Lilydale Major Activity Centre Structure Plan

Draft

Yarra Ranges Shire Council

2021

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| Project | Lilydale Major Activity Centre Structure Plan |
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| Prepared By | Laura Caccamo |
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**Contents**

[1. introduction, purpose & about the structure plan 3](#_Toc90377720)

[1.0 Introduction 3](#_Toc90377721)

[1.1. Purpose 3](#_Toc90377722)

[1.2. The Process of Preparing the Structure Plan 4](#_Toc90377723)

[1.3 The Structure Plan Area 5](#_Toc90377724)

[2. Relationship to the Lilydale Place Plan 6](#_Toc90377725)

[3. consultation findings 7](#_Toc90377726)

[3.1. Key Implications 8](#_Toc90377727)

[4. lilydale now 10](#_Toc90377728)

[4.1. Snapshot *(Lilydale photos and images to be inserted)* 10](#_Toc90377729)

[4.2. Strategy Context 11](#_Toc90377730)

[5. Structure Plan Challenges 14](#_Toc90377731)

[6. lilydale into the future 15](#_Toc90377732)

[6.1. Vision for Lilydale 15](#_Toc90377733)

[6.2. How will the vision be delivered 15](#_Toc90377734)

[6.3. The Lilydale Major Activity Centre Structure Plan 17](#_Toc90377735)

[7. Key Directions 18](#_Toc90377736)

[8. Key Direction 1 - New centres for the community 19](#_Toc90377737)

[8.1. Response 20](#_Toc90377738)

[8.1.1 Community facilities 20](#_Toc90377739)

[8.2.2 Key destinations 22](#_Toc90377740)

[9. KEY DIRECTION NO.2 - Support a growing township 24](#_Toc90377741)

[9.1. Response 25](#_Toc90377742)

[9.1.1 Housing 25](#_Toc90377743)

[9.1.2 Built Form 27](#_Toc90377744)

[9.1.3 Employment Land 29](#_Toc90377745)

[10. Key Direction 3 - Improve traffic and transport infrastructure 32](#_Toc90377746)

[10.1. Response 32](#_Toc90377747)

[10.1.1 Road Network and Bypass 33](#_Toc90377748)

[10.1.2 Walking and cycling 36](#_Toc90377749)

[10.1.3 Public transport 38](#_Toc90377750)

[10.1.4 Car parking 39](#_Toc90377751)

[11. Create inviting streets and public places 41](#_Toc90377752)

[11.1. Response 41](#_Toc90377753)

[11.1.1 Streetscapes 41](#_Toc90377754)

[11.1.2 Open Space + Environment 43](#_Toc90377755)

[12. Precincts 46](#_Toc90377756)

[12.1. Core Precinct 1 – Melba Park 46](#_Toc90377757)

[12.2. Core Precinct 2 – Main Street North East 47](#_Toc90377758)

[12.3. Core Precinct 3 – Main Street Reserve 48](#_Toc90377759)

[12.4. Core Precinct 4 – John Street West / New Station 50](#_Toc90377760)

[12.5. Core Precinct 5 – John Street East 51](#_Toc90377761)

[12.6. Core Precinct 6 – Hardy Street 52](#_Toc90377762)

[12.7. Core Precinct 7 – Olinda Creek Reserve 53](#_Toc90377763)

[12.8. Core Precinct 8 - Civic 54](#_Toc90377764)

[13. implementation 56](#_Toc90377767)

Executive Summary

The Lilydale Major Activity Centre Structure Plan (LMACSP) was commissioned by the Yarra Ranges Shire Council as a positive initiative to define a plan that will offer the strategic basis to manage growth, facilitate change and guide infrastructure delivery within the Lilydale Major Activity Centre over the next 20 years.

Unlike some other smaller activity centres that comprise a relatively limited mix of land uses and movement opportunities, the Lilydale Major Activity Centre has a rich history and an enviable list of existing community facilities (including schools), high quality open spaces, commercial and industrial activities and opportunities for land use intensification of all types. The activity centre also encompasses a large area which includes the former Lilydale Quarry that will be developed for a new community of approximately 10,000 people who will rely on and interact with the broader activity centre.

Importantly, the Structure Plan seeks to recognise the key strengths that are present within the activity centre now and leverage value from the recent and on-going investment in infrastructure and redevelopment of key sites to reinvigorate the activity centre. Important projects that have been delivered or committed to include:

* Expansion of Box Hill Institute - $50M (State)
* Maroondah Highway level crossing removal $496M (State); and
* Lilydale Quarry redevelopment $2B over 20 years (Private).

In combination, these projects present many opportunities and reflect confidence in the future of the activity centre but the key project that has the potential to redefine the activity centre, and in particular the role and composition the Maroondah Highway through the centre as a true ‘main street’, is the Lilydale Bypass. The Structure Plan supports delivery of the Lilydale Bypass as a project of strategic importance that will allow main street and other parts of the existing movement network to transition away from private vehicle, high volume/high speed environments to quieter, high-quality ‘green’ environments that support mixed use activity and local access needs for a range of transport options.

Whilst the Structure Plan identifies land use precincts that accommodate existing important land uses and/or have potential to accommodate land use change and intensification, an important objective of the Structure Plan is to accommodate a mix of land uses and interaction between precincts. The important role of upgraded streets and other connections and progressive delivery of a range of public spaces of a variety of sizes and shapes is recognised by the plan.

As key precincts, such as the precinct that surrounds the relocated train station and new bus interchange, are redeveloped the character and sense of place in Lilydale will evolve. The Structure Plan seeks to manage this change by controlling the overall height of buildings such that they do not intrude upon the views to the distant surrounding hillsides. Control of building heights to ‘mid-rise’ outcomes of a maximum of 6 levels (and lower in some other locations) will ensure that Lilydale retains its valley floor context. Guidance within the Structure Plan about the location of carparking, street orientation and address and preferred architecture will also assist in ensuring that positive outcomes are achieved.

Finally, the impact and value of structure plans is generally realised when plans are place based, are timely, reflect community directions and ideals and can be progressively implemented with confidence. The LMACSP enjoys all of these characteristics and in particular it reflects and implements the key directions that are contained within the Lilydale Place Plan. Progressive redevelopment in accordance with the LMACSP will consolidate the role of the Lilydale Activity Centre as a ‘Major’ activity centre that will become part of and support and a series of fully functioning 20-minute neighbourhoods. The opportunity to work, live and connect locally has never been more important than now as the way we live has been affected in some fundamental ways by the global pandemic.

**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.

# introduction, purpose & about the structure plan

## Introduction

Plan Melbourne encourages preparation of documents such as Structure Plans where places are undergoing land use and other changes and there is a need to support and manage the process of change.

The Structure Planning process provides a valuable opportunity to consider the future of a place holistically, to take into account current needs and also to plan for the future.

The need for preparation of a Structure Plan for the Lilydale Major Activity Centre has been recognised by Council as Lilydale has recently been subject of unprecedented levels of investment by the public and private sector. Along with the investment in infrastructure, adoption of other short, medium and longer term actions will ensure that Lilydale realises its full potential.

In short, the Lilydale Major Activity Centre Structure Plan is intended to become the document that will guide the progressive redevelopment of the Lilydale Major Activity Centre.

## Purpose

The central purpose of the Lilydale Major Activity Centre Structure Plan is to define an integrated land use and transport that is place based and is accompanied by urban design analysis and direction that will guide the progressive redevelopment of the activity centre.

In addition to fulfilling this central purpose the structure plan will also perform some other very important roles.

The structure plan will:

* Reinforce the role of the Lilydale Activity Centre as a ‘major’ activity centre that will service Lilydale and the broader region;
* Define Council’s position and advocacy platform with regard to the Lilydale Bypass and other important infrastructure requirements;
* Align with and implement the Lilydale Place Plan (with emphasis on the five key directions) and provide an overarching strategic framework and vision for the Lilydale Major Activity Centre that can be implemented over the next 20+ years;
* Provide the strategic justification for future infrastructure investment and land use planning within the centre;
* Identify the means by which the redevelopment of the former Lilydale Quarry and other major redevelopment sites will be integrated within the broader activity centre;
* Identify the strategic basis and justification for contributions toward upgrade of streets and other public spaces;
* Define a series of Objectives, Strategies and Actions that can be progressively implemented over time; and
* Provide the strategic basis for recommended planning controls such as Zones and Overlays.

## The Process of Preparing the Structure Plan

The Structure Plan has been prepared by Mesh Planning in association with Ethos Urban, Capire, i2c, Ratio Consultants and AECOM and with the involvement and support of the Yarra Ranges Shire Council. The process that was used to develop the plan and the inputs that were used are set out in Figure 1 and Figure 2 following.

Figure 1 Lilydale Major Activity Centre Structure Plan Process

**Stage 1 - Inception and Background Analysis – completed (Early 2020)**

Briefing and analysis and review of background information, technical reports and other inputs

* Ecological Assessment (AECOM)
* Transport Assessment (Ratio)
* Economic Assessment (Ethos Urban)
* 3D Modelling and Testing (i2C).

**Stage 2 - Issues and Opportunities Paper & Community Consultation – completed (Mid 2020)**

Identifies a range of issues and opportunities that were tested with the community

**Stage 3 - Draft Lilydale Structure Plan & Community Consultation – current stage in process (November 2021)**

Draft Structure Plan including vision for Lilydale, Objectives, Strategies and Actions

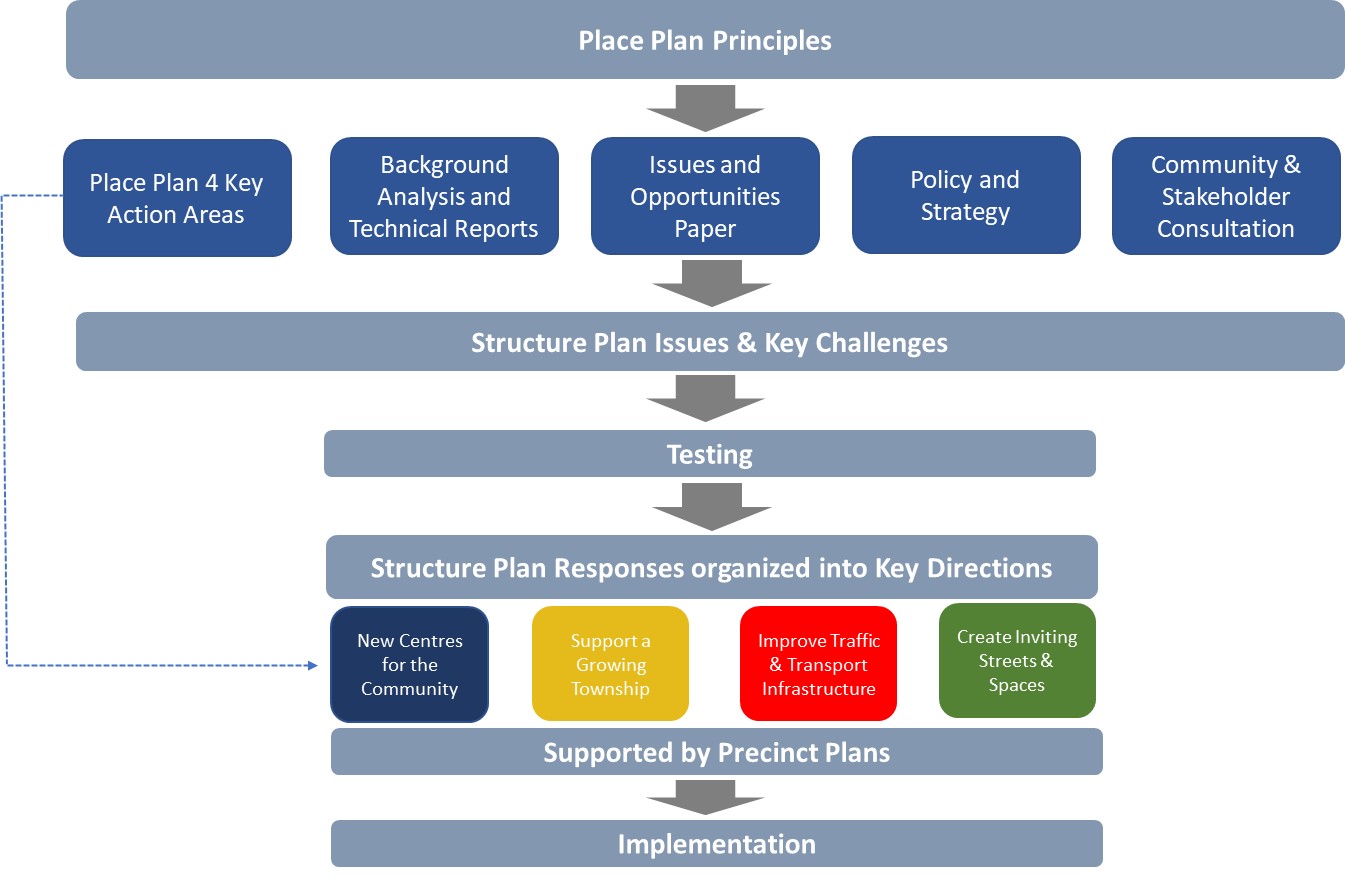
**Stage 4 - Adopted Structure Plan - Future Stage**

Council adopted document

**Stage 5 – Structure Plan Implementation - Future Stage**

Implemented in Yarra Ranges Shire Planning Scheme

*(to be presented as a diagram and used to highlight importance of consultation and involvement in the LXRA project and Quarry Redevelopment Processes whilst the Structure Plan was in preparation)*

Figure 2 Structure Plan Inputs

## The Structure Plan Area

The Structure Plan Boundary includes an extensive area that surrounds the core retail and commercial ‘town centre’ of Lilydale (*see Figure 3).* The boundary of the structure plan deliberately includes the former Lilydale Quarry and adjoins key sites of importance including the Lillydale Lake. Some residential areas to the east and west of the core have been included given their role in supporting the core of the Major Activity Centre.

Figure 3 Lilydale Major Activity Centre Structure Plan Area

# Relationship to the Lilydale Place Plan

It is important to recognise that the Structure Plan was informed by the findings and recommendations of the ‘Lilydale Place Plan’[[1]](#footnote-2). The Lilydale Place Plan was prepared by the Yarra Ranges Shire Council and was subject of extensive community and stakeholder consultation. According to the Place Plan, planning for place is described as *‘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’*.

The Lilydale Place Plan is volume one of a series of place plans for the Yarra Ranges Activity Centres and will be used to establish Council’s strategic intent for a place over 20 years or more. They are intended to be used by Council and the community to:

* *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.[[2]](#footnote-3)*

Place Plans, including the Lilydale Place Plan, have been developed to support Council’s vision statement for the entire municipality, which is:

*“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.”*

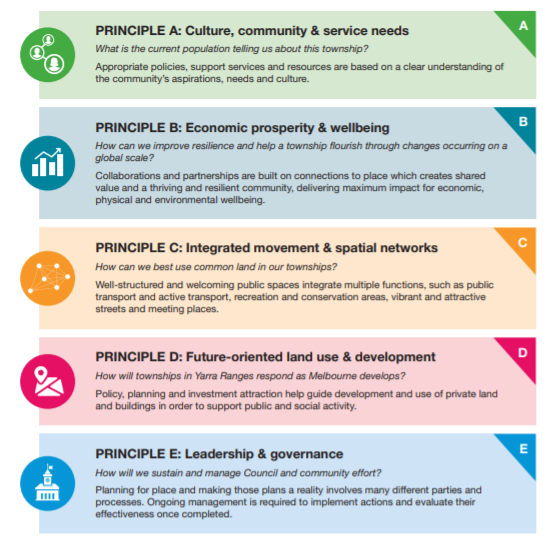
The Lilydale Place Plan (see Figure 4) defines five principles of place planning that were developed to guide Council’s overall planning for place framework. The five principles include:

Figure 4 Lilydale Place Plan Principles

The five place planning principles are accompanied by ‘a plan for action’ for the Lilydale Activity Centre which includes 4 key action areas (see Appendix x):

##### New centres for the community

##### Support a growing township

##### Improve traffic & transport infrastructure

##### Create inviting streets and public spaces

The four action areas are central to the structure plan and have been used to focus the analysis and responses that are contained within the plan. In acknowledgement of their broader role, the four action areas from the Place Plan have been carried forward into the Structure Plan as ‘Key Directions’. In this way a direct ‘line of sight’ has been maintained between the Place Plan and the Structure Plan.

