properties will need to be considered.</p> |
| <p>Traffic</p> | <p>Feedback</p> <p>There were concerns the development of the town centre will lead to traffic congestion.</p> <p>Discussion</p> <p>The Structure Plan proposes a high-level road framework as shown on page 70. This would require a number of road network improvements over time and would need the involvement of the</p> |

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| | <p>State Government Department of Transport.</p> <p>Expert traffic work undertaken in the <i>Ratio Transport Engineering Issues and Opportunities Report, 2022</i>, and the <i>Ratio Movement and Place Framework Review and Preliminary Assessment, 2022</i>, indicated the Structure Plan's high level road framework is achievable.</p> <p>The high-level framework shown in the Structure Plan on page 70 assumes no bypass is constructed. If a bypass were delivered, it would be complementary to the framework, and would allow Main Street to be fully pedestrianised, as shown on page 72.</p> <p>Response</p> <p>Action A19 of the Structure Plan is to undertake a full Movement and Place assessment of the Lilydale town centre to establish the aspirational roles of key streets based on Key Direction 3, and identify the physical changes needed to realise these roles.</p> |
| <p>Main Street Design and Traffic</p> | <p>Feedback</p> <p>To improve Main Street for all travel modes without a bypass in place, Council should revise the Main Street design with a range of strategies, most importantly, to rationalise access to service roads and side streets, to make traffic flow more smoothly and reduce confusion with other traffic modes.</p> <p>Discussion</p> <p>Due to Main Street's wide road reserve and numerous service lanes and access points, there is an ability to achieve this, making transport safer and more efficient for a variety of modes. This was identified by the <i>Ratio Transport Engineering Issues and Opportunities Report, 2022</i>.</p> <p>Response</p> <p>Action A18 of the Structure Plan is to advocate to the Department of Transport to undertake a traffic study of Main Street in order to rationalise traffic movements, consistent with the community's preferences.</p> |
| <p>Parking</p> | <p>Feedback</p> <p>There was concern with parking in the town centre and in particular at the train station, which may be made worse by development in the town centre.</p> |

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| | <p>Discussion</p> <p>The <i>Ratio Transport Engineering Issues and Opportunities Report, 2022</i> found that as a whole, the centre is operating at spare capacity even though there is very high demand in some areas such as the train station. It found that as the centre grows pressure on parking will increase in line with land use patterns.</p> <p>The structure plan considers options to address this issue at page 85, including the potential for a Council owned multi-level car park in the town centre.</p> <p>Response</p> <p>The Structure Plan include as objectives:</p> <ul style="list-style-type: none"> • Investigate a Council-owned multi-level car parking structure; and • Require new private developments to accommodate sufficient parking on site, to avoid additional kerb-side parking. This could be via multi-level parking in mixed use buildings, or car stackers, in order to reduce the amount of at-grade parking. |
| <p>Drainage</p> | <p>Feedback</p> <p>It was raised that the central area of Lilydale, west of the Olinda Creek, is low lying and flood prone.</p> <p>Discussion</p> <p>This is largely the area targeted for six-storey development, meaning that future construction and design approaches would need to be undertaken in a way that minimises flood risk, and does not negatively impact drainage across the town centre.</p> <p>Response</p> <p>Further drainage investigation is included as Action A34 of the Structure Plan, which may be integrated into a Development Contributions Plan at Action A35.</p> |
| <p>Community Infrastructure</p> | <p>Feedback</p> <p>There is a need for a community centre.</p> <p>Discussion</p> <p>This is a long-held desire expressed by the Lilydale community. Further work is needed to determine the range of services and</p> |

