

**65 Quarry Road,
Lilydale**
Planning permit no.
PA2504149



Officer Assessment Report
Development Approvals & Design



Department
of Transport
and Planning

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Planning permit no. PA2504149

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OFFICIAL

Executive Summary



Key Information	Details		
DFP Application No:	PPA-906		
Application No:	PA2504149		
Received by DFP	17 February 2023		
Date lodged in POL	22 December 2025		
Applicant:	Lilydale Land Pty Pty Ltd C / - Planning & Property Partners		
Planning Scheme:	Yarra Ranges		
Land Address:	65 Quarry Road, Lilydale		
Proposal:	Use and staged development of land for 106 warehouses and reduction of the number of car parking spaces required under Clause 52.06		
Development Value:	\$46m		
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because for the use or development of land for which Clause 53.22 applies		
DFP eligibility criteria in accordance with 53.22	Category	1	
	Sector	Warehouse and Logistics	
	Land use	Warehouse	
	Location	Metro (Yarra Ranges Council)	
	Alignment with the DFP threshold/criteria	Yes - \$46 million development cost (\$30 million threshold)	
	OVGA	No	
	Invest Victoria	Yes	
	Quantity Surveyor Report	Refer to DrawDown Partners estimate letter dated 25 June 2025	
Why is a permit required?	Clause	Control	Trigger
Zone:	33.03-1	Industrial 3 Zone	Use land for warehouses
	33.03-4	Industrial 3 Zone	Construct a building or construct or carry out works
Overlays:	44.04-2	Land Subject to Inundation Overlay	Construct a building or construct or carry out works
	44.06-2	Bushfire Management Overlay	Construct a building or construct or carry out works
Particular Provisions:	52.06	Car Parking	Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required
Cultural Heritage:	The land is not in an area of cultural heritage sensitivity. A mandatory Cultural Heritage Management Plan is not required.		



Total Site Area:	5.1 hectares		
Gross Floor Area:	28,072 sqm		
Height:	8m – 9.3m		
Land Uses:	Warehouse (including ancillary offices)		
	Cars	Motorcycles	Bicycles
Parking:	481	0	0
Referral Authorities:	CFA – s55 Determining - No objection subject to conditions Melbourne Water – s55 Determining - no objection subject to conditions Yarra Ranges Council – s52 – objection Yarra Valley Water – s52 – No objection Fire Rescue Victoria – s52 – No response Earth Resources Regulation – Informal – No objection		
Public Notice:	Notice of the application was given in accordance with Section 52(1) of the Act. 64 objections were received from the community.		
Delegates List:	Approval to determine under delegation received on 21 July 2026.		



Application Documents

1. The key milestones in the application process were as follows:

Application documents	
Decision Plans (submitted under s57A)	Architectural plans prepared by Watson Young dated 18 May 2026
Other Assessment Documents	• Landscape Plan prepared by John Patrick dated 28 January 2026 • Functional Layout Plan prepared by Woodward dated 6 March 2026 • Bushfire Management Statement prepared by Nexus Planning dated 15 December 2025 • Bushfire Management Plan prepared by Nexus Planning dated 15 December 2025 • Stormwater Management Plan and Civil Computations prepared by Premier Consulting Engineers dated 5 August 2025 • Traffic and Transport Assessment prepared by Traffix Group dated 21 January 2026 and memo dated 21 May 2026 • Town Planning Report prepared by Planning and Property Partners dated January 2026 • Arboricultural letter prepared by Galbraith and Associates dated 23 June 2025 • Waste Management Plan prepared by Traffix Group dated 24 July 2025. • Memo prepared by K and L Gates dated 17 February 2025 and letter dated 12 February 2026

2. The subject of this report is the decision plans (as described above).

Background

3. Planning Permit YR-2024/13 was issued by Yarra Ranges Council on 14 May 2024 for earthworks to level part of the site by importing fill along the western part of the site.
4. The earthworks have been carried out and provide a minimum of 600mm above the applicable 1% AEP flood level.