# consultation findings

A lengthy Issues and Opportunities report[[3]](#footnote-4) was prepared in advance of preparation of the draft Structure Plan. Importantly, the Issues and Opportunities Paper sought community feedback in response to two possible scenarios – Lilydale Activity Centre with the Bypass or Lilydale Activity Centre without the Bypass.

The Issues and Opportunities report was accompanied by organised engagement activities that were conducted by an experienced consultation expert[[4]](#footnote-5). The engagement activities included:

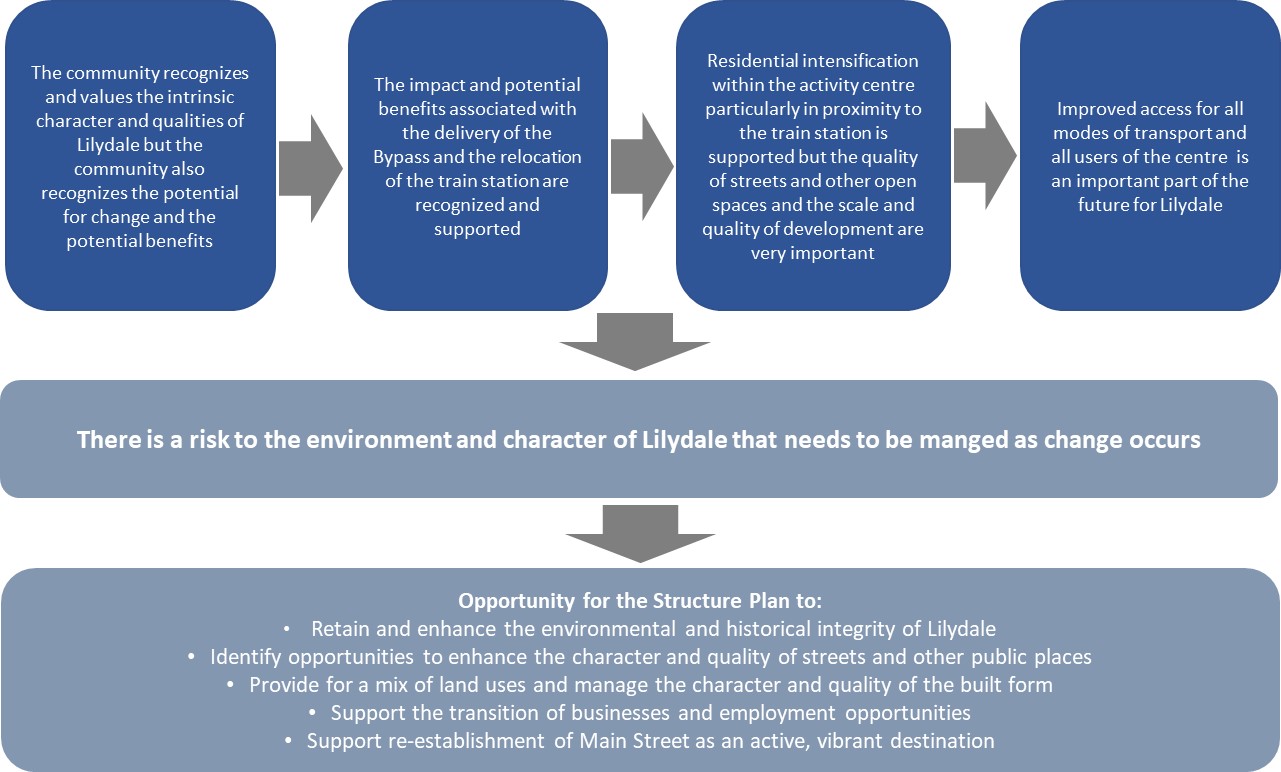
* A focus group facilitated attended by people with disabilities, disability advocates and support services. This focus group sought to understand the experience of people with limited mobility, disabilities and of different ages when moving through Lilydale.
* An online survey which invited members of the community to provide their feedback on questions related to the Lilydale Major Activity Centre Structure Plan-Issues and Opportunities Paper.

The issues and opportunities paper generated significant interest from the Lilydale community including 483 responses to the on-line survey and 10 participants attended the online focus group. A summary of the findings is set out in Appendix x.

## Key Implications

The community consultation findings have been used as a very important input into formulation of the Structure Plan. The key findings and relationships between the responses to the various questions can be summarised as follows.

Figure 5 Summary of Consultation Implications for Structure Plan



# lilydale now

## Snapshot *(Lilydale photos and images to be inserted)*

Lilydale is located approximately 41 km east of the Melbourne CBD. The activity centre is at the gateway to the Yarra Valley wineries and marks the end of the dense built up area of the Shire (*see Figure 6*).

Figure 6 Lilydale Local Context

Lilydale is currently experiencing unprecedented investment that is city shaping. The State Government has invested $496M in the Maroondah Highway level crossing removal and $50M has been allocated for the expansion of the Box Hill Institute (see Figure 7).

Figure 7 Major Projects Plan

The former Lilydale Quarry is now proposed for redevelopment, as an urban renewal project with plans to redevelop the 163ha site into a new mixed-use development. The former quarry redevelopment could deliver approximately 3,200 new dwellings, equating to around 8,000 new residents. Development plans provided to Council currently include medium and conventional density housing, an historic centre, a major north-south ‘boulevard road’ connecting Hull Road to Melba Avenue, a proposed train station (pending Government approval), an urban school and mixed-use commercial near the potential future station.

The level crossing removal has been delivered and the project has created opportunities for additional open spaces and enhanced local connectivity to the train station.

The Box Hill Institute is planning for expansion following receipt of State Government financial support for delivery of an Integrated Centre for Sustainable Construction that will provide pathways to jobs of the future with students training to meet the demands of the rapidly expanding construction industry.

Lilydale is one of two major activity centres in the Shire of Yarra Ranges, Chirnside Park being the other. The activity centre is at the end of the Lilydale Train Line and serves a significant portion of the local population who use the train on a daily basis to get to and from work.

Lilydale whilst being a major activity centre, also has a very local community identity with a strip shopping centre in Main Street that has been established since the 1880s with many heritage buildings, harking back to when livestock exchanges and vineyard sales occurred in the showgrounds to the rear of the shopping strip. It also has a proud history of having strong links to Dame Nellie Melba, whose father was a Lilydale Councillor between 1875-1883 and founded the Lilydale Cave Hill Marble and Limestone Quarry in 1878, the biggest employer at the time.

Lilydale’s population at the 2016 ABS Census was 17,181 and is projected to grow to 30,940 by 2041, a 43.5% increase. The population increase to 2041 will include an older median age and more one and two person households, creating a need for housing diversity to meet changing household needs.

The future population for Lilydale is predicted to proportionally age into 2041, with the median age also rising. There are also predicted to be a larger number of households without children and lone person households into 2041. This is an important trend to recognise, as currently much of the building stock is detached housing, which can fail to properly reflect the lifestyle needs of smaller households. The sum of these demographic and population growth trends is that there may be a greater need for a diversity of housing type and tenure.

In terms of economic activity, the Structure Plan area contains[[5]](#footnote-6):

* Approximately 47,010m2 of retail floorspace;
* Approximately 12,380m2 of office floorspace (excluding the Council offices); and
* Approximately 2,260m2 of vacant floorspace.

Unlike other major activity centres, Lilydale does not have a recognised ‘centre’ of retail activity where retail and commercial uses are strung out for at least one kilometre along the Maroondah Highway/Main Street. The highway divides one side from the other and causes the retail activity to be dispersed.

Retail and commercial floorspace demand analysis[[6]](#footnote-7) suggests that there will be demand for an additional 10,000m2 (approximately) of retail floorspace and approximately 11,000m2 of commercial floorspace over the next 15 years. Notwithstanding this projected demand it is unlikely that additional land will be required due to the presence of underutilised sites, potential for a neighbourhood centre on the former Lilydale Quarry and the general desire to consolidate the centre.

In addition to retail and commercial land uses, the Study area also contains two important industrial areas being the Melba Avenue Industrial Precinct and the Beresford Road Industrial Precinct. Lilydale is also emerging as a key health precinct serving the broader region. Eastern Health is located at the intersection of Market Street and Clarke Street to the north of Main Street and a large medical centre is located at the intersection of the Maroondah Highway and Anderson Street.

The opportunity to intensify the activity centre with additional housing is evident and has been recognised by Council’s Housing Strategy[[7]](#footnote-8) which identified Lilydale as one of the Activity Centres that had the “best capability for additional housing”. Redevelopment of key sites in proximity to the rail station may present opportunities in the short to medium term and other well positioned land currently used for industrial/ heavy commercial purposes may present longer term opportunities for urban renewal, but with an employment focus, if it is no longer used for manufacturing.

Notwithstanding the recent significant investment that has occurred, the key strategic issue which is constraining redevelopment of the core of the activity centre is on-going uncertainty regarding delivery of the Lilydale Bypass.

Figure 8 Existing Conditions Plan

Figure 9 Terrain Model

## Strategy Context

**Plan Melbourne**

Plan Melbourne is the current metropolitan strategy for Melbourne. Plan Melbourne places considerable emphasis on the role of activity centres as the places where the most positive land use/transport relationships can be achieved.

The Lilydale Activity Centre is a designated ‘Major Activity Centre’ in Plan Melbourne (*see Figure 10*).

Figure 10 Metropolitan and Major Activity Centre Network

According to Plan Melbourne, as set out below, Major Activity Centres have an important role to play in accommodating housing and other needs into the future.

***Direction 2.2***

***Deliver more housing closer to jobs and public transport***

*Locating medium-and higher-density development near services, jobs and public transport supports the objectives of consolidation and housing choice.*

*For this direction to be achieved, the standards of higher-density housing need to be raised. There are significant opportunities for housing development in and around the central city.*

*There are also opportunities for more medium-and higher-density development in middle suburbs close to jobs and services including:*

*• urban renewal precincts*

*• areas identified for residential growth*

*• areas identified for greyfield renewal*

*• areas designated as national employment and innovation clusters*

*• metropolitan activity centres and* ***major activity centres***

*• neighbourhood activity centres—especially if they have good public transport connections*

*•* ***areas near existing and proposed railway stations that can support transit-oriented development****. (emphasis added)*

*Encouraging mixed-use developments and greater housing diversity and density near employment and transport will create opportunity and choice for medium- and low-income households.[[8]](#footnote-9)*

In addition to the general emphasis that is placed upon major activity centres, the other important direction that is highly relevant to the future of the Lilydale Activity Centre is the 20 min neighbourhood concept.

According to Plan Melbourne, research undertaken by the Heart Foundation (Victoria) for the Victorian Government identifies the hallmarks of a 20-minute neighbourhood (*see Figure 11).*

*A 20-minute neighbourhood must:*

*• be safe, accessible and well connected for pedestrians and cyclists to optimise active transport*

*• offer high-quality public realm and open space*

*• provide services and destinations that support local living*

*• facilitate access to quality public transport that connects people to jobs and higher-order services*

*• deliver housing/population at densities that make local services and transport viable*

*• facilitate thriving local economies.*

*The 20-minute neighbourhood is all about ‘living locally’—giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.[[9]](#footnote-10)*

Figure 11 The 20 Minute Neighbourhood Concept

In support of the 20 minute neighbourhood concept, Plan Melbourne also places considerable emphasis on the environment and in particular ways to manage the impacts of climate change, health and well-being and pedestrian and cycle access.

**Local Policies**

Yarra Ranges Planning Scheme identifies Lilydale as a major centre for business and employment activity as well as offering opportunities for diverse housing at increased densities[[10]](#footnote-11). Lilydale is one of the Shire’s major activity centres and a key objective of the Yarra Ranges Planning Scheme is to strengthen the role this role through well designed and conveniently located business, employment and housing opportunities[[11]](#footnote-12).

Clause 22.07 of the Yarra Ranges Planning Scheme is underpinned by the 2006 Lilydale Major Activity Centre Structure Plan and 2009 Yarra Ranges Housing Strategy. Whilst many of the objectives set out in this policy are carried through to this Structure Plan, the distribution of precincts and associated strategies are in need of a review and will be revised as a key action of this revised structure plan.

**Zoning**

Zones determine how the land is currently used and developed through Lilydale (see Industrial 1 Zone (IN1Z) forms a significant part of the activity centre and provides substantial employment opportunities for the Shire..

Public Park and Recreation Zone (PPRZ) reflects the high level of open space that is provided by the Lillydale Lake, Melba Park and Recreation Reserve.

Special Use Zone (SUZ) applies to the former quarry which is anticipated for future residential development.

Figure 12).

Commercial 1 Zone (C1Z) applies to the majority of retail and commercial areas in Main Street, , Lilydale Village and the Lilydale Market Place. This zone allows for residential uses to be developed above commercial development.

Residential Growth Zone (RGZ) comprises a large area to the north-east and west of the activity centre. This zone allows for increased densities and is located around Main Street. There is a combination of town house and unit developments emerging in these areas.

Industrial 1 Zone (IN1Z) forms a significant part of the activity centre and provides substantial employment opportunities for the Shire..

Public Park and Recreation Zone (PPRZ) reflects the high level of open space that is provided by the Lillydale Lake, Melba Park and Recreation Reserve.

Special Use Zone (SUZ) applies to the former quarry which is anticipated for future residential development.

Figure 12 Existing Zoning

**Overlays**

Overlays provide specialised controls for specific land features such as vegetation, heritage and buildings and can provide direction to specific design and development objectives (see Figure 13).

Land subject to inundation overlay (LSIO) applies to areas to the west of the activity centre. The low-lying area of central Lilydale (west of Olinda Creek) has historically been subject to flooding. Drainage infrastructure throughout these areas are functioning at capacity. Therefore, as development in Lilydale intensifies, there is a need to address drainage and flood issues to ensure drainage infrastructure can accommodate future growth.

Design and Development Overlays (DDOs) apply to the Residential Growth Zone and Commercial Zoned land. These planning overlays provide guidance on design and built form including preferred building heights.

Heritage Overlays (HOs) apply to several areas throughout Lilydale. HO77 applies to Main Street to recognise and protect the Queen Victoria Jubilee Avenue trees. In addition to HO401 which applies to Anderson Street, Clarke Street, Castella Street and Cave Hill Road and seeks to recognise historic trees.

Figure 13 Existing Overlays

# Structure Plan Challenges

There are a number of important strategic issues that the Structure Plan will need to address. Whilst a number of the issues are intrinsically linked, an attempt has been made to identify the key issues and the challenges that arise will need to be addressed by the Structure Plan.