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| | <p>functions, and the preferred location.</p> <p>Response</p> <p>Action A3 of the Structure Plan identifies a need to undertake a community needs assessment to inform an Integrated Community Facility Options Study, that will investigate the development of a new community centre that integrates needed services and facilities, and discusses location options.</p> |
| Recreational Assts and Facilities | <p>Feedback</p> <p>There is a need to preserve open space in central Lilydale.</p> <p>Discussion</p> <p>Council is currently preparing a new Open Space Strategy to identify the projected need for recreational infrastructure in the Lilydale region.</p> <p>Response</p> <p>Actions to require masterplans for key parkland areas and streetscapes are included in the Structure Plan (Actions A28-A31).</p> |
| Educational Infrastructure | <p>Feedback</p> <p>The growth proposed would require more infrastructure, including educational infrastructure.</p> <p>Discussion</p> <p>Provision of educational facilities is a State Government responsibility that Council can advocate for if a shortfall arises.</p> <p>The Kinley Development (former Lilydale Quarry) provides an option for a specialist school.</p> <p>Response</p> <p>No change is required to be made to the Structure Plan.</p> |
| Development Contributions Plan (DCP) | <p>Feedback</p> <p>The growth proposed requires a range of further infrastructure such as road-based, drainage, and open space.</p> <p>Discussion</p> <p>Action A35 of the Structure Plan proposes to investigate the preparation of a DCP, which would assist to fund the needed</p> |

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| | <p>infrastructure items to accommodate the town's future growth.</p> <p>Response</p> <p>Maintain A35 and specify this would not apply to the Kinley site, which is subject to its own development contributions framework.</p> |
| <p>Intersection of Mooroolbark Road and Hull Road (road underpass)</p> | <p>Feedback</p> <p>There was concern that traffic congestion in Mooroolbark Road and Hull Road is significant, and will be made worse by the Kinley development.</p> <p>Discussion</p> <p>As part of the Kinley development planning approval (Amendment C203), there is now no specified requirement to upgrade the underpass at the intersection of Hull Road and Mooroolbark Road in the approved <i>Former Lilydale Quarry Comprehensive Development Plan</i>, even though this was formerly proposed. Due to this, traffic congestion in this area may worsen without an infrastructure upgrade.</p> <p>Any upgrade to the intersection would need to be done by the State Government with the cooperation of the rail authority. The timing of this is linked to a potential future project to duplicate the rail line between Mooroolbark and Lilydale, as well as the potential future upgrade of Mooroolbark Road.</p> <p>Response</p> <p>The Structure Plan has been amended to include a new action to advocate for the upgrade of the Mooroolbark Road/Hull Road underpass and the construction of a new arterial connection from Maroondah Highway to Eastlink (Action A26).</p> |

Other Changes

Several submissions raised issues of accuracy relating to how specific land areas were represented in the draft Structure Plan. These issues were noted and have been rectified in the final Structure Plan.

A more detailed summary of responses to written submissions is included at Attachment 1.

Options considered

Option 1

That Council support the proposed changes and adopt the Structure Plan.

Option 2

That Council require a comprehensive reconsideration of the Structure Plan to respond to community feedback, with a new round of community consultation on the revised Plan.

Recommended option and justification

Option 1 is recommended. The changes proposed to be made to the Structure Plan adequately respond to concerns and issues raised by the community. A number of key issues will be further addressed in greater detail through Actions included in the Plan.

The Structure Plan has been prepared through several years of substantial community engagement to ensure the Plan adequately reflects the community's aspirations for the future of Lilydale.

Lilydale is designated as a Major Activity Centre (MAC) in *Plan Melbourne 2030-2050* which is the metropolitan strategy for Melbourne. Plan Melbourne emphasises the need to locate population growth in targeted, established areas of Melbourne, rather than a large proportion of growth occurring in greenfield areas on the periphery of Melbourne.

In order to achieve this, Plan Melbourne identifies specific areas and urban centres to accommodate growth within established areas. As Lilydale is designated as a MAC, it has a key role to play in accommodating future growth. Yarra Ranges' only other MAC is Chirnside Park, however that centre lacks Lilydale's many advantages such as fixed rail, a heritage town centre, and a broader mix of land uses such as civic and community, recreational, educational, medical and an array of commercial uses.

Plan Melbourne also encourages MAC's to accommodate an increased proportion of medium density housing (units or townhouses between 1-3 storeys) and higher density housing (apartments between 4 to 6 storeys), in order to create a city of 20 minute neighbourhoods.

These neighbourhood areas are intended as compact, walkable places that emphasise the importance of living locally, giving people the ability to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.

The benefits of a 20-minute city include:

- Housing is close to existing services, jobs and public transport;
- Urban areas encourage walking rather than driving for small trips, improving environmental and health outcomes;
- The housing mix encourages diversity of options, enabling people to downsize or upsize without leaving their neighbourhood; and

- More diversity of housing options creates opportunities for medium- and low-income households.