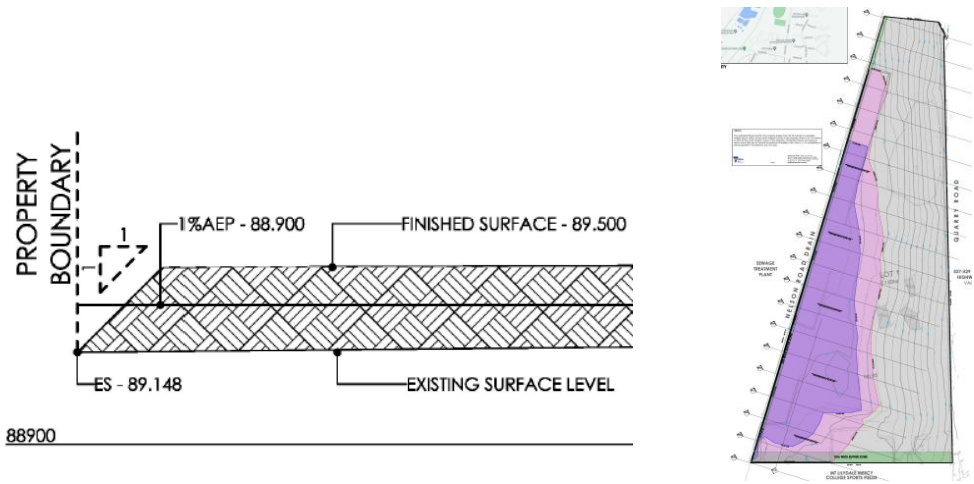


Figure 1: Extracts of endorsed plan showing the location of fill under Permit YR-2024/13

Proposal Summary

5. The proposal can be summarised as follows:

Proposal:	Use and staged development of land for 106 warehouses and reduction of the number of car parking spaces required under Clause 52.06
Total Site Area:	5.1 hectares
Gross Floor Area:	28,072 sqm
Net Floor Area:	24,445sqm
Height:	11.4m to 12.8m above natural ground level or 8 – 9.3m high above new surface level
Land Uses:	Warehouse
Car Parking:	481 spaces
Bicycle Parking:	0 spaces
Motorcycle Parking:	0 spaces
Loading arrangements:	Loading areas within each warehouse, accessible via internal driveways