# lilydale into the future

## Vision for Lilydale

The Lilydale Activity Centre will continue to perform the important role of a major activity centre as defined by Plan Melbourne by *accommodating mixed use developments and greater housing diversity and density near employment and transport* but the vision for the Lilydale Major Activity Centre extends beyond these accepted roles for a Major Activity Centre to be more placed based and to recognise that some of the initiatives will take time to deliver.

The vision for the Lilydale Major Activity Centre is:

**Lilydale – A place to breathe on the edge of the City**

*The Lilydale Major Activity Centre will be a vibrant centre with a focus on community uses, walkability and activity, building on its strengths as a mixed-use centre by recognising its rich history, cultural heritage, beautiful trees and sense of space. Lilydale will be a place to support local living in the heart of a buzzing centre with convenient access to daily services and needs.*

*In the short term, the focus will be on redevelopment of key development sites and land use opportunities in and around the grade separation/relocated train station.*

*The relocated train station will offer a focus for creation of a new street-based retail a precinct that will also benefit from proximity to the Lilydale High School that, along with other key community uses, will be encouraged to remain and thrive within the activity centre.*

*In the medium term, delivery of the Bypass will enable Main Street to be comprehensively redeveloped as a genuine ‘main street’ where traffic speeds and volumes will be significantly reduced, and the street will transition away from being a connecting through-route to become a high-quality destination. Enhanced street tree planting and delivery of new open spaces throughout the activity centre will complement the existing open spaces, support a mix of land uses and encourage pedestrian/cycle access.*

*Built form will be restricted to mid-rise heights to ensure that view lines to the more elevated surrounds are maintained and to encourage delivery of high-quality streets. Buildings will be designed to support a range of land uses and be distinctive in their architecture and orientated to activate the important street edges and other public spaces.*

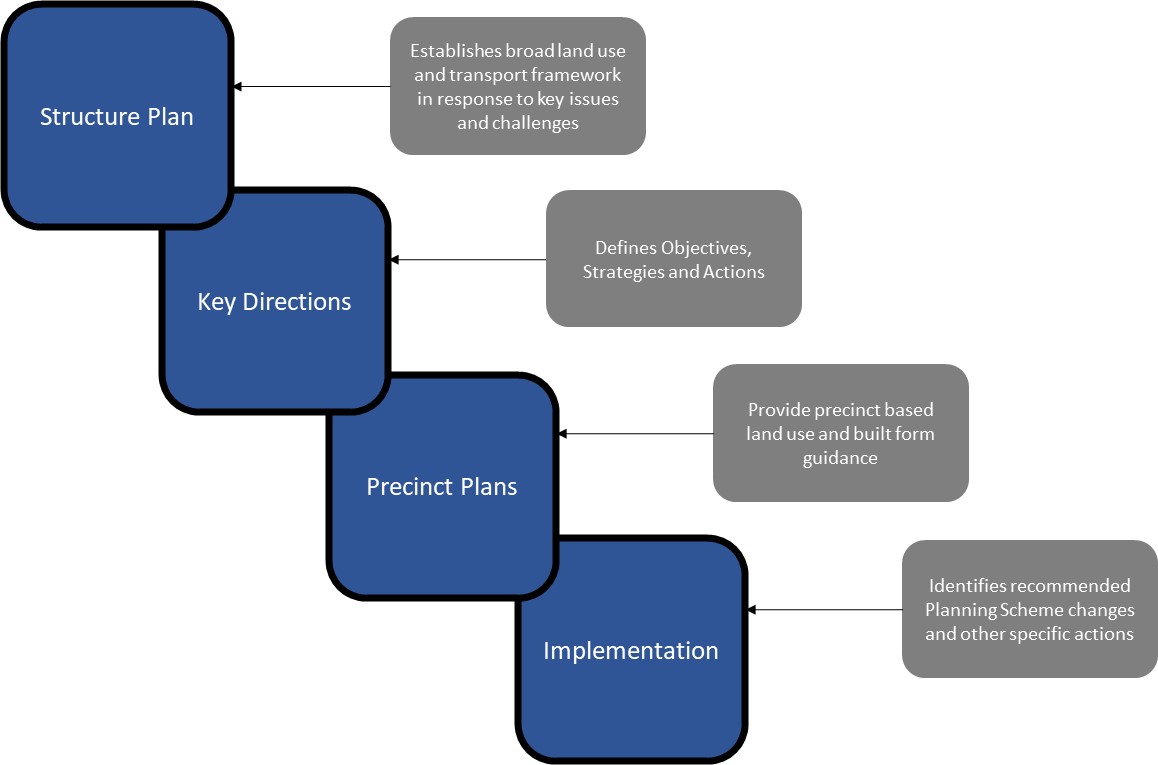
*Progressive delivery of the residential intensification opportunities, and enhancement of the existing and new employment uses will enable the Lilydale Major Activity Centre to function as a true 20 minute neighbourhood as well as servicing some of the key needs of the broader Lilydale community.*

Figure 14 Lilydale Major Activity Centre Structure Plan

## How will the vision be delivered

The vision for Lilydale will be delivered via progressive implementation of the spatial and other directions that are contained within the ***Lilydale Major Activity Centre Structure Plan***. The Structure Plan is comprised of the key components that are set out following (*see* Figure 15).

Figure 15 Structure Plan Key Implementation Components

****

In order to maintain the relationship between the Structure Plan and the Lilydale Place Plan, the objectives, strategies and actions have been arranged into the four key directions that are identified as ‘action’ areas in the Place Plan.

The Key Directions offer a useful way to arrange the Objectives, Strategies and Actions and they are also viewed as being well aligned to the hallmarks that are contained within the 20 Minute Neighbourhood concept. In this context, progressive implementation of the Key Directions will achieve the objectives of the structure plan and they will serve to implement a key objective of Plan Melbourne which is delivery of the 20 Minute Neighbourhood concept. The relationship and alignment between the Key Directions and the 20 Minute Neighbourhood Hallmarks is shown following (*see* Figure 16*).*

Figure 16 Relationship between Key Directions and 20 Minute Neighbourhood Concept

## The Lilydale Major Activity Centre Structure Plan

The Lilydale Major Activity Centre Structure Plan (*see* Figure 17) contains an integrated land use and transport framework that responds to each of the key challenges that were identified previously in **Error! Reference source not found.***.*

The next section explains in more detail the responses that are contained within the Structure Plan and defines Objectives, Strategies and Actions for each of the Key Directions.

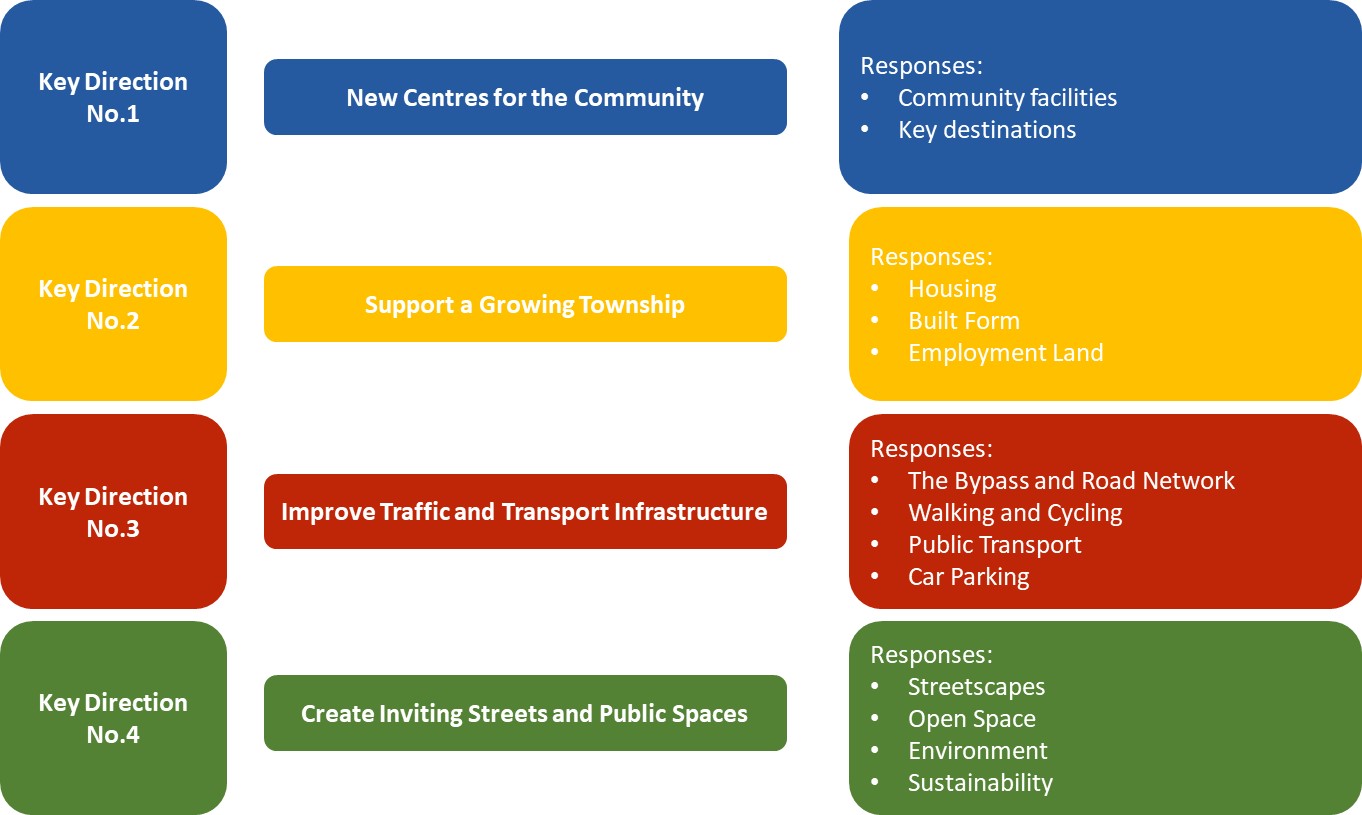
Figure 17 Lilydale Major Activity Centre Structure Plan

# Key Directions

Explanation of each of the key directions with accompanying objectives, strategies and actions are set out as following. Each of the key directions contain a ‘response’ which briefly summarises the intended future state for the components of each key direction.

The key directions and each of the response areas are identified below (*see* Figure 18*).*

Figure 18 Key Directions and Response Areas



# Key Direction 1 - New centres for the community

(Place strategic issues and structure plan challenges onto context plan)

|  |  |
| --- | --- |
| **Strategic Issues** | **Structure Plan Challenges** |
| Lilydale lacks an identifiable ‘centre’ and other meeting places where the community can connect and foster a sense of belonging.  Lilydale does not have a recognised community hub with shared facilities, but rather has an array of valued community assets and destinations which are disconnected and difficult to access. | The challenge for the Structure Plan is to:   * identify one or more highly accessible locations that could become known as the ‘town centre’; * identify potential for the ‘town centre’ to be connected to other public spaces and be located and designed to support preferred land use outcomes; and * identify whether a multi-purpose community hub can be established within the activity centre. |

Figure 19 Key Direction No. 1 - Strategic Issues Context Plan

## Response

Lilydale will have **new centres for the community** to gather and foster a sense of belonging.

Community facilities and key public destinations will be highly accessible and integrated and will contribute to the role and vitality of the core of the activity centre.

In addition to community facilities, the activity centre will have a diverse range of highly accessible and inviting public spaces, both formal and informal, where the community can interact, learn, and socialise.

The public spaces will be linked to the existing larger open spaces and designed wherever possible to incorporate elements of the history of Lilydale.

Figure 20 Key Direction No.1 - Response Plan

### 8.1.1 Community facilities

Lilydale will contain age friendly, accessible community facilities that are well integrated with local services to create a connected community.

A new community hub containing facilities such as community health and wellbeing, arts and culture, community enterprise and co-working, youth services and library services will cater for a variety of community needs (subject to a community needs assessment). It will provide an identifiable centre where the community can come together for events, recreation, culture and leisure.

Land to the south west of the Lilydale Football and Cricket Oval provides an opportunity for Council to explore the potential to deliver such a multi-purpose community hub. This location is suitable for delivery of an integrated, multi-purpose community hub due to its central location within the core of activity centre. This location is also highly accessible from the nearby train station and Main Street and can leverage off existing surrounding services and facilities.

While this location is preferred, there may be other possible locations for a community hub. Further work will be undertaken to determine the suitability of this site (or others) for a community hub through consultation with the community, key stakeholders and landowners. Through this process, other sites may be considered and will be assessed against the following criteria:

* Access to public transport
* Co-location with other civic / public functions
* Proximity to the core activity centre
* Land acquisition requirements
* Overall cost

This consultation process will inform preparation of a potential masterplan for the suitable site that also takes into account potential uses for the former railway station.

**Objectives & Strategies**

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| --- | --- |
| OB1 | **To create an attractive and identifiable centre where the community can connect and foster a sense of belonging.** |
| CFS1.1 | Develop a new community hub in close proximity to public transport and if relevant integrate access and entry to Main Street. |
| CFS1.2 | Enhance the use of the new community hub by designing a facility which is highly adaptable and flexible for year round use. |
| CFS1.3 | Ensure a new community hub is highly accessible and is integrated with other services and facilities. |
| CFS1.4 | Investigate potential locations for a new community hub using the criteria on page 37. |
| OB2 | **To enhance the use of vacant public buildings in Lilydale for community services and facilities.** |
| CFS2.1 | Investigate the potential re-purposing of existing vacant or underutilised public buildings in Lilydale for temporary or permanent community uses. |
| CFS2.2 | Investigate opportunities to transition the current railway station building into a community use. |
| CFS2.3 | Discourage single-purpose public buildings that do not promote multi-use. |
| OB3 | **To reinforce and support community precincts in Lilydale that are diverse in activity and uses, and act as central meeting places for the community.** |
| CFS3.1 | Support the co-location and/or connectivity between community facilities with other local services, schools and recreation facilities. |
| CFS3.2 | Encourage the co-location of future community facilities with the potential future school and/or recreation facilities within the Kinley development. |

Figure 21 Key Direction No.1 - Community Facilities

### Key destinations

As areas of Lilydale are progressively developed and renewed, parts of the public realm will become key destinations containing formal and informal spaces where the community can gather for social and recreational purposes.

Public spaces such as urban plazas and town squares are just as important as physical buildings containing dedicated community facilities. These public spaces or ‘destinations’ are flexible and adaptable, and can be used for events, recreation, community activities and as meeting places.

Main Street provides an opportunity to enhance its role as a key destination by establishing a town square which can be used for recreation, events and as a central meeting place. Preparation of a streetscape masterplan for Main Street and other key streets such as John Street and Hutchinson Street will seek to identify locations which could be utilised as public destinations for the community.

Key destinations in Lilydale will be well connected and accessible, with priority pedestrian and cycle connections and wayfinding. Additional landscaping and street furniture will also contribute to the amenity of these destinations to ensure they are comfortable for seasonal use, and attractive places for the community to use for a range of purposes.

The level crossing removal project offers the opportunity to establish open spaces and additional connections below the elevated railway line. This significant investment in infrastructure provides an opportunity to enhance this area and establish a new focus at the western end of the activity centre.