It is important that a new Plan be finalised to provide updated guidance for the centre and to enable co-ordinated planning for the future, particularly in light of the significant funding investment being made by the State Government in Lilydale, through the Lilydale Suburban Revitalisation Program.

FINANCIAL ANALYSIS

Work on the Structure Plan has been budgeted for in the Strategic Planning budget using existing available funds.

No additional budget is required to complete the Structure Plan.

The Draft Structure Plan includes a list of implementation actions. The projected cost of implementing these actions is included at Attachment 3.

The total implementation cost, assuming all actions are fully implemented, is estimated between \$810,000-948,000. This excludes municipal-wide actions and includes some actions already budgeted and underway.

If adopted as part of a final Structure Plan, implementation of the listed actions will require allocation of funding which will be sought through internal and external funding bids as well as partnering with Lilydale Revitalisation to enable delivery.

Action A35 recommends:

“Investigate the need for inclusion of the activity centre within the Municipal Development Contribution Plan (DCP) or prepare a new DCP for the activity centre”

This will also assist in further funding projects to be delivered.

APPLICABLE PLANS AND POLICIES

This report contributes to the following strategic objective(s) in the Council Plan:

The preparation of a new Structure Plan for Lilydale is an action included in the Council Action Plan 2021-2025 (under Quality Infrastructure and Liveable Places).

The Structure Plan extends directly from the Lilydale Place Plan, which is an adopted position of Council for how the centre can develop in a community-oriented way, with engaging public places that encourage pedestrian and cyclist activity and a robust local economy.

These outcomes align with the Council Plan objectives, in particular supporting a Connected and Healthy Community and achieving Quality Infrastructure and Liveable Places.

Other related Council strategies and plans include:

- Connected - Integrated Transport Strategy 2020-2040;
- Liveable Climate Plan 2020;
- Recreation and Open Space Strategy (currently under review);
- Housing Strategy 2009 (currently under review); and
- Economic Development Strategy 2012 (currently under review).

State and local planning strategies and plans encourage Structure Plans to be completed for Major Activity Centres, including:

- Plan Melbourne 2017-2050; and
- The Yarra Ranges Planning Scheme:
 - Clause 11.02-2S Structure planning;
 - Clause 11.03-1S Activity centres;
 - Clause 11.03-1R Activity centres - Metropolitan Melbourne;
 - Clause 21.05 Settlement; and
 - Clause 22.07 Lilydale Activity Centre.

RELEVANT LAW

The draft Structure Plan was prepared in accordance with the DELWP Planning Practice Note 58 *Structure Planning for Activity Centres*.

In carrying out its planning functions under the *Planning and Environment Act 1987*, a council has two key roles:

- As the *planning authority*, a council sets the strategic policy framework for the municipality and initiates changes to the planning scheme; and
- As the *responsible authority*, a council administers the planning scheme for its municipality and makes decisions on individual applications for a planning permit.

Council has a legal obligation under the Yarra Ranges Planning Scheme to provide for the implementation of State, regional and local policies affecting land use and development. This includes planning:

- For major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community; and
- To anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

The Structure Plan ensures and guides appropriate planning for the future of Lilydale. While there is some concern regarding heights within the commercial areas of the centre, it is considered to be a very moderate approach by Council to fulfil its metropolitan obligations to plan for current and future housing needs while preserving the character of the centre.

SUSTAINABILITY IMPLICATIONS

Economic Implications

The Structure Plan aims to support local business activity through targeted changes to the physical environment, development capacity and other initiatives.

Indirectly, the preparation of the Structure Plan may lead to increased investment confidence in the centre and is hoped to stimulate investment in the long term.

Social Implications

The Structure Plan aims to create a more vibrant and cohesive centre, which will foster social connectedness and wellbeing. Proposed improvements to urban design throughout the centre including opportunities for surveillance, improved walkable connections and upgrades to open space will increase public safety in the central areas of the town.

Taking into account the topography in the centre, the plan also proposes improvements to the streetscape and public realm environment to maximise inclusion and participation and advocates for Universal Design principles.

The Structure Plan will also consider issues of affordable housing, and the need for ageing in place.

