

## SUMMARY OF WRITTEN SUBMISSIONS TO DRAFT LILYDALE STRUCTURE PLAN

### Part 1 – Community Submissions

Submitter No.	Theme	Summary of Submission	Initial Officer Response	Recommendation
1	Traffic and parking	The road underpass at the Mooroolbark Road/Hull Road intersection is very problematic. Council should consider traffic lights on Hull Road.	There will also be an Action to advocate to the State Government for improvement to the road network in this area, which is linked to the rail duplication project (also an advocacy Action).	Action added as specified in 'Initial Officer Response'
		Concerned how people in the Kinley development will access train stations and parking at stations in the area.	The Draft Structure Plan proposes that a new multi-level parking structure at Lilydale may be needed, which would be partly used by train commuters, along with other users.  Mooroolbark Station will have a new multi-level structure built as part of level crossing works.  Access can occur by car or bicycle to these areas.	Comment considered, however no change needed to Structure Plan
		There is a need for more parking in central Lilydale, with convenient access to shops.	As above.	Comment considered, however no change needed to Structure Plan
2	Melba Park (Croquet Club)	There needs to be more courts at Melba Park and a larger clubhouse.	These issues will be addressed by the Masterplan for Melba Park that will proceed after approval of the Structure Plan. This is included as Action A27 in the Draft Structure Plan (p.113).	Comment considered, however no change needed to Structure Plan
3	Liveability	In order to maintain liveability, open spaces need to be protected and improved.	The Draft Structure Plan seeks to add to the provision and mix of open spaces around central Lilydale and to improve use of these areas.	Comment considered, however no

				change needed to Structure Plan
	Transport	The train station within Kinley would be better placed closer to Mooroolbark Road/Hull Road intersection, as it would serve a wider catchment.	The location of the uncommitted train station shown in the Comprehensive Development Plan for the Kinley development is a result of a number of factors, including proximity to nearby stations, land slope, and discussion with the State Government as part of the Amendment C203 planning scheme amendment process.	Comment considered, however no change needed to Structure Plan
4	Housing	It is unrealistic to plan for Lilydale by relying on public transport – residents will need cars.	The Draft Structure Plan acknowledges there will be increased demand for roads and parking in central Lilydale and includes actions related to this.	Comment considered, however no change needed to Structure Plan
	Main Street	Can the Structure Plan do anything to improve the presentation of Main Street, i.e. the blank wall across Bunnings, and the adult shop?	The Draft Structure Plan encourages active retail frontages to this area of Main Street at ground level. It also encourages new investment and development, which can assist with these issues.	Comment considered, however no change needed to Structure Plan
	Olinda Creek	The Structure Plan makes no reference to Olinda Creek. Buildings and businesses should be encouraged to face onto this area and activate it.	As shown in Fig 26, p.48, the Draft Structure Plan encourages active frontages facing Olinda Creek. It also encourages buildings of up to a maximum of four storeys, which would have balconies facing this area from upper levels that can assist with surveillance and activation (see fig 29, p.50).	Comment considered, however no change needed to Structure Plan
5	Bypass	This will be an ugly and depressing structure, and unwelcome in Lilydale.	The design detail and use of materials are yet to be determined by the Department of Transport. The level crossing project has shown that overhead structures can be well designed and improve townships.	Comment considered, however no change needed to Structure Plan
	Housing	Six storey buildings are too high, and not in keeping with the semi-rural township feel of Lilydale.	Lilydale is categorised by the State Government as a Major Activity Centre in Plan Melbourne 2030-2050. It is expected to accommodate medium and high-density housing to meet projected population increases.	Comment considered, however no