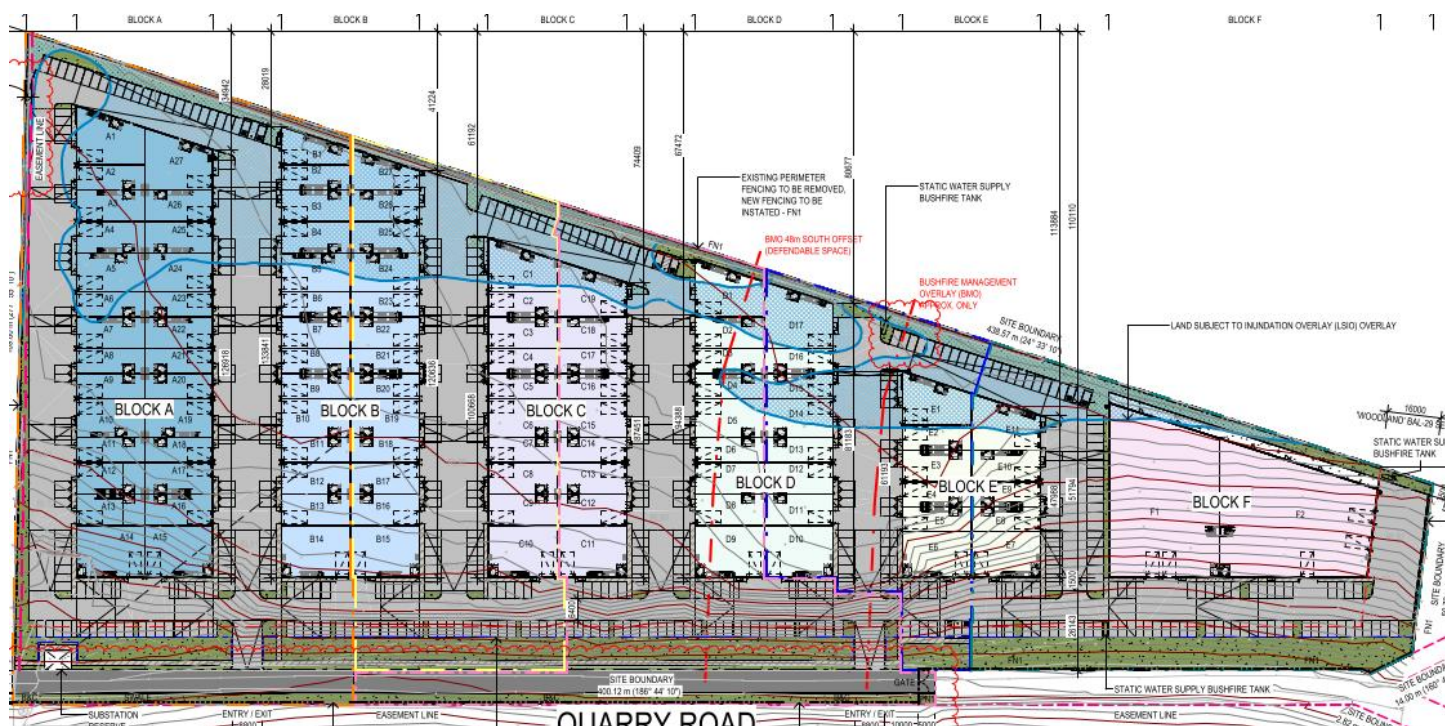


Figure 2: Proposed site plan

6. Specific details of the application include:

- **Earthworks:** The proposal will involve earthworks including placement of additional fill of up to 2m depth, on top of the existing fill approved under the Council-issued Planning Permit YR2024/13.
- **Buildings and works:** The proposal includes the construction of 106 warehouses across 6 building blocks or 5 stages, with the following specifications provided:
 - The building heights of the warehouses will be between 8 – 9.3m high above new surface level.
 - The proposed warehouses and accessways between will step down from east to west.
 - The warehouses will have the following setbacks:
 - 27.6 – 27.7m to the Quarry Road/east boundary
 - 14.9 – 17.7m to the south boundary
 - 3.5 – 16.3m to the west boundary (Yarra Valley Trail)
 - 16m to the north boundary.
 - The warehouses will vary between 150 – 314sqm in size, with the exception of Warehouses F1 and F2, which will both be 1535sqm. Each warehouse will include a loading area, bathroom and waste storage area, and most will include a mezzanine level.
 - Cladding materials and finishes will chiefly consist of concrete panels in natural and acid washed finishes, with zincalume roof sheeting and roller doors. Each block will include windows on some elevations and skylights, and each warehouse will have clear glazed door.
- **Staging:** Stage 1 comprises 41 warehouse units within Block A and the southern half of Block B, with subsequent stages completing the remaining warehouse units across Blocks B to F, as shown on the staging plan.
 - Each stage includes the associated internal roads, parking, servicing and infrastructure necessary to enable the completed stage to operate independently.
 - Interim turning bays are proposed during Stages 1, 2 and 4 and will be converted to permanent car parking as subsequent stages are completed.
 - Car parking and waste collection arrangements are proposed to be provided on a staged basis to ensure each completed stage functions independently.