Environmental Implications

A new Structure Plan for Lilydale will consider environmental and sustainability objectives, aiming to improve the environmental performance of the centre. The outcomes will promote active and public transport, improved tree canopy cover, improved connections with Olinda Creek including improved water quality, and support higher density transit-oriented development.

COMMUNITY ENGAGEMENT

Public consultation took place between 16 December 2021 and 28 February 2022 in accordance with Council's Engagement Policy. Council used various communication and engagement activities to promote the project and capture the voices of stakeholders and the wider community.

Through the engagement feedback was sought on the following key direction areas in the draft Structure Plan:

- Key direction 1: New centres for the community;
- Key direction 2: Support a growing township;
- Key direction 3: Improve traffic and transport infrastructure; and
- Key direction 4: Create inviting streets and public spaces

The specific consultation and engagement activities and responses to all key directions are discussed in detail in the *Draft Lilydale Structure Plan – Consultation and Engagement Report, May 2022* at Attachment 2. In summary:

Community Engagement Activities

- A project webpage, that included:
 - The draft Structure Plan;
 - Frequently Asked Questions;
 - A video outlining key aspects of the project;
 - expert background reports;
 - a survey; and
 - a registration form for people to attend focus group sessions.
- An online launch information session, where the main themes of the Structure Plan were explained. A video of the event was posted on the webpage throughout the consultation period;
- Direct notification via letters and emails to a “Keep informed” list, local developers, owners of key commercial land, and external government agencies;
- A media release;
- Newspaper advertisement in the Lilydale and Mount Evelyn Mail;
- Facebook and Instagram advertising – both paid and unpaid;

- Static signage installed in high foot traffic areas of the town;
- Postcards left on counters of local shops;
- Hard copies of the draft Structure Plan left at all community links and mailed out on request;
- Online survey available throughout the consultation period;
- Two focus groups, one on housing and liveability and the other on business and investment; and
- Dedicated briefings to the Lilydale Youth Advisory Committee and the Lilydale Township Action Group.

Although it had been intended to carry out face to face consultation activities, due to Covid-19 lock down restrictions, this was not viable and consequently no in-person community engagement occurred.

Community Engagement Feedback

- A total of 197 responses to the online survey;
- A total of 22 written submissions from community members, developers and planning consultants;
- Attendance by 17 participants at themed focus group sessions; and
- Attendance by members of the Lilydale Youth Advisory Committee and Lilydale Township Action Group at two briefings.

The major matters raised by the community (that related to Key Directions 2 and 3) are discussed further above under Key Issues.

For further detail refer to Attachment 2.

COLLABORATION, INNOVATION AND CONTINUOUS IMPROVEMENT

As part of the Structure Plan's development, feedback was sought from internal departments of Council and authorities, including the Department of Transport, Melbourne Water, the Level Crossing Removal Project, the Victoria Planning Authority, and a range of other public agencies.

RISK ASSESSMENT

Without an updated Structure Plan in place to guide the future of the centre for the next 20 years, there is a risk of lack of coordination relating to the numerous State and local government projects and developments currently occurring in the area. Failure to plan for these could significantly erode the amenity and function of the

centre and put it into terminal decline, hence the effective strategic planning for future development mitigates the likelihood of this occurrence.

A key concern of residents is that in the event a bypass is not committed to, there is a risk of widening Maroondah Hwy, which will result in the removal of the highly valued avenue of trees.

Lack of planning for traffic pressures will create significant issues of amenity and commercial viability within the centre.

CONFLICTS OF INTEREST

No officers and/or delegates acting on behalf of the Council through the Instrument of Delegation and involved in the preparation and/or authorisation of this report have any general or material conflict of interest as defined within the *Local Government Act 2020*.

ATTACHMENTS TO THE REPORT

1. Detailed Summary of Submissions
2. Draft Lilydale Structure Plan – Consultation and Engagement Report, May 2022
3. Lilydale Structure Plan – Costed Action Plan
4. Lilydale Structure Plan for Adoption- with Changes Marked.

LINKS TO THE REPORT

Mark Up Final Lilydale Structure Plan

<https://cianywhere.yarraranges.vic.gov.au/T1Prod/CiAnywhere/Web/Prod/ECMCore/BulkAction/Get/e0f2f05c-464b-4b88-bddf-ee69b2eff3ff>

This link will expire on 31 August 2022, 8:54 AM.