**Objectives & Strategies**

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| OB4 | **To progressively strengthen Main Street as a pedestrian friendly, activated main street that can be recognised as the core of the activity centre.** |
| DS4.1 | To create an identifiable ‘town square’ in Main Street that offers amenity and can be adapted for community recreation and events. |
| DS4.2 | Support a centralised town square with street furniture and lighting that has strong pedestrian connections and is located to nearby services and facilities. |
| DS4.3 | Encourage surrounding development to front existing and future 'destinations' along Main Street to facilitate activation and enhance passive surveillance. |
| OB5 | **To support the development of new community destinations and meeting places in Lilydale.** |
| DS5.1 | Support progressive delivery of open space below the elevated rail (as part of the Level Crossing Removal project) and ensure Main Street and John Street connect and interact with these facilities to maximise their use and accessibility. |
| DS5.2 | Ensure new destinations and meeting spaces are accessible, activated and well designed for seasonal use. |
|  |  |

Figure 22 Key Direction No.1 - Key Destinations

**Key Direction No.1 Actions – New Centres for the Community**

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| No. | Key Direction No.1 - Actions |
| **A1** | Prepare an Integrated Community Facility Options Study for consultation with relevant stakeholders, to investigate the potential to develop a new community node near the centre of town, or another suitable location, consistent with the criteria described in this document, Key Direction 1. |
| **A2** | Prepare a masterplan for the Lilydale Recreation Reserve land, which may include an Integrated Community Facility, pending the results of Action A1. |
| **A3** | Prepare a community needs assessment for Lilydale to determine the type of community facilities and services required to meet the needs of the Lilydale community. |
| **A4** | Prepare a review of existing Council owned and public buildings in Lilydale and prepare a strategy (based on the outcomes of the community needs assessment) to accommodate identified community needs with available public buildings. |
| **A5** | Prepare a streetscape improvement plan for key streets including Main Street, John Street, Hutchinson Street and William Street East and West. |

# KEY DIRECTION NO.2 - Support a growing township

(Place strategic issues and structure plan challenges onto context plan)

|  |  |
| --- | --- |
| **Strategic Issues** | **Structure Plan Challenges** |
| Retail/commercial precincts are dispersed throughout the activity centre, with Lilydale Market Place Shopping Mall to the south, Main Street Retail in an elongated format on both sides of Main Street and Lilydale Village shopping Mall in the north-east.  Lilydale contains predominantly conventional, detached dwellings however it is recognised that there is a need for residential intensification and delivery of diverse/affordable housing options within the town core, in close proximity to services and transport to support urban consolidation and 20 minute neighbourhoods.  There is a need to relieve pressure from existing residential zoned land and redirect residential growth from the periphery of the activity centre, into the town core to encourage a more vibrant centre around Main Street in the form of apartment type developments and other diverse housing types.  Lilydale contains two valuable industrial/business parks that add to the employment potential of the activity centre that are located in strategic locations that may be subject of pressure for rezoning in the future. | The challenge for the Structure Plan is to:   * define preferred locations for retail/commercial activity; * identify potential opportunities to link retail/commercial areas with transport and community facilities; * identify a complementary role for any additional retail/commercial development such as within the redevelopment of the Lilydale Quarry land; * identify preferred locations for residential intensification that will not displace other land uses; * provide direction regarding preferred height, siting and design of residential intensification opportunities that will complement the character and sense of place in Lilydale; * identify and recommend preferred planning or other controls to facilitate desirable redevelopment outcomes; and * identify recommended planning controls that will prioritise retention of the industrial/business parks. |

Figure 23 Key Direction No.2 - Strategic Issues Context Plan

## Response

Diverse housing, employment growth and a mixture of land uses in the Lilydale Activity Centre will **support a growing township** that is vibrant and resilient, promoting Lilydale as a place to live and work locally.

Provision of new housing will be more dense, diverse and affordable and located in close proximity to the new railway station and local services to support local living and the concept of a 20 minute neighbourhood.

Growth in hospitality sectors and innovation based-industries will provide the Lilydale community with more places to work while growth in retail and commercial services and facilities will meet day-to-day needs. As the economy recovers from the impacts of the COVID-19 pandemic, there is a need to understand the implications on the existing sectors and ensure Lilydale maintains a sustainable local economy into the future. As Lilydale grows, new development will complement and enhance the special village character that is valued by the Lilydale community.

Activity Centre Zone

To achieve the vision for Lilydale and facilitate a mixture of uses and outcomes, the Activity Centre Zone is considered to be the most appropriate zone to guide and facilitate the use and development of land within the Lilydale Major Activity Centre.

The ACZ is proposed to apply to the retail core and will allow the key directions set out in the Lilydale Structure Plan to be translated into a specific ACZ schedule. The zone specifically encourages a wide mix of uses and development within a centre which is consistent with the strategic directions for the retail core of Lilydale.

Figure 24 Key Direction No.2 – Response Plan

### Housing

Lilydale’s future growth will reinforce its importance as the largest centre in the region and the provision of diverse housing that meets the needs of the existing and future population is required. As a major activity centre, much of this anticipated growth should be directed to Lilydale to leverage the offering of transport, jobs, education, community facilities and other everyday needs, consist with 20-minute neighbourhood concepts and creating a more consolidated, sustainable town.

Housing in Lilydale is largely comprised of conventional detached housing and new development is generally occurring on the periphery of the town centre. While land within core activity centre is currently zoned to allow some residential development within the commercial areas (Commercial 1 Zone) the current amenity of main street is not conducive to such development.

The presence of other planning controls such as Design and Development Overlays (DDOs) have resulted in contradictory direction regarding building heights and development density for existing residential areas within Lilydale. The Structure Plan proposes a number of changes to the current planning controls to ensure the housing objectives set by the Structure Plan can be achieved.

The Structure Plan seeks to increase housing supply within the core of the activity centre. Mixed use, higher density housing will be encouraged along Main Street and within the Station Precinct to promote housing consolidation in areas that are in walking distance to shops, public transport, open space and community facilities This approach is supported by the principles of the 20-minute neighbourhood concept to encourage people to live and work locally. For this reason, Lilydale should also accommodate increased provisions of social housing. Being a major activity centre, increasing social housing supply in close proximity to public transport, jobs, community services and daily needs is consistent with Plan Melbourne.

Redevelopment of the former Lilydale Quarry will also offer additional housing choice and will create an increased catchment for the town centre.

**Objectives & Strategies**

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| OB6 | **To encourage medium and high-density housing in preferred locations within the activity centre.** |
| HS6.1 | Support new housing above employment uses in locations as depicted in Figure 24. |
| HS6.2 | Encourage mixed use development toward John Street and Hardy Street including ground level retail/commercial, and multi-level offices and residential above to intensify and diversify land uses. |
| HS6.3 | Encourage high density, mixed use development in close proximity to the new train station to promote living and working in the heart of Lilydale. |
| HS6.4 | Ensure new housing development on land previously used for industrial/ employment addresses any potential land contamination. |
| HS6.5 | Rationalise the extent of the Residential Growth Zone to concentrate medium and high-density development in Lilydale’s town core where there is good access to public transport and essential services. |
| HS6.6 | Facilitate a greater diversity of residential development such as shop top housing, apartments, accommodation and SOHO development. |
| OB7 | **To encourage diverse housing in Lilydale that meets the needs of a growing population.** |
| HS7.1 | Encourage a variety of dwelling sizes and types which provide for housing choice for a range of demographics including singles, families, older people and people with limited mobility. |
| HS7.2 | Create opportunities for the delivery of affordable housing in close proximity to public transport and local services. |
| HS7.3 | Encourage more diverse housing opportunities at the Kinley Development if there is State Government support for the delivery of a second railway station. |
| H S7.4 | Maximise opportunities to develop social housing on Council and State Government owned land parcels in accordance with Council’s 2020 Guiding principles on Housing and Homelessness. |
| H S7.5 | Encourage the provision of social housing at the Kinley Development. |
| H S7.6 | Encourage developments of 20 dwellings and over to provide social housing in accordance with Council’s Affordable Housing Development Negotiation Framework. |

Figure 25 Key Direction No.2 - Housing

### Built Form

The core part of the Lilydale Activity Centre lies within the valley floor of the Olinda Creek and is surrounded by more elevated land that contains the town centre. The current built form includes some places of historic importance and is complemented by some very large-scale street tree and other plantings. The influence of the surrounding hills, the sense of ‘space’ and the presence of very large trees in addition to the diversity of built form is recognised by the community and collectively defines the character of Lilydale.

The Structure Plan supports redevelopment and land use intensification within the core of the activity centre but seeks to ensure that the height of the built form does not intrude upon the view lines to the elevated surrounding hills. The Structure Plan also seeks to ensure that important facades are articulated to create interest and to complement the character of Lilydale whilst also ensuring that the streets and other public spaces are activated by orientating primary accesses to the street and avoiding blank walls.

The Structure Plan also encourages the built form to accommodate appropriate setbacks to the street to create a pedestrian friendly environment particularly in key locations such as the Station Precinct and along Main Street.

**Objectives & Strategies**

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| OB8 | **To support high quality built form that reinforces Lilydale's village character.** |
| BFS8.1 | Ensure new development provides for building heights as identified in Figure 25. |
| BFS8.2 | Require active frontages to Main Street, John/Hardy Street and other key streets as identified in Figure 24. |
| BFS8.3 | Require active frontages and appropriate interfaces to public spaces to enhance activation and passive surveillance. |
| BFS8.4 | Restrict overall building heights to protect views to the surrounding hills and to retain the sense of place and enclosure that is created by the valley of the Olinda Creek. |
| BFS8.5 | Ensure new development complies with built form guidelines for relevant precincts as set out in Chapter 12. |
| BFS8.6 | Protect and encourage the restoration of heritage buildings/facades through active reuse and restoration and encourage sensitive integration of existing buildings within the streetscape. |
| BFS8.7 | Apply appropriate setbacks to new building components within redevelopment of heritage buildings to reduce visual dominance of heritage façade/building. |
| BFS8.8 | Avoid blank walls, large service areas and car parking at ground level frontages. |
| BFS8.9 | Encourage new apartment developments to provide for communal open space areas. |
| BFS8.10 | Ensure new development around open space and public spaces is orientated toward such spaces appropriately and does not create unreasonable over shadowing but supports passive surveillance. |
| BFS8.11 | Ensure ground floor facades addressing a street or other public space are appropriately activated to provide for passive surveillance. |
| BFS8.12 | Support development of mid-rise buildings in the low lying areas of the activity centre where there is minimal impact on long views. |
| BFS8.13 | Recognise the importance of existing heritage buildings along Main Street and other parts of Lilydale and their contribution to exhibiting the town’s history and Lilydale’s character by exploring the application of heritage protection controls. |
| BF S8.14 | Ensure developments where roof tops are in view deliver high quality outcomes in accordance with the built form diagrams in Chapter 14. |

Figure 26 Key Direction No.2 - Building Heights

Figure 27 Maximum Building Height Compliant Roof Top Design

Figure 28 Lowered Building Height Non-compliant Roof Top Design

Figure 29 Balcony and Common Terrace Design Guidance

Figure 30 Corner Built Form Guidance

Figure 31 Access and Car Parking Guidance

Figure 32 Setback Diagrams

Figure 33 Heritage Setback Diagrams

### Employment Land

The Lilydale Activity Centre is fortunate to contain two existing industrial areas and a range of community facilities. As the centre grows, it is important that these uses are retained and are not put under pressure to be rezoned by encroachment of other uses such as residential development.

The activity centre has numerous under-developed sites that can be redeveloped before needing to consider any rezoning of land to facilitate other land use outcomes. Retention of industrial and other employment generating land uses will contribute to the overall vitality of the activity centre and contribute to its role as a destination within the broader activity centre hierarchy.

Lilydale contains some well positioned sites which are currently zoned commercial/industrial. If these sites are not used for industrial purposes in the future, there may be an opportunity to consider intensification / diversification of current uses, provided they continue to be high employment generators.

Other employment generating activities such as serviced based uses, hospitality and entertainment are also encouraged throughout the activity centre and particularly along Main Street and within the Station Precinct.

An Integrated Centre for Sustainable Construction Technologies (ICSCT) has recently been completed at the Box Hill institute which will deliver industry-current apprenticeship training in wood, electrical and plumbing trades, meetings the demands of the rapidly expanding construction industry. An Innovation and Incubator Hub is also set to open at the Box Hill Institute offering a regional hub for innovation, entrepreneurial skill development, application of advanced technologies and co-working spaces.

As Lilydale grows, sectors of the economy that are likely to expand are innovation-based industries and creative sectors. To encourage innovation-based industries, there’s an opportunity to investigate the potential rezoning of the Melba Avenue Industrial Precinct to Commercial 3 Zone (C3Z) to accommodate sectors with a focus on creative industries, small manufactures and start-up businesses.

A Land for Business Study should be undertaken to understand the demand for such enterprise uses and other industrial/commercial uses across the municipality, ahead of rezoning areas such as the Melba Avenue Industrial Precinct. Such a study will also be important to assess the impacts on the local economy following the COVID-19 pandemic to ensure Lilydale continues to accommodate a diverse employment sector, creating jobs in high growth industries.

**Objectives & Strategies**

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| OB9 | **To increase economic activity and strengthen Lilydale's role as a vibrant Major Activity Centre.** |
| ELS9.1 | Support a high quality and attractive public realm environment to foster more investment in food and hospitality businesses. |
| ELS9.2 | Expand new retail and commercial land uses in the Station Precinct following the removal of the level crossing and the relocation of the train station to the south. |
| ELS9.3 | Ensure commercial development opportunities within the Kinley Development complement Lilydale’s retail core. |
| ELS9.4 | Encourage increased residential densities above ground floor within key commercial areas such as Main Street and the Station Precinct to enhance activity, and the viability of local businesses. |
| ELS9.5 | Strengthen street level activity by supporting ground level retail, convenience and fine-grain commercial uses. |
| ELS9.6 | Explore opportunities for development or redevelopment of under-utilised sites in within the activity centre to expand Lilydale’s retail and commercial offering. |
| ELS9.7 | Encourage finer grain employment such as offices, small scale industries and creative spaces in appropriate locations as identified in Figure 26. |
| OB10 | **To support local jobs by retaining and enhancing the efficient use of industrial/employment land.** |
| ELS10.1 | Ensure the Melba Avenue and Beresford Industrial Precinct are retained for employment uses to support local jobs. |
| ELS10.2 | Discourage rezoning of employment land to facilitate residential development outcomes. |
| ELS10.3 | Encourage clustering of innovative businesses in the enterprise precinct and collaboration with neighbouring education institutions. |
| ELS10.4 | Consider the future transformation of large key sites such as those well-positioned in commercial/ industrial ones to a mixed-use transit orientated development with a focus on employment uses only if the land is not required in the future for industrial purposes. |
| ELS10.5 | Support the consolidation of civic uses within the civic precinct. |

Figure 34 Key Direction No.2 - Employment Land

**Key Direction No.2 Actions – Support a Growing Community**

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| --- | --- |
| No. | Key Direction No.2 - Actions |
| **A6** | Amend the MPS and PPF to implement the updated vision and objectives for the Lilydale Major Activity Centre. |
| **A7** | Apply the Activity Centre Zone to the core of the Activity Centre excluding publicly owned land. |
| **A8** | Rezone residential land as depicted in Figure 24. |
| **A9** | Investigate the potential rezoning of the Melba Avenue Industrial Precinct shown in Figure 21 to a Commercial 3 Zone, to encourage innovative industries such as small manufacturers and start-up businesses. |
| **A10** | Implement the recommendations of the Lilydale main street heritage study and apply Heritage Overlays as required. |
| **A11** | Investigate mechanisms and incentives to stimulate the delivery of affordable housing in Lilydale. |
| **A12** | Work collaboratively with relevant Housing Associations to deliver affordable and social housing in Lilydale. |
| **A13** | Prepare a land for business study to determine the anticipated need for commercial and industrial land following COVID-19 lockdown impacts of 2020/21. |
| **A14** | Undertake an Investment Attraction Strategy. |
|  |  |

# Key Direction 3 - Improve traffic and transport infrastructure

(Place strategic issues and structure plan challenges onto context plan)

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| --- | --- |
| **Key Direction No.3 Improve Traffic & Transport Infrastructure** | |
| The Maroondah Highway/Main Street carries significant volumes of fast moving traffic that is compromising the amenity of the core of the activity centre.  The Lilydale grade separation project has been delivered but the benefits of the infrastructure investment have not been fully explored.  Pedestrian and cycle access and access by those with mobility impairments is currently impacted by the volume and speed of traffic travelling along the Maroondah Highway/Main Street and in other parts of the activity centre.  Redevelopment of the former Lilydale Quarry will progressively deliver additional catchment for the activity centre but will require access through to the train station and the core of the activity centre to enable residents and workers gain access to necessary services and facilities. | The challenge for the Structure Plan is to:   * define a position with regard to delivery of the Lilydale Bypass as the significant structural change that will enable a range of land use and transport objectives to be achieved; * Identify an aspirational role for Main Street as a pedestrianised and activated Main Street; * Provide a vision for the role of local roads until a bypass is delivered; * identify the land use, transport and/or other recommendations to leverage from the investment in the grade separation; and * identify land use, transport or other opportunities that arise from relocation of the train station and bus interchange; * identify specific projects and/or other actions that will enhance accessibility for pedestrians, cyclists and those with mobility impairments; and * identify possible road based and other connections into the southern part of the activity centre. |

Figure 35 Key Direction No.3 - Strategic Issues Context Plan

## Response

Lilydale will be an easy town to get around, with quality roads and public transport infrastructure.