				change needed to Structure Plan
		There is already too much new development which is harming the character of the area.	The Draft Structure Plan is seeking to change the pattern of growth, and to get better design outcomes in residential areas, to help alleviate development pressure.	Comment considered, however no change needed to Structure Plan
6	Housing	Population should not be concentrated in the centre of Lilydale near the train station, but rather this area should be reserved for land uses that enhance the lives of the community such as sports facilities, eateries, shops, and small businesses.	In order to bring about support for local business and better community facilities in the town centre, a key strategy is to increase residential densities which improves the economic and customer base. Without a base, the area will not be renewed or improved effectively. In addition, within the mixed-use building typologies in the town centre, active retail frontages would be encouraged, to accommodate cafes and other local businesses.	Comment considered, however no change needed to Structure Plan
7	Housing or bypass (unclear)	"It will look bad and change Lilydale"	Noted however insufficient information to respond.	Comment considered, however no change needed to Structure Plan
8	Housing	There should not be apartments in the town centre. The density of development in residential areas is already too high.	See response to submission 5 Housing.	Comment considered, however no change needed to Structure Plan
9	Housing	There should not be apartments in the town centre. Rather higher densities should be provided on residential land around the periphery of the town centre, which avoids traffic congestion in the centre.	See response to submissions 5 and 6.	Comment considered, however no change needed to Structure Plan
	Traffic	The new traffic arrangement around the new train station needs to be	This concern relates to the level crossing removal project, which is a State Government project and not yet complete.	Comment considered,

		revised, due to the long traffic light sequence and other factors.	Once complete, Council will monitor the performance of the road network in this area.	however no change needed to Structure Plan
		Once Kinley is developed, the road network in Lilydale will need to be upgraded.	The Kinley development is accompanied by a number of required upgrades to the road network to be funded by the developer to assist the road network to function. To complement this, Council has undertaken a traffic analysis for the Lilydale Structure Plan area, to inform the need for infrastructure upgrades.	Comment considered, however no change needed to Structure Plan
10	Housing	Apartments should not be allowed in the town centre as it will destroy the character and the tourist industry.	The Draft Structure Plan sets out a number of design strategies for how the larger proposed heights can be designed to complement the town's character (diagrams p.49-52). It should be noted that three to four story apartments are already permitted in parts of the Structure Plan town centre area. The submission provides no evidence as to how apartments will destroy the tourism industry.	Comment considered, however no change needed to Structure Plan
11	Housing	Higher densities should not be concentrated in the town centre.	See response to Submission 5.	Comment considered, however no change needed to Structure Plan
		Higher densities should be considered for the Kinley Estate	Higher densities are part of the planning framework for the Kinley development, which would be focussed on Precinct 2 (Heritage Village) and Precinct 4 (Urban Core). In Precinct 4, the scale of development permitted will be contingent on whether a train station can be provided, as this is not as yet committed to. In the approved Comprehensive Development Zone applying to the site (CDZ), the intent is to create a 'transit oriented, mixed-use area'.	Comment considered, however no change needed to Structure Plan
	Movement	The connections between the Kinley Estate and the town centre need to be improved.	These connections are intended to be improved. These are shown at Fig 38 p.64, and Fig 43 p.75 of the draft plan.	Comment considered, however no

				change needed to Structure Plan
		Improve connections from Lakeview Estate to town centre.	Improved connections through this area are shown on Fig 43 p.75 of the draft plan.	Comment considered, however no change needed to Structure Plan
	Rezoning	Rezoning land surrounding the Lilydale high school, Box Hill Tafe, Marketplace should be considered to improve urban character, and connections into Kinley.	Some of this land is identified for rezoning investigation. The Draft Structure Plan discusses and identifies improved paths and connections, and land use integration across sites to improve urban character. Rezoning alone cannot improve urban character.	Comment considered, however no change needed to Structure Plan
12	Housing	Apartments should not be allowed in the town centre as it will destroy the character and add to traffic.	See response to Submissions 5 on housing. Regarding traffic, Council has undertaken a traffic study as part of work on the Lilydale Structure Plan, which has resulted in Actions for the improvement of the road network (p.112).	Comment considered, however no change needed to Structure Plan
13	Main Street	Support the concept for Main Street to be revitalised as a high-amenity, community-based area.	Support is noted.	Comment considered, however no change needed to Structure Plan
	White Dog Hotel	The State Government should contribute funding to purchase and restore the Hotel.	Beyond the scope of the Structure Plan.	Comment considered, however no change needed to Structure Plan
	Section of Main Street between Olinda Creek and Anderson Street (assumed)	"The top end of Lilydale is neglected and needs an overhaul."	Improvements for this section of Main Street are shown on pages 97-98 (Core Precinct 3: Main Street Reserve) and include a potential new town park, and a new landscape linkage from Hardy Street through to Main Street, and other items.	Comment considered, however no change needed to Structure Plan