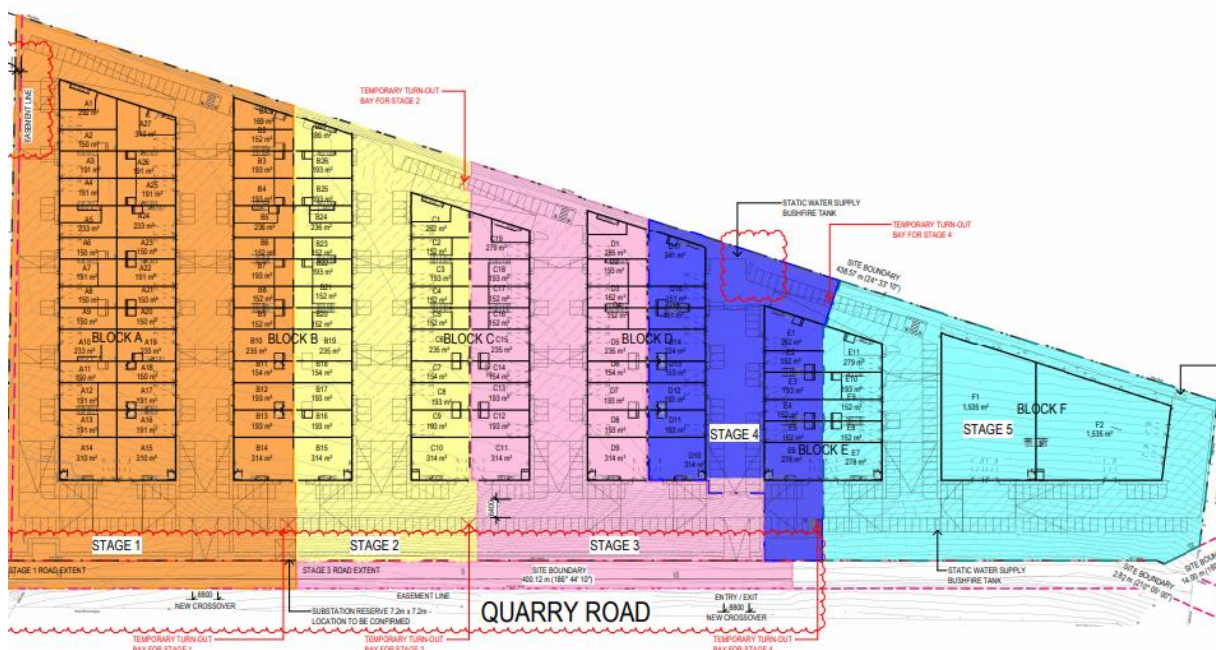


Figure 3: Proposed staging plan

- **Access:** The proposal includes the following access arrangements:
 - Two 8.8m wide crossovers to the proposed lane in the carriageway easement will provide access to the site's internal road network.
 - A 6.5m wide trafficable lane within the carriageway easement will be constructed from Quarry Road, to access both of the proposed vehicle crossings to the site.
 - Quarry Road will be widened between Nelson Road and the site to achieve a 7m wide trafficable lane.
- **Signage:** No signage is proposed.
- **Landscaping:** The proposal will include tree planting and landscaping along the western boundary interface with the Yarra Valley Trail, along the east boundary and part of the south boundary. Some limited tree planting will also occur in carparking areas at the east and west ends of the aisles.
- **Fencing:** A 2.1m high cyclone wire fence is proposed on all side boundaries, which will replace the existing fencing.
- The applicant has advised the proposal does not require a notification under the Occupational Health and Safety Regulations 2017, a licence under the Dangerous Goods Act 1985 is required, or exceed a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2022.