Reconfiguration of the movement network will **improve traffic** flows and enhance connectivity and effectiveness of existing and new **transport infrastructure.**

Road improvements will reduce car dependency and congestion, and increase walkability and land use integration within the core of Lilydale.

Lilydale’s movement network will create positive travel experiences for visitors and locals, connecting the community to local services and key destinations using a variety of transport modes.

Figure 36 Key Direction No.3 - Response Plan

### Road Network and Bypass

Potential traffic solutions have been contemplated for Lilydale since the 1970s when the concept of a bypass was proposed to address traffic congestion. Since this time, Lilydale has experienced significant uncertainty surrounding the delivery of a bypass which has compromised the ability to plan for and invest in the redevelopment of Main Street.

Advancement of major projects such as the removal of the level crossing and a new railway station, as well as anticipated population growth will place further pressure on the existing road network and confirm the need for traffic solutions. Improvements to the road network are required to support the growth of Lilydale, leverage State government infrastructure investment and achieve Lilydale’s vision for Main Street.

To assist with describing the future road network, roads are described by their preferred future role, regarding whether this emphasises movement or place. An emphasis on movement means a priority on efficient vehicle trips and connections. In contrast, an emphasis on place means a priority on creating pleasant places for people to enjoy and local businesses to thrive in a high-amenity setting. While the Plan considers the delivery of the bypass as the ultimate traffic solution that can achieve a revitalised Main Street that is a place for people, it recognises that this requires State government investment and management in the intervening period.

Currently, Maroondah Highway (Main Street) plays a regional transport role, moving people from surrounding areas through the town. Main Street connects Mooroolbark Road and Anderson Street, which both also have a ‘movement’ priority. John and Hardy Street are local roads intended to provide access to local stores and retail, however they are currently being used connector roads. In other words, their ‘movement’ function is higher than it should be, because these streets are partly used as an alternative through route to the Highway. The Structure Plan seeks to reduce the traffic burden on John and Hardy Streets, returning them to their intended function. **Interim - Without a bypass**

In the interim, without the delivery of a bypass, Main Street will continue to be the primary connector road through Lilydale, supported by John and Hardy Street. Although movement will be the primary function, there are opportunities in the interim to improve Main Street for pedestrians, cyclists and local businesses by maximising the use of Main Street’s large verges for wider pedestrian paths and cycle paths and activation. However, such improvements must balance traffic and car parking requirements while Main Street maintains a connector road function.

To manage increased traffic movements as a result of the Kinley development, a new signalised intersection at Hutchinson Street and Main Street will be delivered. This will raise the status of Hutchinson Street as a connector road primarily for movement which will decrease pressure on John and Hardy Street allowing these roads to perform as local roads.

Delivery of the new train station and level crossing removal works will change the nature of John Street near the railway line, which will see speeds reduced to 40kmph, creating a high amenity, pedestrianised environment.

Prior to delivery of the Bypass it will also be important to progressively deliver pedestrian and cycle connections between the larger open space and along the key streets that will accommodate significant land use change. These streets, such as John Street, Hardy Street and Hutchinson Street should incorporate deliberate provision for all forms of transport and landscaping and display an ‘urban’ character as key objective of the structure plan.

Figure 37 Artist Impression of Hutchinson Street and Main Street Future Intersection

Figure 38 Movement and Place – No Bypass

Figure 39 Movement and Place – With Bypass

Figure 40 Cross section Reference Plan

Figure 41 Cross Section Package

Figure 42 Artist Impression of west Approach along Main Street

**Ultimate - With a bypass**

Delivery of a Bypass is the ultimate traffic solution but is also a long term action which requires State Government investment and further work. To date, public feedback has indicated strongly that a bypass is a preferred long term traffic solution, which could benefit the Main Street by removing its arterial function. However, a more detailed study will be required by the Department of Transport to understand the transport benefits and implications. While the interim measures set out above attempt to provide traffic solutions and more pedestrianised environments within Lilydale, the ultimate solution to achieve the vision for Main Street is a Bypass.

Delivery of the Bypass will see traffic diverted around the core of Lilydale through Melba Avenue, enabling Main Street to perform a ‘place function’ and no longer a main arterial road through Lilydale. The Bypass will facilitate reconfiguration of the road network in a way that key local roads can also be reimagined to be pedestrianised, activated and a more inviting and accessible streets for the community.

Main Street will be will be given a priority ‘place’ function and primarily used for local vehicle trips, allowing it to be highly walkable, with new public spaces and high amenity which will attract destination-based visitors.

Hutchinson Street will become a boulevard connecting the future Kinley Estate to the town centre, with a strong ‘place’ function. It will be upgraded to accommodate increased traffic volumes and be extended through the Box Hill Institute land. To maintain permeability and connectivity from the south through to Main Street, a Bypass design which is raised is preferred. This will unlock land below the Bypass for open space and parking and avoid further severance of the southern part of Lilydale to the town core. The Kinley Estate will be responsible for delivery of Hutchinson Street extension to the south of Melba Avenue and other road and intersection upgrades.

Internal connectivity within the core of the activity centre will also be enhanced via progressive delivery and/or upgrade of the streets that provide connectivity between Main Street and Hardy Street/John Street. These streets and laneways will perform an important role in offering safe and attractive pedestrian links that will also support establishment of new land use opportunities.

**Objectives & Strategies**

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| OB11 | **To enhance Main Street as the active ‘heart’ of Lilydale.** |
| RNS11.1 | Support and actively advocate for delivery of the Lilydale Bypass as the ultimate traffic solution for diverting traffic around the town core and to enable Main Street to be downgraded to a local traffic function. |
| RNS11.2 | Facilitate interim improvements to Main Street by maximising the use of wide verges for activation and pedestrian and cycling upgrades. |
| RNS11.3 | Support the role of Main Street as a low-speed traffic environment, that balances pedestrian access and connectivity with opportunities for enhanced street tree planting and other forms of landscaping, when a bypass is delivered |
| RNS11.4 | Support a bypass design which is raised avoid further severance of the land to the south from the town core. |
| RNS11.5 | Redirect large traffic movements away from Main Street, John Street and Hardy Street to improve amenity and facilitate more pedestrian oriented environments, when a bypass is delivered. |
| RNS11.6 | Encourage a Bypass design that takes into account access to key places of interest, including the Lillydale Lake. |
| OB12 | **To provide a clear hierarchy for vehicle movement in Lilydale through a safe, accessible and well-connected road network.** |
| RNS12.1 | Support road and intersection work and upgrades that reconfigure Lilydale's road network to prioritise pedestrian and cycling access and connections. |
| RNS12.2 | Upgrade and extend Hutchinson Street to become a key north-south connector road, connecting the new Kinley Development directly to the town core. |
| RNS12.3 | Explore the undergrounding of powerlines along Main Street, John Street and Hardy Street Hutchinson Street to free up land for street tree planting and further streetscape embellishments. |
| RNS12.4 | Upgrade John and Hardy Street as local active streets to support a slower, more pedestrianised environment. |

### Walking and cycling

Currently, Lilydale’s movement network prioritises vehicles which creates an environment where it is difficult to walk or cycle around the activity centre. Fragmented pedestrian paths and limited wayfinding between key destinations such as Melba Park and Lillydale Lake prevent access and connectivity, contributing to Lilydale’s high rates of car dependency.

The Structure Plan seeks to strengthen pedestrian and cycling connections throughout the Lilydale Activity Centre by delivering missing links within the existing network and transforming key local roads to be priority pedestrian and cycling friendly environments.

Dedicated pedestrian and cycling infrastructure and improved wayfinding will promote walking and cycling around Lilydale and connect the community to key destinations such as Lillydale Lake, Melba Park and to existing cycling infrastructure such as the Lilydale Warburton Rail Trail.

Main Street will be reconfigured to give priority to pedestrian and cyclists, over through traffic and freight, once a bypass is delivered. Interim works will seek to improve the pedestrian environment where possible in advance of a bypass. John Street and Hardy Street will become key active streets with dedicated cycle lanes and improved pedestrian connectivity.

Existing pedestrian paths will be upgraded to shared paths along Olinda Creek to enhance pedestrian and cycling connectivity from Melba Park through to Lillydale Lake. Such a transformation of Olinda Creek will create opportunities for the community to connect to nature in the heart of the Lilydale Activity Centre. This recreational link will be an inviting and accessible environment and visibility will be enhanced by facilitating active frontages from new development between Main Street and John/Hardy Street.

Dedicated cycle lanes will be created along Anderson Street and Cave Hill Road to establish new links to the Lilydale Warburton Rail Trail and the broader shared path network. These cycle connections will enhance access to the town core from the north and south of the Lilydale Activity Centre.

A transformed network of pedestrian and cycling connections will be well integrated with Lilydale’s public transport offering by enhanced access to train and bus services through walking and cycling, in- turn reduced car dependency.

**Objectives & Strategies**

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| OB13 | **To create a highly connected and accessible walking and cycling network in Lilydale.** |
| WCS13.1 | Plan to upgrade and establish new pedestrian and cycling connections generally in accordance with Figure 33. |
| WCS13.2 | Facilitate effective wayfinding to key destinations and trail heads to increase walking and cycling. |
| WCS13.3 | Investigate options for a convenient and safe bicycle route from the Kinley Development into the town core through Hutchinson Street and Olinda Creek in accordance with Figure 33. |
| WCS13.4 | Create Main Street, Hardy Street and John Street as ‘pedestrian priority’ streets to allow public realm improvements and entice new investment, development and business into the centre, when a bypass is delivered. |
| WCS13.5 | Strengthen walking and cycling connections to the Lilydale Bowling Club, Lilydale Tennis Club, Lilydale Skateboard Park and Lilydale RC Car Track. |
| WCS13.6 | Support completion of the Lilydale Warburton Rail Trail by extending the path from Jones Street south along the railway, through the new potential station (at grade), within the Kinley development and joining into the existing path opposite Hull Road. |
| WCS13.7 | Support delivery of high quality pedestrian and cycle connections along Melba Avenue to enhance links to Lilydale High School, Lillydale Lake and the Box Hill Institute. |
| WCS13.8 | Plan for new high amenity shared paths along Olinda Creek, connecting Melba Park to Lillydale Lake and the Kinley Development. |
| WCS13.9 | Ensure any future bypass design prioritises shared path and biodiversity connections along Olinda Creek. |
| WCS13.10 | Support dedicated cycle lanes along key routes such as Anderson Street, Cave Hill Road and John/ Hardy Street to link into the broader cycle network, and in particular the Lilydale Warburton Rail Trail. |
| WCS13.11 | Facilitate shared zones (vehicles, cyclists and pedestrians) within the town core to prioritise pedestrian movements and allow for greater activation and landscaping. |
| WCS13.12 | Deliver adequate public lighting along new and upgraded pedestrian and cycling paths to increase safety and passive surveillance. |
| WCS13.13 | Encourage delivery and/or upgrade of laneways, local streets and pedestrian connections between large blocks to enhance pedestrian permeability and access. |
| WCS13.14 | Investigate a new pedestrian link to connect Main Street more directly to the civic centre and other recreation facilities. |
| WCS13.15 | Undertake an accessibility audit of Main Street and priority connector streets to make recommendations for access improvements targeted to enable convenient movement for the aged and disabled. |

Figure 43 Key Direction No.3 – Walking and Cycling

### Public transport

Lilydale is afforded with a range of transport options including train and bus services. However low frequency of services and constrained walking and cycling access to public transport further exacerbates Lilydale’s reliance on private vehicles as the primary model of travel.

The Maroondah Highway level crossing removal which has been delivered by the State Government involves elevation of the railway line, relocation of the Lilydale railway station to the south of the Maroondah Highway and the delivery of new bus interchange.

The Structure Plan will leverage this infrastructure investment by enhancing accessibility to the new station precinct and strengthening pedestrian and cycling connections. Land surrounding the train station precinct will be well integrated with a range of land uses including new public spaces and retail uses.

Increased bus services, station improvements and clear wayfinding will see Lilydale become a place where visitors and locals can access public transport with ease, increasing the use of sustainable transport modes and promoting Lilydale as a more walkable, connected town centre.

The proposal to deliver a new station in the Kinley project (former Lilydale Quarry) is supported by the Structure Plan however it is acknowledged that the potential to deliver a new station is dependent upon other transport projects including duplication of part of the railway line and upgraded crossings of the road network. The proposal is also yet to be fully considered by the State Government which may or may not support delivery of the additional railway station.

**Objectives & Strategies**

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| OB14 | **To leverage and enhance connections to Lilydale's offering of public transport.** |
| PTS14.1 | Encourage increased use of public transport through upgrades to pedestrian and cycling connections. |
| PTS14.2 | Integrate the new bus and train interchange into the surrounding area to allow easier access for pedestrians and cyclists between public transport and the Main Street. |
| PTS14.3 | Support the future duplication of the existing railway line to improve rail services to and from Lilydale. |
| PTS14.4 | Encourage mid-rise, transit oriented development around the new train station. |
| PTS14.5 | Investigate new Smart Bus services connecting the Kinley Development, Box Hill Institute and Lilydale High School to the Lilydale Activity Centre. |
| PTS14.6 | Increase wayfinding and signage throughout Lilydale which provides directions to bus stops and train services. |

Figure 44 Key Direction No.3 - Public Transport

### Car parking

The provision of adequate and accessible car parking is a key issue in Lilydale. As the Lilydale Activity Centre transforms overtime as a result of the level crossing removal and new train station, new community uses and intensification of uses along Main Street and John/Hardy Street, the need for well located, accessible parking will be very important.

The Structure Plan seeks to encourage more accessible car parking in close proximity to public transport and health services, prioritising locations which are flat to ensure car parking is accessible to all in the community, particularly those with differing levels of mobility.

Main Street will continue to provide an adequate level of on-street car parking to activate businesses while prioritising public realm improvements and reclamation of space for pedestrians and landscaping.

As development intensifies along Main Street, John/Hardy Street and other areas within the town core, the provision of car parking that balances the vision for these streets to be more pedestrianised, active streets requires adoption of balanced, strategic approach.