14	Housing	Apartments should not be allowed in the town centre as it will destroy the character.	See response to Submission 5. The Draft Structure Plan sets out a number of design strategies for how the larger proposed heights can be designed to complement the town's character (see diagrams p.49-52).	Comment considered, however no change needed to Structure Plan
15	Housing	Given Lilydale is designated by the State Government as a Major Activity Centre, the Draft Structure Plan intention to refocus housing growth from the residential suburbs into the town centre, is supported.	Support is noted.	Comment considered, however no change needed to Structure Plan
16	Housing	Increasing housing density will lead to less resilience to climate change.	There is no evidence to support this view. New apartment developments can be built with high energy ratings and environmental performance, clustered in walkable neighbourhoods to reduce car use.	Comment considered, however no change needed to Structure Plan
	Traffic	The community needs to change to electric vehicles.	Noted but beyond scope of the Plan.	Comment considered, however no change needed to Structure Plan
	Bypass	The bypass reserve should be used to increase food growing capacity, not for a road.	The land is reserved by the State Government for a future road as designated by a Public Acquisition Overlay in the Yarra Ranges Planning Scheme. The majority of submitters to the Issues and Opportunities Paper indicated support for a future Lilydale Bypass. If constructed, land below a future raised road structure could conceivably be used for a range of community-oriented purposes.	Comment considered, however no change needed to Structure Plan

## Part 2 – Submissions from developers and planning consultants

Submitter No.	Theme	Summary of Submission	Initial Officer Response	Recommendation
1	Bypass	The explanation of the Lilydale Bypass is not clear, regarding its alignment, road width, and design.	The potential alignment is shown in Figs 14, 36, and 39 of the Plan. The road width is not yet determined and will be dependent on detailed design by the Department of Transport, however it is likely to be 2 lanes in each direction for the majority of its length. The design is similarly not yet determined, however the draft Structure Plan discusses preferred design in Key Direction 3.	Comment considered, however no change needed to Structure Plan
	Bypass	The exploration of the bypass issue leaves some work to actions of the structure plan, however this work needs to be completed now in order to create a fully informed advocacy position.	The bypass is a State Government project, and as such, detailed traffic studies will need to be undertaken by the Department of Transport, as this is a regional traffic issue. The Lilydale Structure Plan is a localised town plan, and examines the bypass issue from a local perspective.	Comment considered, however no change needed to Structure Plan
	Traffic	Does not agree that road improvements can reduce car movements and congestion.	With increased use and demand for road space, it is logical to identify improvements to the road network.	Comment considered, however no change needed to Structure Plan
	Transport	There will continue to be demand for park and ride facilities, as it is a commuter destination for access to the rail system.	It is acknowledged in the Structure Plan that additional parking will be needed in central Lilydale, see pp.79-80.	Comment considered, however no change needed to Structure Plan
	Public transport	There should be consideration of a light rail or orbital bus route.	Light rail is highly unlikely to be provided by the State Government in a town of Lilydale's population.	Comment considered,

			Fig 44 p.78 of the Structure Plan shows proposed local bus routes, which will be the subject of further discussion with Public Transport Victoria via Action A23.	however no change needed to Structure Plan
	Development	The higher density (mid-rise) residential and mixed-use development in the central town area is supported.	Support noted.	Comment considered, however no change needed to Structure Plan
		Mid-rise buildings in the town centre will block views, not preserve them.	The Structure Plan shows that mid-rise buildings will be located in the lower lying area of the town, which would preserve long-range views from higher elevations.	Comment considered, however no change needed to Structure Plan
	Lilydale High School	A change of location should be considered for the Lilydale High School, given the impacts from the bypass.	Beyond scope of the Structure Plan.	Comment considered, however no change needed to Structure Plan
2	Public Transport	The support for the duplication of the rail line and the new station at Kinley are supported.	Support noted.	Comment considered, however no change needed to Structure Plan
	Cycling	The opportunity to extend the Lilydale-Warburton trail to the new train station along Cave Hill Road should be shown.	This is shown on Fig 43, p.75 of the Plan.	Comment considered, however no change needed to Structure Plan
	Commercial uses	The Draft Structure Plan should not presume that commercial development at Kinley will play a complementary role to Main Street and the town centre (p.40)	The statements in the Draft Structure Plan are consistent with the approved Comprehensive Development Plan (CDP) for the Kinley development.	Comment considered, however no change needed to Structure Plan