Delivery of multi-level car parking facilities offers an opportunity to concentrate car parking supply in one or more accessible locations. The Structure Plan supports delivery of a variety of car parking solutions to ensure land is not unnecessarily consumed by significant areas of at grade car parking that interrupts the continuity and quality of the built form.

**Objectives & Strategies**

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| OB15 | **To provide conveniently located car parking in the Lilydale Activity Centre that is highly accessible to a range of people with different levels of mobility.** |
| CPS15.1 | Provide for accessible on-street car parking in locations which are relatively flat. |
| CPS15.2 | Discourage car parking in steep locations which compromise accessibility. |
| CPS15.3 | Provide for convenient on-street car parking at retail frontages to activate and support businesses without compromising public realm amenity. |
| CPS15.4 | Increase the provision of car parking where possible around health services and community facilities. |
| CPS15.5 | Rationalise on-street car parking where possible along Main Street and John/Hardy Street to ensure an efficient use of space for pedestrians and activity. |
| OB16 | **To support strategically located car parking that creates more efficient use of land for public realm amenity and street activation.** |
| CPS16.1 | Encourage new developments to provide creative car parking solutions such as multi-level car parking or car stackers which reduce the amount of at-grade car parking throughout Lilydale. |
| CPS16.2 | Explore the potential for car parking dispensations for land surrounding the new train station. |
| CPS16.3 | Ensure proposals for underground parking are supported by drainage information as some areas in Lilydale are subject to flooding. |
| CPS16.4 | Encourage well designed car parking structures which appropriately integrate with the surrounding streetscape and consider adaptive re-use or planned demounting of car parks in the future. |
| CPS116.5 | Investigate the potential for a Council owned multi-level car park to accommodate car parking requirements more efficiently in one location. |
| CPS16.6 | Encourage the sleeving of car parking with shop fronts to activate street and achieve surveillance of the public realm during the day and night. |

Figure 45 Key Direction No.3 - Car Parking Plan

**Key Direction No.3 Actions – Improve Traffic and Transport Infrastructure**

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| No. | Key Direction No.3 - Actions |
| **A15** | Advocate to the Minister for Transport and the Department of Transport for delivery of the Lilydale Bypass. |
| **A16** | Advocate to Department of Transport to undertake a regional traffic study to determine the transport benefits that would result if the Lilydale Bypass was delivered. |
| **A17** | Advocate to the Department of Transport to undertake a traffic study of Main Street in consultation with Council to rationalise traffic movements and improve conditions for all modes, in line with the recommendations of the Structure Plan. |
| **A18** | Undertake a Movement and Place assessment of the Lilydale town centre to establish the aspirational role of key streets based on Key Direction 3, and identify the physical changes needed to realise these roles. |
| **A19** | Liaise with the Department of Transport and seek support to deliver the extension of Hutchinson Street including the signalised intersection with the Maroondah Highway. |
| **A20** | Investigate funding options to deliver new pedestrian and cycling connections as identified in Figure 33. |
| **A21** | Advocate for the future duplication of the existing railway line between Lilydale and Mooroolbark. |
| **A22** | Investigate the potential for the delivery of a new railway station at the Kinley Development by liaising with the Department of Transport (DoT) and other relevant stakeholders. |
| **A23** | Work collaboratively with PTV to expand bus and smart bus services through the Lilydale Activity Centre and through Main Street. |
| **A24** | Prepare a car parking demand analysis and investigate introduction of a Parking Overlay on the land surrounding the new train station. |
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# Create inviting streets and public places

(Place strategic issues and structure plan challenges onto context plan)

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| --- | --- |
| **Key Direction No. 4 Create Inviting Streets & Public Spaces** | |
| Lilydale contains significant large scale open space assets such as the Lillydale Lake and Melba Park that are highly valued by the community but access to these open space assets is somewhat constrained.  Lilydale has a strong sense of place that is in part associated with the presence of very large street trees and other plantings and its location within the valley with long distance views to the surrounding hills that is valued by the community.  Lilydale has a low provision of parkland and may require additional diverse open spaces to meet the needs of a growing population, particularly within the town centre. | The challenge for the Structure Plan is to:   * identify ways in which visibility and accessibility to and between the important open space assets can be improved; * identify ways in which the sense of place can be enhanced throughout the activity centre; * retain and enhance significant street tree plantings; * guide the redevelopment process to avoid excessive building heights that may impact on the character of Lilydale; and * identify opportunities for delivery of additional , diverse open spaces to assist in meeting open space needs and to complement other streetscape objectives. |

Figure 46 Key Direction No.4 - Strategic Issues Context Plan

## Response

Lilydale will become recognised for the character and quality of its streets and network of public spaces throughout the activity centre.

The key streets will incorporate **large scale street trees** that will complement the plantings in Main Street creating a sense of place, protection for pedestrians and helping to reduce the urban heat island impacts.

Following delivery of the Bypass, Main Street will incorporate a **recognised ‘town centre’ space** and land that was formerly occupied by road pavement will be occupied by landscaping, public art and other installations that will encourage visitation by locals and visitors.

The history of Lilydale will be celebrated in the public spaces and the wayfinding in the streets and Main Street will become the focus for community events with the potential to close the street when events are being conducted.

A network of smaller open spaces will be connected to the larger open space areas including Melba Park and the Lillydale Lake.

Figure 47 Key Direction No.4 – Response Plan

### Streetscapes

The activity centre has a modified grid network of streets that have been influenced in their alignment and connectivity by the Olinda Creek, the major open spaces and other topographic features. The Structure Plan seeks to focus land use intensification along Main Street and other key streets including John Street/Hardy Street and Hutchinson Street.

The character and quality of these streets has however been compromised by heavy traffic as is the case with Main Street and/or inconsistency in the quality of the built form and absence of continuous street tree planting and other forms of landscaping.

The overall objective is to ensure that the built form is managed to achieve a mid-rise scale of development and that streetscapes are balanced in their composition to become recognised as shared spaces with appropriate provision for all forms of transport and landscaping. Whilst this objective for Main Street is dependent upon delivery of the Bypass other key streets can be designed and constructed with these objectives in mind in the intervening period.

**Objectives & Strategies**

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| OB17 | **To create inviting and attractive streets in Lilydale that leverage off key features.** |
| SS17.1 | Support streetscape improvements to John/Hardy Street and William Street East to transform these streets into activity streets. |
| SS17.2 | Increase tree canopy cover throughout the activity centre and improve shading and shelter within streets to reduce the Urban Heat Island effect. |
| SS17.3 | Ensure heritage trees are protected throughout the activity centre and streetscape plans incorporate them as focal design features. |
| SS17.4 | Protect, celebrate and incorporate European and Aboriginal Cultural Heritage into the public realm. |
| SS17.5 | Facilitate activation of pedestrian priority links and laneways through street furniture, street trees and landscaping. |
| SS17.6 | Promote pedestrian scale and pedestrian focused streets to encourage a vibrant and a lively public realm in the retail core. |
| OB18 | **To enhance and unify Main Street as a renewed destination in Lilydale.** |
| SS18.1 | Explore the progressive introduction of pedestrian priority streets off Main Street that will create safe places for active streetscapes. |
| SS18.2 | Encourage cafes and restaurants along Main Street where seating and outdoor dining can spill out into the public realm. |
| SS18.3 | Improve north south connectivity between Main Street and John/Hardy Street through pedestrian links and laneways. |
| SS18.4 | Facilitate the widening and enhancement of pedestrian sidewalks to provide space for alfresco dining along Main Street. |
| SS18.5 | Support the integration of water sensitive urban design (WSUD) measures within new streets. |

Figure 48 Key Direction No.4 – Streetscapes

### Open Space + Environment

The Lilydale Activity Centre has all of the necessary transport and land use ingredients to become a true 20 minute neighbourhood if the recommendations of the Structure Plan are progressively implemented.

Implementation of the land use and transport recommendations however need to be accompanied by increased focus on use of and access to important open spaces including redesign of Main Street in the longer term as a high amenity, activated ‘town centre’ street.

Increased cycling, walking and use of public transport will reduce the dependence on private vehicle trips but in order to achieve this mode shift access and priority for pedestrians and cyclists will need to be progressively improved in order to compete with the convenience of private travel.

The environmental performance of the built form and the design and construction of streets and other public places will also need to be progressively improved in order to enhance the sustainability of the activity centre.

As Lilydale grows, and new development places pressure on existing drainage infrastructure, there will be a need to address capacity issues within the existing drainage network. There are some existing drainage issues across the network, in particularly Victoria Road and Albert Hill Road which will require further investigations to ensure appropriate drainage and flood management measures are implemented over time.

**Objectives & Strategies**

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| OB19 | **To enhance access to Melba Park and Lillydale Lake.** |
| OSES19.1 | Facilitate the opening of views to Melba Park from Main Street, along the Olinda Creek corridor to create a more inviting environment and encourage pedestrian access. |
| OSES19.2 | Investigate relocation of the toilet block on Main Street to open up views to Melba Park and re-establish community access. |
| OSES19.3 | Progressively deliver links between larger and smaller open spaces. |
| OB20 | **To revitalise and enhance the Olinda Creek Corridor.** |
| OSES20.1 | Provide for shared paths along Olinda Creek by improving the quality of the connections and making them more visible and accessible. |
| OSES20.2 | Facilitate active frontages along Olinda Creek to enhance the pedestrian experience along the creek and create a more inviting and accessible environment. |
| OSES20.3 | Investigate opportunities for the interpretation of cultural heritage of the Wurundjeri people along Olinda Creek and other significant areas that may be identified. |
| OSES20.4 | New development along Olinda Creek must orientate towards the creek and enhance public access along the creek through new paths, landscaping and passive surveillance from overlooking balconies. |
| OB21 | **To manage and wherever possible reduce the impact of projects on the environment, reduce dependency on private travel modes and improve the sustainability of the built form.** |
| OSES21.1 | Plan for and progressively deliver balanced streets that improve provision for pedestrian and cycle access and priority throughout the activity centre but focussing on John Street/Hardy Street, Hutchinson Street and Main Street. |
| OSES21.2 | Progressively increase street tree planting and other forms of landscaping to reduce the urban heat island effect and to offset carbon emissions. |
| OSES21.3 | Progressively improve use of sustainable construction materials and improve the environmental performance of the built form and other construction projects including streets and open spaces. |
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Figure 49 Key Direction No.4 - Open Space

**Key Direction No.4 Actions – Creating inviting streets and public spaces**

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| No. | Key Direction No.4 - Actions |
| **A24** | Prepare a streetscape masterplan for Main Street which including short term (before the bypass) and long term (after bypass built) improvements. |
| **A25** | Prepare a streetscape masterplan for John Street/Hardy Street and Hutchinson Street. |
| **A26** | Prepare a masterplan for Melba Park which:  - upgrade the playground to regional quality with a diverse range of recreational activities for all ages;  - Improve visitor way finding from Main Street to the park.  - Better integrates with Olinda Creek, Lilydale Sports Oval and historical Lilydale station by potentially re-locating the Lilydale Outdoor Pool and Community Youth Club into new purpose-built facilities.  - include arborist and drainage assessments |
| **A27** | Prepare a masterplan for Eyrefield Park to include detailed site planning to investigate facility options, parking configuration, stormwater and arborist information |
| **A28** | Prepare and implement built form materials and building performance sustainability guidelines. |
| **A29** | Undertake a local Indigenous heritage study with reference to available historical records and oral history, in consultation with relevant Indigenous Groups, to information references to Indigenous heritage in Council and other public works. |
| **A30** | Undertake further drainage investigations across Lilydale to resolve capacity and drainage issues in the network as a result of new growth. |
| **A31** | Investigate the need for inclusion of the activity centre within the Municipal Development Contributions Plan (DCP) or prepare a new DCP for the activity centre. |
|  |  |

# Precincts

Through the process of preparing the structure plan, a series of core precincts have been identified by existing features and future objectives.

This core precinct-based approach recognises that Lilydale’s retail core consists of a series of complex areas, each containing a kind of uniqueness which may be characterised by features and land uses challenges.

The following section provides further guidance for each core precinct beyond the key directions and actions. A precinct vision, precinct objectives and guidelines are provided to ensure the unique opportunities of each precinct are understood and considered as future planning and development occur.

Figure 50 Precincts

## Core Precinct 1 – Melba Park

Figure 51 Precinct 1 Location Plan

Figure 52 Precinct 1 Plan

**Description**

Precinct 1 is defined by the large open space areas behind Main Street which are split by Olinda Creek and bound by the former railway station and associated parking area to the west. The precinct accommodates several key community facilities including the Lilydale Football Club, Lilydale Outdoor Pool, Lilydale Showgrounds, Yarra Ranges Regional Museum, Lilydale Athenaeum Theatre Company, Lilydale Croquet Club and Lilydale Agricultural & Horticultural Society. The precinct strategically contains a section of commercial land between the railway and Olinda Creek which includes the Olinda Creek Hotel. This commercial area is currently underutilised and has been included with the open space to investigate how future development might improve connections, views and interfaces to community facilities and amenity located behind.

**Precinct Vision**

Precinct 1 will be the premier community destination accommodating existing and new facilities that support the growing community. Guided by a masterplan the facilities will be easy to find and accessible from Main Street and be enhanced by the surrounding ample high-quality parks, gardens, and Olinda Creek environment. New multi-level mixed use development will look out into these parks providing both safety and activation. The former railway station and new parking areas will be integrated with new facilities forming a cohesive precinct.

**Precinct Objectives**

To be the central destination for community facilities in Lilydale

To provide new mixed-use development where it supports the delivery, and improves the interface to, community facilities.

To integrate the railway station, existing and new community facilities and parks and recreational areas together.

To improve way finding and accessibility from Main Street to community facilities.

To protect future opportunities for connectivity to a new community hub which is subject of further investigation.

**Guidelines**

1. Investigate the reconfiguration or relocation of the Lilydale Outdoor Pool and Youth Club facilities into new contemporary building elsewhere in the precinct to allow Melba Park to have a direct relationship to Olinda Creek.
2. Improve pedestrian and cyclist path into the precinct particularly Melba Park.
3. Investigate the best future use of the temporary car parking area next to Olinda Creek. Whilst car parking is convenient in this location it under appreciates the environmental and landscape qualities of Olinda Creek.
4. Maximise the potential redevelopment of the show ground buildings.
5. Prioritise the movement of cyclists along the Lilydale Warburton Rail Trail as it moves across Olinda creek and through the station car park to the station concours destination.
6. Preserve ability for a future road that directly connects to the future Hutchison Street intersection.
7. Improve way finding from Melba Park to the former station
8. Investigate opportunities to transition the current railway station building into a community use.
9. Undertake a master planning process in consultation with relevant stakeholders to investigate the potential to develop a new community node on the relatively flat land near the Lilydale Football Club (including reference to the railway station).

## Core Precinct 2 – Main Street North East

Figure 53 Precinct 2 Location Plan

Figure 54 Precinct 2 Plan

**Description**

Precinct 2 is defined by the retail, health and civic services between Main Street and Melba Park. The precinct currently primarily addresses Main Street. Clarke St and Castella Street and neglects the high value interface to Melba park to the north. The existing development unintentionally disconnects the high value open space areas from Main Street and therefore it is imperative the precinct provides strong connections and effective way finding to key places. The precinct is characterised by streets with beautiful established tree avenues leading downhill to Melba Park and is activated by the Lilydale Village Shopping Mall and Eastern Health. There is substantial opportunity to leverage the high amenity avenue streetscapes and Melba Park for new contemporary mixed-use development using underutilised land south of Market St.

**Precinct Vision**

Precinct 2 will be a retail precinct boosted by integrated private and public community and health uses which active the interface to Melba Park. New mid-rise development will utilise the existing high quality open space and streetscapes. The precinct is a gateway to the north providing multiple clear connections which attract pedestrians and visitors toward Melba Park.

**Precinct Objectives**

To establish Precinct 2 as the primary location for health and community uses.

To support mid-rise mixed-use development that appropriately integrates with existing development and activates streetscapes and parks.

To improve permeability and wayfinding from Main Street to key community facilities particularly Melba Park.

To effectively coordinate the delivery of rear services lanes, loading areas and car parking so they do not impact the amenity of surrounding active streets.

To protect Main Street from any additional overshadowing due to new development.

**Guidelines**

1. A mid-block pedestrian laneway should be maintained and improved next to Crown Hotel to improve permeability.
2. Consider up to 6 storey development along south side of Market Street but ensure it is suitably setback from Main Street so as not to cause any overshadowing.
3. Retail activity should be encouraged to extend along Clarke Street and Castella Street to attract people to walk towards Melba Park.
4. New development must address Melba Park and should provide some ground level retail or commercial activation.
5. A nearby consolidated carpark must be strategically identified for additional visitor parking before substantial new retail floorspace is delivered in this precinct.

## Core Precinct 3 – Main Street Reserve

Figure 55 Precinct 3 Location Plan

Figure 56 Artist Impression of station Concourse

Figure 57 Precinct 3 Plan

**Description**

Precinct 3 defined by the public road reserve of the commercial section of Main Street from Cave hill road to Deschamps Ave. It is the most recognisable and central area in Lilydale and its successful improvement and transition into the future is of great importance. For this reason, this precinct includes additional guidance than other precincts in anticipation for short term improvement works. Lilydale’s Main Street is currently strained, performing many roles, such as the heart of activity, retail strip, a destination, traffic thoroughfare and freight route. Whilst the bypass will allow more radical changes there are still significant improvements that can be considered now that will not compromise future opportunities. This will be done whilst still respecting the valued existing village character, large tree avenues (particularly heritage trees), heritage buildings, meaningful places such as the cenotaph and the needs of local businesses and visitors. This will mean re-balancing vehicular movement and car parking with improved pedestrian movement and landscaping.

**Precinct Vision**

Precinct 3 will be a contemporary thoroughfare, successfully balancing the needs of local business’s, multimodal movement, and attractive community destinations. Main Street will be activated with new and improved community spaces strategically distributed along the street, each serving a unique and clear role (see key destinations below). Landscaping will be progressively improved providing high quality surfaces, more alfresco dining opportunities and cleat way finding. Traffic follows will be managed by precise interventions which minimise impact on Main Streets amenity. Convenient visitor parking will be maintained but simplified and supported by new off-street parking integrated into new buildings hidden from the street.

**Precinct Objectives**

To create a set of clear community spaces within the main street which each provide for unique community events and activities.

To improve alfresco dinning opportunities particularly between Olinda creek and Anderson St

To progressively improve pedestrian movement along the verges as well as across the highway.

To create meaningful and active community spaces along Main Street that cater for community events and emphasise Lilydale’s character.

To reduce heavy vehicle through traffic progressively through advocating for the bypass and other interim improvements.

To improve the safety of visitor on-street car parking areas by standardising traffic treatments.

To create more opportunities for incidental landscaping and pedestrian activation through auditing road pavement

Key Destinations

1. **Lions Park and Ralph Goode Reserve Expansion:** Ralph Goode Reserve will be extended across Clarke Street and connected to Olinda Creek and Lions Park. This expanded reserve in the central most location will be the centre of major events in Main Street catering for larger crowds. Clarke Street will be shared street allow people to freely move between the cenotaph and Olinda Creek, with the ability for the road to be closed for large events. Lions Park will be a peaceful, revegetated resting place to enjoy nature on the southern section of Olinda Creek complimented by new café’s and shops directly fronting the Creek.
2. **Station concourse:** A highly urban and active space under the elevated railway. This space will cater primarily for commuters accessing the train station above and the adjacent bus services. Amongst the hustle will be opportunities for small gathering and sitting areas which will benefit from the adjacent new restaurants and night venues.

**New Main Street to Hardy Street Pedestrian Link –** A new pedestrian connection will create a gateway from Main Street to the Civic Precinct and Council offices on Hardy Street. This new link could include a new public park and playground and be designed for informal events such as outdoor cinemas, lane access to assist with redevelopment of neighbouring sites and potentially some additional commercial uses that complement the park. **Guidelines: short – medium timeframe**

*General Guidelines*

* New planting should seek to compliment and not detract from existing trees.
* Strategically coordinate the development of off-street multi-level car parks to consolidate car parking and enable reduction of car parking spaces in Main Street for improved landscaping.
* Simplify service lane access and movement to improve safety and reduce confusion.
* Establish a street tree planting program to improve canopy cover and consider successive planting measures.
* Protect, celebrate and where possible incorporate heritage buildings into the public realm.
* Investigate new opportunities for events and civic spaces along the Main Street to cater for a growing population.
* Investigate relocation and creation of pedestrian crossings to align to strategic north south connections such as the Lilydale Warburton Rail Trail, Clarke Street and Castella Street.

*Place specific Guidelines*

1. Establish high quality landscaping in the triangle island at the intersection of Maroondah Highway and Albert Hill Road as part of the entry experience. Investigate the inclusion of public art.
2. Upgrade shared paths on the north side of Main Street between Cave Hill Road and the station to encourage pedestrians and cyclists to use the signalised crossing.
3. Protect heritage trees and celebrate as a defining feature of Lilydale’s gateway experience.
4. Integrate the extension of the Lilydale Warburton Rail Trail into the activity centre and provide end of trip facilities for visitors.
5. Minimise the impact of the upgrade to Hutchinson Street signalised intersection through relocating existing healthy trees or successive planting to maintain a continuous avenue of trees.
6. Protect the ability for a new community hub to be accessed from an extension off Hutchinson Street and Main Street intersection.
7. Investigate the creation of a town park at the south west of the Clarke St and Main Street intersection. This location is central to the activity area, is connected to Olinda Creek and Ralph Goode Reserve, contains large trees and is highly visible to visitors.
8. Create shared zone along Clarke Street to prioritise pedestrian movement and allow for the street to be closed for larger community events at the heart of the town.
9. Simplify the access arrangement to the Castella Street bus stop. The removal of the turning slip lane should be investigated to allow the verge to extend directly to the bus stop.
10. Improve landscaping around proposed new mid-block pedestrian connections to improve way finding and attract business investment.

**Guidelines: medium – long timeframe (Bypass delivered)**

*General Guidelines*

* Reduce road carriageway widths to widen and enhance the pedestrian sidewalk, destination areas and provide space for alfresco dinning.
* Investigate additional safe pedestrian/ cyclist crossing of Main Street near the intersection of Cave Hill Road.
* Investigate Anderson St and Maroondah Hwy intersection upgrade which considers a change in traffic flow direction, prioritising south bound and east bound movements.
* Reimagine and restructure the eastern Main Street entrance as a landscaped gateway into the activity centre.
* Investigate the implementation of dedicated cycle lanes/paths along Main Street replacing road carriageway or parallel parking areas.

## Core Precinct 4 – John Street West / New Station

Figure 58 Precinct 4 Location Plan

Figure 59 Precinct 4 Plan

**Description**

Precinct 4 is defined by the commercial area near the future elevated railway contains the most significant change area within the structure plan. This change is expected to be activated largely by the level crossing removal and new elevated station platform and ground level concours. The precinct is currently used mostly for large format car sales and trade services which provide little activation or amenity to the street. Historically the precinct has been divided by the railway which will now be elevated allowing ease of movement from east to west. Heights up to 4 storeys are already permitted in this precinct however there has been no development higher than 2 storeys to date. With the new station nearing completion building heights have been reviewed to maximise residential capacity in this prime location whilst also considering long views and impacts to streetscapes.

**Precinct Vision**

Precinct 4 will be a hive of activity, with residents walking and cycling to the train stations through the upgraded active streetscapes and laneways. John street will become a new boutique retail destination benefiting from the slower pace movement along the street and steady flow of people. The precinct will become home to a new generation Lilydale resident who want to be amongst the activity and close to all daily amenities.

**Precinct Objectives**

To create an identifiable public space in the station concourse that is activated by diverse and lively uses.

To encourage long hour uses to occupy the precinct to safety for travellers and diversify the economy.

To provide diverse, high quality and high-density mid-rise residential and accommodation uses that leverage the amenity of the station.

To provide new destination-based retail primarily along John street that compliments and extends the existing retail offering of Lilydale, activating streetscapes and creating new high amenity connection to Lilydale Marketplace Shopping Mall.

To support increased residential density by allowing increased heights as per figure X

To protect existing streetscape and solar access with appropriate place specific setback requirements as per figure x

**Guidelines**

1. Integrate a multilevel car park into the redevelopment of the current Bunnings site which provides for convenient access to the new retail area. The car park facades should be architecturally designed to include artistic cladding presented to Hutchinson Street and John Street.
2. Provide new mid-block pedestrian laneways to improve walkability, increase permeability between mid-rise buildings for solar access and reduce visual bulk from streetscapes.
3. Provide a continuous rear service laneway for access to private park, deliveries, loading and increase permeability between mid-rise buildings for solar access.
4. John street to be upgraded to be a new active streetscape with high quality landscape materials to encourage foot traffic and support investment in new retail and commercial businesses.
5. Provide dedicated but low speed bike way along John Street to connect Olinda Creek Corridor to Lilydale Station.
6. Focus new retail business’s east of the railway along Main Street and John Street to create a clear retail precinct that can be well serviced, made highly walkable and continuous.
7. Consider impact of shadows on Lilydale High School and provide public road interface where possible to improve future access and parking opportunities along the northern boundary of the School.
8. Future uses addressing Hutchinson street should consider the impact of future traffic noise and safety along this future major road.
9. Heritage olive to be retained as key feature of streetscape and pedestrian lane.

## Core Precinct 5 – John Street East

Figure 60 Precinct 1 Location Plan

Figure 61 Precinct 5 Plan

**Description**

Precinct 5 is defined by the commercial area between Hutchinson Street and Olinda Creek which includes the Lilydale Marketplace indoor shopping mall. The precinct contains a strong hospitality offering along Main Street, large format car sales and trade services along John Street and Lilydale Marketplace. There is little activation or amenity along John Street, Hutchinson Street or Olinda Creek as a result. Lilydale Marketplace is historically a car based retail hub with a large at grade car park and little investment in pedestrian access or interface to Olinda Creek. Heights up to 4 storeys are already permitted in this precinct however there has been no development higher than 2 storeys to date. With the new station nearing completion to the west and planned enhancements to the Olinda Creek environment building heights have been reviewed to maximise residential capacity in this prime location whilst also considering long views, impacts to streetscapes and the environment.

**Precinct Vision**

Precinct 5 will be a hive of activity, with residents walking and cycling along an activated John Street and an enhanced Olinda Creek interface. Hospitality uses will expand from Main Street down along the interface of Olinda Creek and an upgraded Lions Park. John street will become a new boutique retail destination benefiting from the slower pace movement along the street and steady flow of people. The precinct will become home to a new generation of office-based businesses and residents who want to be close to open space and close to all daily amenities. Lilydale Marketplace will be redeveloped into a contemporary destination-based retail shopping centre which prioritises pedestrians and address’s the Olinda Creek.

**Precinct Objectives**

To advocate for the contemporary redevelopment of the Lilydale Marketplace that supports the growing community and improves accessibility and amenity.

To identify the preferred location for hospitality interfacing Main Street and Lions Park / Olinda Creek.

To provide diverse, high quality and high-density mid-rise residential and office uses above ground level that leverage off the proximity to the railway station and interface to Olinda Creek.

To provide new destination-based retail primarily along John street that compliments and extends the existing retail offering of Lilydale, activating streetscapes and creating new high amenity connection to Lilydale Marketplace Shopping Mall.

To support increased residential density by allowing increased heights as per figure 41

To protect existing streetscape and solar access with appropriate place specific setback requirements as per figure x

To improve the pedestrian walking experience from Main Street to Lilydale Market Place.

**Guidelines**

1. Integrate a multilevel car park into the redevelopment of the Lilydale Marketplace which provides for convenient access to the new retail areas.
2. Enhance mid-block pedestrian laneways to improve walkability, increase permeability between mid-rise buildings for solar access and reduce visual bulk from streetscapes.
3. Utilise the existing continuous rear service laneway for access to private parking, deliveries, loading and increase permeability between mid-rise buildings for solar access.
4. John street to be upgraded to be a new active streetscape with high quality landscape materials to encourage foot traffic and support investment in new retail and commercial businesses.
5. Provide dedicated but low speed bike way along John Street to connect Olinda Creek Corridor to Lilydale Station.
6. Future uses addressing Hutchinson street should consider the impact of future traffic noise and safety along this future major road.
7. Building heights should progressively setback to maximise afternoon sunlight into Lions Park.

## Core Precinct 6 – Hardy Street

Figure 62 Precinct 6 Location Plan

Figure 63 Precinct 6 Plan

**Description**

Precinct 6 is defined by the commercial area between Main Street and Hardy Street and the commercial and residential interfacing Anderson Street to the east. The precinct contains a wide mix of uses including a significant offering of professional services concentrated towards Olinda Creek/Clarke Street, the post office, and a busy cluster of shops and restaurants along the western half of Main Street. There is a notable lack of activation in the east of the precinct due to vacancies and larger format, highway based uses. The precinct sits on a relative high point of the activity centre and is afforded views of the surrounding hills from key vantage points. Equally, the site is visible looking from the surrounds into the precincts. The precinct is activated by the expanded streetscape amenity around the cenotaph as well as the Yarra Ranges Council Offices and other community sports facilities to the south. Heights up to 4 storey’s (with limitations) are already permitted in this precinct however there has been no development higher than 2 storeys to date. Building heights have been maintained to protect long views over the activity centre. However there remains ample capacity for new development within underutilised land.

**Precinct Vision**

Precinct 6 will be the epicentre for professional services in Lilydale, leveraging off the Yarra Ranges Shire Council Offices. Main Street will be activated with professionals and associated events. Hardy Street will be a busy street and upgraded to cater for new multi-level business and their clients. New buildings will be more attractive due to views of the surrounds but will respectfully consider others long views. North-south connections through the precinct will be activated for pedestrians including a boardwalk interface to Olinda Creek, Clarke Street shared zone, and a new park link around the White Dog Hotel.

**Precinct Objectives**

To advocate for the White Dog Hotel and surrounding site to be refurbished to integrate a commercial, community and/ or retail use.

To identify the preferred location for professional services along Hardy Street and around White Dog Hotel.

To provide diverse, high quality and high-density low-rise office uses above ground level that leverage off the proximity to the Council offices and views.

To support shop top residential along Main Street to assist with activating the precinct and increasing passive surveillance.

To maintain building heights to a maximum of 4-storeys to minimise impact to long views over the activity centre

To protect existing streetscape and solar access with appropriate place specific setback requirements as per figure x

To improve the pedestrian walking experience from Main Street to Yarra Ranges Council and other community sporting facilities south of Hardy Street.