Housing density	The Draft Structure Plan supports more diverse housing opportunities at Kinley, under a condition that a train station can be delivered (HS7.3, p.44). The condition is irrelevant and should be removed.	The reference to 'more diverse housing opportunities' refers to higher densities. In the approved Comprehensive Development Zone applying to the site (CDZ), a permit cannot be granted in the central area of Kinley (Precinct 4) until it is confirmed by State Government whether a train station will be delivered. The intent of this is that intensity of development must be reflective of whether there is a train station. In the CDP, the intent is to create a 'transit oriented, mixed-use area'. This will be significantly less transit oriented if a train station is not provided.	Comment considered, however no change needed to Structure Plan
Heritage	Kinley's heritage buildings need to have potential for viable future commercial uses.	The CDZ provides for this to occur.	Comment considered, however no change needed to Structure Plan
Commercial quantum in town centre	The extent of commercial land proposed in the Lilydale town centre is unviable.	The proposal is to provide for mixed uses, which may be commercial, office, residential, or other, depending on market conditions. The draft Structure Plan intends to investigate rezoning commercial land in the town centre to provide for mixed uses, rather than a narrower focus on commercial uses as it now has.	Comment considered, however no change needed to Structure Plan
Parking	Content relating to car parking should consider reduced parking provision for buildings near public transport.	This is included in the Draft Structure Plan (CPS 16.7, p.79)	Comment considered, however no change needed to Structure Plan
Bypass	The proposal for a bypass design that is raised at Hutchinson Street would mean there would be reduced vehicle access to the northern precinct of Kinley (as opposed to having direct access from an at-grade intersection of the bypass with	The design concept for the Bypass is high level, and is subject to further detail design by the Department of Transport. A final design may include on/off ramps, or other features. If there is no direct access to the bypass at this point for Kinley, visitors to this heritage precinct would travel either from the Mooroolbark Road entries	Comment considered, however no change needed to Structure Plan

		Hutchinson Street). This could jeopardise the viability of land uses in this northern section of Kinley including the heritage precinct.	and internally through Kinley, or more likely from Hutchinson Street via Main Street, which would connect Kinley more closely to the Lilydale town centre. Whether or not the bypass is raised at Hutchinson Street is not considered a critical factor in the viability of Kinley's heritage precinct, considering there is no commitment to construct a bypass at this stage, and if delivered in the future, may occur well after Kinley's heritage precinct is established.	
	Hutchinson Street	The proposed cross section for Hutchinson Street contradicts the desired boulevard treatment (Fig 41, p.70)	The intended meaning is that Hutchinson Street would be a street with an increased traffic carrying role in order to provide access from Main Street to land uses to the south, including Kinley (p.63). The available street cross section for Hutchinson Street is constrained, particularly north of of John/Hardy Streets, and there are limits to the traffic carrying capacity that can be achieved using land that is available. Fig 41 illustrates a potential cross section, which balances traffic carrying need with the needs of pedestrians, local businesses, parking, landscape and local amenity.	Comment considered, however no change needed to Structure Plan
	Accuracy	Some diagrams in the Draft Lilydale Structure Plan have detail that is inconsistent with the approved Amendment C203 for Kinley.	This is noted. The draft Structure Plan was written while Amendment C203 was under consideration, and any inconsistent details will be updated as part of finalising the Structure Plan.	Updates made for consistency with approved C203 documentation
3	Box Hill Institute (BHI) Masterplan	BHI's intention is to consolidate built form functions to the southern portion of BHI, and use land in the northern portion for wider educational and civic uses, potentially including a relocated Lilydale library.	The Structure Plan is broadly consistent with this concept, and indicates an 'enterprise precinct' across the northern part of BHI's land, meaning an area where a variety of land uses, and creative synergies are encouraged. On the specific issue of a new library location, the Structure Plan does not provide this level of detail, and	Comment considered, however no change needed to Structure Plan

			more discussion of this concept will be needed with Council.	
	Rezoning	There is suggestion of a new Enterprise Precinct across the front of the BHI land, and also the neighbouring industrial land on Melba Avenue. The land is described as having potential for rezoning to a Commercial 3 Zone to encourage innovative industries. This is of concern and clarification is needed over timing and implications.	As discussed under Action 9 p.111 of the Plan, the investigation of rezoning land to a Commercial 3 Zone is intended to apply only to industrial land, which does not include the BHI land which is in a Public Use Zone. Wording improvements will be made to provide clarity around this in finalising the Structure Plan. The rezoning of industrial land is to be further investigated. This would occur following the finalisation of the Structure Plan. A land for business study would be needed to inform any position reached, as discussed at Action 13 (p.111). If it is found a desirable change, a planning scheme amendment would be required, which would include full consultation with all adjoining and affected land owners.	Wording improvements made to provide clarity about land for rezoning investigation
	Accuracy	Some specific detail is identified in relation to the representation of BHI in the Draft Lilydale Structure Plan, in need of review for accuracy.	This is noted and acknowledged, and will be addressed in finalising the Structure Plan.	Updates made for accuracy in relation to BHI land
4	Designation of 39 Cave Hill Road, Lilydale	Some plans in the draft Structure Plan appear to indicate this land is public open space, but it is actually privately owned.	This is noted and will be corrected.	Updates made to refer to the land as privately owned residential land
	Building heights	The building heights shown in the draft Structure Plan up to six storeys could be increased for particular sites that are particularly suited, such as gateway sites.	The proposed heights are based on an analysis of the impact on long range views from elevated positions in the town, such as entering along the Highway. Heights that obstruct these views are not supported.	Comment considered, however no change needed to Structure Plan
		Buildings in the west of the 'retail core area' (Fig 26, p.48) are shown as four storeys. More height could be	This area is not as low-lying as the area in the town centre where 6 storeys are proposed. The reason for the	Comment considered, however no

		contemplated, given the location at the Highway edge, and the urban design principle to provide for a sense of enclosure that contributes to a sense of place.	proposed four-storey height is to limit the effects on long-range views, as described above. Creating a sense of enclosure is not considered a realistic prospect given the width of the Highway reserve, and the range of heights the Structure Plan is considering.	change needed to Structure Plan
		It is unclear whether the heights for 39 Cave Hill Road, Lilydale are proposed to increase.	Fig 25, p.45 shows the land retained in the Residential Growth Zone (RGZ), which has a current height limit of four storeys, however this is also affected in Lilydale by the Design and Development Overlay Schedule 7, which lowers the 4 storey RGZ allowance. Further work will be needed to undertake a height and built form study for this and other selected residential land, as an action of the Structure Plan.	Action added to prepare a height and built form analysis for identified land to inform future planning controls
		The Draft Structure Plan marks the intersection of Main Street and Cave Hill Road as a gateway (Fig 14, p.24), but provides no guidance on how this should be treated or celebrated. There is an opportunity for increased height for a marker building, given that this is a low point in the landscape.	Gateways can be celebrated in a variety of ways. The intentions of the draft Structure Plan are shown on fig57, p.98, showing targeted landscaping in this area, protection of heritage trees as a gateway feature, and upgrading of paths and access through the west section of Main Street to the train station and retail core.. This is not a low point in the landscape, but still elevated significantly above the train station area, where greater heights are contemplated.	Comment considered, however no change needed to Structure Plan
		Fig 23, p.39 shows land surrounding the Lilydale town centre as 'predominantly conventional density residential', which is unclear.	This plan shows the location of residentially zoned land in relation to the town centre.	Comment considered, however no change needed to Structure Plan
	Housing	Rather than retaining some residentially zoned land in the Residential Growth Zone (RGZ), there is an opportunity to include it in the Activity Centre Zone (ACZ), which could provide better	This will be further explored as part of a planning scheme amendment to implement the Structure Plan and will be included as an Action in the Plan.	Action added to investigate this concept for selected areas