**Guidelines**

1. Proactively identify and coordinate the delivery of consolidated visitor car parks into new developments in convenient locations to support new businesses.
2. Enhance mid-block pedestrian laneways to improve walkability, increase permeability between mid-rise buildings for solar access and reduce visual bulk from streetscapes.
3. Establish a new continuous rear service laneway for access to private parking, deliveries, loading and increase permeability between mid-rise buildings for solar access.
4. Council to further investigate this potential future pedestrian connection to the Council offices.
5. Provide dedicated but low speed bike way along North side of Hardy Street to connect to Olinda Creek Corridor and Lilydale Station.
6. Advocate for new buildings to address both Olinda Creek and Clarke Street potentially providing a boardwalk interface between the buildings and Olinda Creek.
7. Future uses addressing Anderson Street should consider the impact of future increased traffic noise and safety along this future major road.

## Core Precinct 7 – Olinda Creek Reserve

Figure 64 Precinct 7 Location Plan

Figure 65 Precinct 7 Plan

**Description**

Precinct 7 is defined by the environmental landscape and associated values along the Olinda Creek south of Main Street including Lions Park which is subject to a current masterplan process. The precinct contains highly valuable vegetation and environments and is the key active connection between Main Street and Lillydale Lake. A remote control circuit and skate park is integrated into the open space. Currently the precinct suffers from buildings backing onto the environment, not appreciating the natural amenity. The environment itself is subject to remediation works to improve the quality of habitat and water.

**Precinct Vision**

Precinct 7, Olinda Creek, will be a valued recreational destination for the community and an enjoyable walking cycle track. The environment of the creek will flourish with indigenous flora and fauna protected from adverse impacts. New development and businesses will address this principle open space corridor. New wayfinding and pedestrian crossings will make it clear for the community and visitors to confidently use the paths to find Lillydale Lake and other key features from Main Street.

**Precinct Objectives**

To be the principle active transport corridor for Lilydale encouraging increased walking and cycling.

To continue improvements to Olinda Creek’s environment.

To advocate for buildings to address and appreciate the natural features.

To improve way finding and accessibility from Main Street to Lillydale Lake, Melba Avenue and residential communities to the south.

To ensure the future bypass designs avoid and minimise impacts to the open space corridor through adopting an elevated road design.

To prioritise the open space corridor for environmental purpose and protect it from further development including high impact recreational uses.

**Guidelines**

1. Support the masterplan process for Lions Park and adjoining open space areas with new public realm investments to encourage fronting properties to re-develop.
2. Undertake a broader landscape masterplan for the open space corridor with a focus on rewilding and environmental education opportunities.
3. Manage vehicle access to the RC circuit with any additional parking being located outside of the open space corridor.
4. Undertake a masterplan for Eyrefield Park and explore opportunities for new facilities and reconfiguration of parking.

## Core Precinct 8 - Civic

Figure 66 Precinct 8 Location Plan

Figure 67 Precinct 8 Plan

**Description**

Precinct 8 is defined by the co-located community facilities south of Hardy Street. The precinct is highly utilised containing the Yarra Ranges Shire Offices, Lilydale Tennis Club, Lilydale Bowling Club, an aged care facility, and associated car parking for all. Due to the slope of the valley towards Olinda Creek the precinct is characterised by retaining walls and terraces, with winding access ways and car parks to limited access points. The precinct benefits from being located with access of both Main Street and Lillydale Lake, making it a highly valuable location.

**Precinct Vision**

Precinct 8, will continue to be the civic hub of the town focused around Council’s modern facilities and the gradual improvements to tennis and bowling club facilities. As the site is all but fully developed or planned for development any additional community facilities will be located elsewhere.

**Precinct Objectives**

To implement existing plans for upgrades to Council offices and car parking.

To increase the amount of tree planting and landscaping to connect and contribute to the Olinda Creek environment.

To advocate for buildings to address and appreciate the natural features.

To improve wayfinding and accessibility throughout the precincts.

**Guidelines**

1. Support the implementation of the Council offices masterplan including surround improvements to car parks and paths.

# implementation

An implementation plan outlines the key actions required to implement the strategies and objectives that are set out under each of the four key directions. To implement the Structure Plan, a level of investment is required in the short, medium and long term from both the public and private sector. Table 2 identifies the list of actions to deliver the vision and key directions set out in the structure plan, whose responsibility it is to facilitate and undertake each action and the indicative priority.

There are two implementation types set out in Table 2:

Statutory implementation - Involves review of and potential changes to the Yarra Ranges Planning Scheme (i.e. changes to policy, zones and/or overlays).

Non-statutory implementation - Refers to measures such as master planning, further strategic work, studies, public works, relationship building and advocacy.

Responsibility

Generally, Council is responsible for all actions. However, some actions require the involvement of other people including landowners, the community and state and service authorities (e.g. Department of Transport).

Timing

Short: 1-5 years

Medium: 5-10 years

Long: 10-20 years

Table 1 - Action Plan

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No. | Actions | Implementation Type | Responsibility | Timing |
|  | **Key Direction No.1 - Actions** | | | |
| **A1** | Prepare an Integrated Community Facility Options Study for consultation with relevant stakeholders, to investigate the potential to develop a new community node near the centre of town, or another suitable location, consistent with the criteria described in this document, Key Direction 1. | Non-Statutory | Council (Design and Place) | Short |
| **A2** | Prepare a masterplan for the Lilydale Recreation Reserve land, which may include an Integrated Community Facility, pending the results of Action A1. | Non-Statutory | Council (Design and Place) | Short |
| **A3** | Prepare a community needs assessment for Lilydale to determine the type of community facilities and services required to meet the needs of the Lilydale community. | Non-Statutory | Council (Design and Place) | Short |
| **A4** | Prepare a review of existing Council owned and public buildings in Lilydale and prepare a strategy (based on the outcomes of the community needs assessment) to accommodate identified community needs with available public buildings. | Non-Statutory | Council (Design and Place) | Short |
| **A5** | Prepare a streetscape improvement plan for key streets including Main Street, John Street, Hutchinson Street and William Street East and West. | Non-Statutory | Council (Design and Place) | Short - Medium |
| **No.** | **Key Direction No.2 - Actions** | | | |
| **A6** | Amend the MPS and PPF to implement the updated vision and objectives for the Lilydale Major Activity Centre. | Statutory | Council (Design and Place) | Short |
| **A7** | Apply the Activity Centre Zone to the core of the Activity Centre excluding publicly owned land. | Statutory | Council (Design and Place) | Short |
| **A8** | Rezone residential land as depicted in Figure 25. | Statutory | Council (Design and Place) | Short |
| **A9** | Investigate the potential rezoning of the Melba Avenue Industrial Precinct shown in Figure 21 to a Commercial 3 Zone, to encourage innovative industries such as small manufacturers and start-up businesses. | Statutory | Council (Design and Place) | Short |
| **A10** | Implement the recommendations of the heritage study and apply Heritage Overlays as required. | Statutory | Council (Design and Place) | Short |
| **A11** | Investigate mechanisms and incentives to stimulate the delivery of affordable housing in Lilydale. | Non-statutory | Council (Design and Place, Community Wellbeing) | Short - Medium |
| **A12** | Work collaboratively with relevant Housing Associations to deliver affordable and social housing in Lilydale. | Non-Statutory | Council (Design and Place, Planning Services, Community Wellbeing)  Housing Associations | Ongoing |
| **A13** | Prepare a land for business study to determine the anticipated need for commercial and industrial land following COVID-19 lockdown impacts of 2020/21. | Non-statutory | Council (Economic Development) | Short |
| **A14** | Prepare an Investment Attraction Study. | Non-Statutory | Council (Economic Development) | Short |
| **No.** | **Key Direction No.3 - Actions** | | | |
| **A15** | Advocate to the Minister for Transport and the Department of Transport for delivery of the Lilydale Bypass. | Non-Statutory | Council (Design and Place, Infrastructure Services)  Department of Transport | Ongoing |
| **A16** | Advocate to Department of Transport to undertake a regional traffic study to determine the transport benefits that would result if the Lilydale Bypass was delivered. | Non-Statutory | Council (Design and Place, Infrastructure Services)  Department of Transport | Ongoing |
| **A17** | Advocate to the Department of Transport to undertake a traffic study of Main Street in consultation with Council to rationalise traffic movements and improve conditions for all modes, in line with the recommendations of this Structure Plan. | Non-Statutory | Council (Design and Place, Infrastructure Services)  Department of Transport | Short - Medium |
| **A18** | Undertake a Movement and Place assessment of the Lilydale town centre to establish the aspirational role of key streets based on Key Direction 3, and identify the physical changes needed to realise these roles. | Non-Statutory | Council (Design and Place, Infrastructure Services) | Short |
| **A19** | Liaise with the Department of Transport and seek support to deliver the extension of Hutchinson Street including the signalised intersection with the Maroondah Highway. | Non-Statutory | Council (Design and Place, Infrastructure Services)  Department of Transport | Short |
| **A20** | Investigate funding options to deliver new pedestrian and cycling connections as identified in Figure 33. | Non-Statutory | Council (Recreation and Active Living, Design and Place) | Short-Medium |
| **A21** | Advocate for the future duplication of the existing railway line between Lilydale and Mooroolbark. | Non-Statutory | Council (Design and Place, Infrastructure Services) | Ongoing |
| **A22** | Investigate the potential for the delivery of a new railway station at the Kinley Development by liaising with the Department of Transport (DoT) and other relevant stakeholders. | Non-Statutory | Council ((Design and Place, Infrastructure Services))  Department of Transport | Ongoing |
| **A23** | Work collaboratively with PTV to expand bus and smart bus services through the Lilydale Activity Centre and through Main Street. | Non-statutory | Council (Design and Place, Infrastructure Services)  PTV | Ongoing |
| **A24** | Prepare a car parking demand analysis and investigate introduction of a Parking Overlay on the land surrounding the new train station. | Non-statutory | Council (Design and Place) | Short |
| **No.** | **Key Direction No.4 - Actions** | | | |
| **A25** | Prepare a streetscape masterplan for Main Street which including short term (before the bypass) and long term (after bypass built) improvements. | Non-statutory | Council (Design and Place) | Short |
| **A26** | Prepare a streetscape masterplan for John Street/Hardy Street and Hutchinson Street. | Non-statutory | Council (Design and Place) | Short |
| **A27** | Prepare a masterplan for Melba Park which:  - upgrade the playground to regional quality with a diverse range of recreational activities for all ages;  - improve visitor way finding from Main Street to the park.  - better integrate with Olinda Creek, Lilydale Sports Oval and historical Lilydale station by potentially re-locating the Lilydale Outdoor Pool and Community Youth Club into new purpose-built facilities.  - - Includes arborist and drainage assessments | Non-statutory | Council (Design and Place) | Short |
| **A28** | Prepare a masterplan for Eyrefield Park to include detailed site planning to investigate facility options, parking configuration, stormwater and arborist information | Non-statutory | Council (Design and Place) | Short |
| **A29** | Prepare and implement built form materials and building performance sustainability guidelines. | Non-statutory | Council (Design and Place) | Short |
| **A30** | Undertake a local Indigenous heritage study with reference to available historical records and oral history, in consultation with relevant Indigenous Groups, to information references to Indigenous heritage in Council and other public works. | Non-statutory | Council (Youth Department) & community & Indigenous Groups | Short |
| **A31** | Undertake drainage investigations across Lilydale to resolve capacity and drainage issues in the network as a result of new growth. | Non-statutory | Council (Infrastructure Services) | Short |
| **A32** | 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. | Non-statutory | Council (Design and Place) | Short-medium |

**Activity Centre Zone**

To achieve the vision and key directions of this Structure Plan, appropriate planning controls must be selected which will achieve the desired planning outcomes. As per the Ministerial Direction on the Form and Content of Planning Schemes and Planning Practice Note 56, the Activity Centre Zone is the appropriate planning control to achieve the key directions set out in the Lilydale Major Activity Centre Structure Plan.

The Activity Centre Zone (ACZ) is a special purpose zone which is the preferred zone to guide and facilitate the use and development of land in activity centres which encourage a mix of uses and intensive development. To apply the ACZ, a structure plan must be adopted for the centre where the ACZ will be applied.

The ACZ is proposed to apply to the retail core and will allow the key directions set out in the Lilydale Structure Plan to be translated into a specific ACZ schedule. The ACZ seeks to implement the strategic directions of an activity centre by applying multiple zones and overlays to a centre to achieve the desired outcomes. The zone specifically encourages a wide mix of uses and development within a centre which is consistent with the strategic directions for the retail core of Lilydale.

Application of this zone will remove the need for additional overlays such as Design and Development Overlays (DDOs) and Development Plan Overlays (DPOs). The content that would normally be set out in these overlays can be translated into the ACZ.

As set out in Chapter 12 of this Plan, there are a number of precincts within Lilydale which contain specific land use and development directions. PPN56 allows these precincts to be identified in the ACZ Schedule and specific objectives and requirements to be set out in the Schedule.

Overall, application of the ACZ to the retail core of Lilydale is entirely consistent with PPN56, the Form and Content of Planning Scheme and Victorian Planning Provision Principles.

Figure 68 Proposed Zoning

**Infrastructure**

Planned redevelopment and intensification within the activity centre will generate the need for a range of infrastructure projects. Delivery of higher order projects such as the grade separation of the railway line, relocation of the train station and possibly delivery of the Lilydale Bypass will have significant, short, medium and long term impacts on the composition and operation of the activity centre.

Beyond these higher order, structural changes however there will be a need for delivery of a range of internal projects if the vision and objectives of the Structure Plan are to be realized. Examples of projects include:

* New and upgraded intersections
* Streetscape upgrades
* Pedestrian and cycle pathways
* Open space acquisition and embellishment; and
* Community facilities.

Where there is consolidated land ownership, contributions toward this infrastructure are typically negotiated through the rezoning and/or planning permit process. In this instance however the activity centre is comprised of a large area with a variety of land uses and a variety of land owners. As a consequence development is likely to take place in a variety of locations and at different times throughout the activity centre. The development that occurs will progressively generate the need for the planned infrastructure.

To ensure that the costs of the infrastructure are shared equitably amongst the beneficiaries there are two options that are available to Council. The first option is to include the activity centre within the Municipal Development Contributions Plan (DCP) that is currently in preparation or the second option is to exclude the activity centre from the Municipal DCP and prepare a separate DCP specifically for the activity centre.

Whilst the DCP may offer the opportunity to levy standard charges for the various land uses, a specific DCP may be more appropriate in identifying and funding infrastructure that is required for the activity centre.

1. Lilydale Place Plan, Yarra Ranges Shire Council, 2018 [↑](#footnote-ref-2)
2. Lilydale Place Plan, 2018, pg 2 [↑](#footnote-ref-3)
3. Lilydale Major Activity Centre Structure Plan Issues and Opportunities Paper, Mesh Planning, June 2020 [↑](#footnote-ref-4)
4. Capire consultants, Lilydale Structure Plan Phase 1 report, August 2020 [↑](#footnote-ref-5)
5. Lilydale Major Activity Centre Structure Plan, Ethos Urban, June 2019 [↑](#footnote-ref-6)
6. Lilydale Major Activity Centre Structure Plan, Ethos Urban, June 2019 [↑](#footnote-ref-7)
7. Shire of Ranges Housing Strategy, May 2009 [↑](#footnote-ref-8)
8. Plan Melbourne, 2017-2050, Direction 2, pg 50 [↑](#footnote-ref-9)
9. Plan Melbourne, 2017-2050, Direction 2, pg 98 [↑](#footnote-ref-10)
10. Yarra Ranges Planning Scheme, Clause 22.07 [↑](#footnote-ref-11)
11. Yarra Ranges Planning Scheme, Clause 21.05 [↑](#footnote-ref-12)