		flexibility to ensure these areas are effectively integrated with the town centre.		
	Design	The Draft Structure Plan explains issues with the Design and Development Overlay (DDO7) having contradictory information on height to applicable zones in some areas. The DDO7 should be changed to rectify these issues.	A new DDO will be prepared as part of a planning scheme amendment to implement the Structure Plan.	Comment considered, however no change needed to Structure Plan
5	Housing	<p>The proposal to reduce density in residential areas zoned RGZ by rezoning to General Residential Zone (GRZ) is flawed for the following reasons:</p> <ol style="list-style-type: none"> <li>a. It will limit the ability for diverse and affordable housing, which currently is well provided for in the RGZ.</li> <li>b. There is no demand for apartment style development in central Lilydale, even though planning controls currently allow for it.</li> <li>c. The land ownership pattern in central Lilydale does not allow for apartment style development, because large sites are used for other purposes (i.e. Bunnings) and small sites need consolidation with other land parcels.</li> <li>d. If Council adopt the Structure Plan showing this rezoning proposal, it will create</li> </ol>	<ol style="list-style-type: none"> <li>a. The proposals within the Structure Plan will increase affordable housing options as there will be larger development proposals, with a better capacity for Council planners to negotiate with developers on this issue. Negotiation opportunities are critical to achieving social and affordable housing. Lilydale’s residential areas now contain a good proportion of unit and townhouse options, however the proposed Structure Plan changes would add apartments to the existing dwelling types, which is currently missing. Units and townhouses are still possible in the GRZ, but would need to demonstrate a higher standard of design.</li> <li>b. The proposal to rezone land in central Lilydale and raise allowable heights is intended to provide more incentive for developers for apartment development. The Structure Plan is a long term plan for Lilydale and needs to address future population growth and future housing opportunities. There has been planning approvals for apartments, however they are yet to be constructed.</li> </ol>	Comment considered, however no change needed to Structure Plan

		<p>uncertainty for development proposals, that will reduce the amount of development.</p> <p>e. The proposal to rezone from RGZ to GRZ is contrary to the concept of a 20-minute neighbourhood, and related policy in the Yarra Ranges Planning Scheme.</p>	<p>c. Central Lilydale has a large number of development sites suited to apartment buildings, and sites where multiple adjoining parcels are in common ownership. Lot consolidation to enable development is a commonly accepted planning principal.</p> <p>d. The Structure Plan is designed to provide a long term vision for Lilydale. Once adopted the Plan will provide much clearer certainty and clarity for future development than what currently exists.</p> <p>e. The Structure Plan's is entirely consistent with the concept of a 20 minute neighbourhood as set out in Plan Melbourne 2030-2050 , and related policies for housing in the Planning Scheme. In particular, the Plan will prioritise the central area of the town for increased population, close to nearby parks, local shops, health services, public transport, employment options, and a variety of other services and facilities, and is flat land suitable for mobility impaired and aged sections of the population to access.</p>	
6	443 Maroondah Highway, Lilydale zoning	This land has been recently subdivided, and is in good proximity to Lilydale town centre. It should be kept in Residential Growth Zone (RGZ), not changed to General Residential Zone, because the RGZ allows for a higher development yield.	The land is located near the heavy commercial area west of the Warburton Railway crossing of Maroondah Highway. It is separated by over 1km from the area of the town centre where higher densities are being encouraged west of the Olinda Creek, and is about 1.4km from the new train station and transit terminal. This is not considered a walkable distance, particularly given the sloping topography and route along a busy highway.	Comment considered, however no change needed to Structure Plan

			The General Residential Zone is the appropriate zone, and will allow for medium density development.	
	435-437 Maroondah Highway, Lilydale zoning	This land is in two different zones – C2Z and RGZ, and this is an anomaly, it should be entirely in C2Z to accord with title boundaries.	This does appear to be an anomaly in planning scheme mapping. The land is commercially developed and used, so C2Z appears the most appropriate zone. It can be addressed as part of a future ‘tidy up’ amendment.	No change to the Structure Plan. To be addressed as part of a future tidy up amendment by Council.

## SUMMARY OF VERBAL SUBMISSIONS TO DRAFT LILYDALE STRUCTURE PLAN FROM DEDICATED BRIEFINGS

### Briefing to Youth Advisory Group 8 December 2021

Theme	Summary of Submission	Initial Officer Response	Recommendation
Content for young people	Lacking specific mention of young people in the Draft Lilydale Structure Plan.	There is mention of youth facilities as part of a new community hub (p.34), and as part of the Melba Park area (p.113), and the need for youth involvement in a local indigenous heritage study (p.113).	Comment considered, however no change needed to Structure Plan
Safety	Safety is a concern around the commercial area at night. Can this be improved without an increase in residential density?	The directions of the Structure Plan aim to improve the pedestrian experience for all times of day and improve the urban design of Main Street and intersecting streets. Increases in residential density in the town centre are critical to a safer area, due to increased population and use over extended hours which increases surveillance and activity.	Comment considered, however no change needed to Structure Plan
Traffic	More residential development added to the central area will increase traffic problems.	The structure plan will identify road and intersection improvements to address additional traffic in this area.	Comment considered, however no

			change needed to Structure Plan
Open space	If there is apartment development, open space is very important to preserve.	The Draft Structure Plan proposes to increase the provision of open space and the quality of these spaces around the town centre.	Comment considered, however no change needed to Structure Plan
Housing	Can apartments be made environmentally sustainable?	Yes. Council has proposed through Amendment C148 to the Planning scheme to introduce and Environmentally Sustainable Design (ESD) policy that sets out a method and framework for how development proposals must respond a range of criteria including aspects such as building energy management, water sensitive urban design, construction materials, indoor environmental quality, waste management, adaptability, public realm design, vegetation and landscaping, outdoor spaces, transport, demolition, and application of best principles.	Comment considered, however no change needed to Structure Plan
Connection to nature	Lilydale's character is dependent on its connection to its natural setting, which should not be undermined.	The Draft Structure Plan intends to build on the town's connection to nature, in particular the connection to Olinda creek.	Comment considered, however no change needed to Structure Plan
Community centre	What will be removed to make way for the community centre?	The location of a community centre is not yet determined and is subject to further investigation.	Comment considered, however no change needed to Structure Plan
Wellbeing	There should be an emphasis on the wellbeing of people.	The draft Structure Plan intends to make Lilydale a more walkable, less car dependent urban centre, with quality streets, parks and urban design. It proposes housing options to provide for a range of diverse circumstances rather than the homogenous housing stock that now exists, such as aging in place and affordable housing. These changes can assist in improving and supporting wellbeing.	Comment considered, however no change needed to Structure Plan



Buildings	If higher buildings are allowed, they should be designed in a way that does not comprise streets and public places.	The draft Structure Plan includes a number of design strategies to ensure larger buildings are appropriately designed including setbacks, landscaping, balcony orientation, and other factors. See pp. 49-53.	Comment considered, however no change needed to Structure Plan
	Larger buildings near the train station may not complement that area.	The new train station is a raised structure that creates opportunities along William Street East and West in particular for larger building heights to complement the new character that has been created.	Comment considered, however no change needed to Structure Plan
	Raising heights for apartment buildings is great for accessibility, but may result in a reduction of green space.	The intention is that the build up of density in the centre will be accompanied by an improvement to parkland and streets, to create more sense of green space. Planting will also be integrated into building design (p.49-53).	Comment considered, however no change needed to Structure Plan

#### Briefing to Lilydale Township Action Group 2 February 2022

Theme	Summary of Submission	Initial Officer Response	Recommendation
Housing	The Draft Structure Plan may not have effectively communicated what is meant by 'higher density housing', which could cause alarm.	Noted. The final Structure Plan will be amended to make this clearer.	Changes made to better define and use the term 'higher density housing'.
	Four stories is sufficient to allow for future growth, buildings should not be higher.	Four storey development is already allowed in many parts of the town centre. Generally, apartment development needs to be higher than this to be financially viable, including to provide for a component of a development for social and affordable housing.	Comment considered, however no change needed to Structure Plan
	More building height on the Main Street could detract from the township feel.	The area for proposed heights of six storeys are concentrated in the lower lying area west of Olinda Creek. The draft Structure Plan contains a number of design strategies that are intended for future planning	Comment considered, however no

		controls, such as setbacks, landscaping, balcony orientation, and other factors, in order to respect character. This is found on pp. 49-53.	change needed to Structure Plan
	Larger buildings will need to respect heritage buildings.	This is addressed in the draft Structure Plan p.53.	Comment considered, however no change needed to Structure Plan
	Apartment buildings can allow for aged and disabled access, which is a positive.	Support is noted.	Comment considered, however no change needed to Structure Plan
	The design strategies in the Draft Structure Plan for the higher buildings show how these buildings can fit with the character of the town (p.49-53).	Support is noted.	Comment considered, however no change needed to Structure Plan
	More growth in town centre can alleviate growth pressure in residential areas.	Support is noted.	Comment considered, however no change needed to Structure Plan
Parking	Parking should be provided on-site for any new buildings.	The draft Structure Plan discusses a range of parking strategies, including parking on site for new developments.	Comment considered, however no change needed to Structure Plan
Drainage	Drainage issues need to be considered.	Actions 31 and 32 of the draft Structure Plan include further investigation of drainage, with a potential for this to be part of future development contributions.	Comment considered, however no change needed to Structure Plan