Figure 4: Proposed Block A Warehouses south elevation

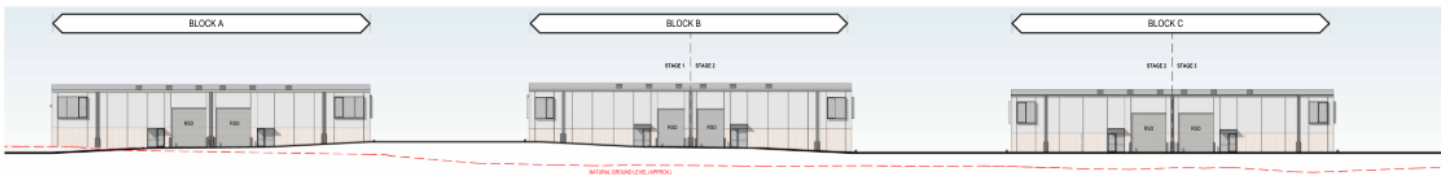


Figure 5: Streetscape (east) elevation Blocks A, B and C



Figure 6: Artist impression of typical warehouse elevation

Subject Site and Surrounds



Figure 7: Site and surrounds

7. The site is located in Lilydale, at the northern end of Quarry Road. The site is an isolated parcel of Industrial 3 zoned land, surrounded by the following:
- An existing quarry and its buffer area to the east (Special Use Zone - Schedule 1).
 - Established residential area to the southeast.
 - Yarra Valley Trail immediately west. Further west, on the opposite side of the Yarra Valley Trail is a wastewater treatment plant (Public Use Zone 1), which includes a waste to energy facility approximately 370m north of the subject site.
 - A very small parcel of Industrial 1 zoned land abuts the site to the north, which includes native trees.
 - The site adjoins the Mount Lilydale Mercy College sports fields and outdoor education area to the south, through which the Nelson Road drain runs adjacent to the south boundary of the subject land. Further south, fronting Nelson Road are a council depot, in which the Lilydale SES unit is collocated, as well as an electrical contractors depot.

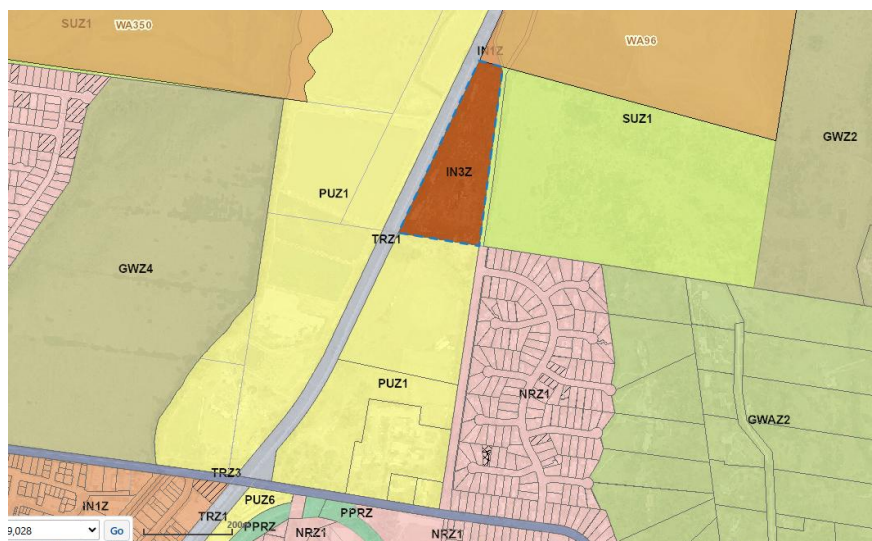


Figure 8: Site and surrounds zoning map

8. The site is approximately 5.1 hectares in size and is formally described as Lot 1 on Title Plan 535449E. There are no covenants or s173 agreements registered on title. The site has a fall of approximately 7m east to west, which is steepest on the east side of the site (a fall of up to 1m over 4m).
9. The site has existing access via a vehicle crossing in the southeast corner to a sealed section of an accessway within a 10m wide carriageway easement in the adjoining land. The rest of the easement is unsealed and adjoins the entire east boundary of the site, through the adjoining land and connecting to Quarry Road.

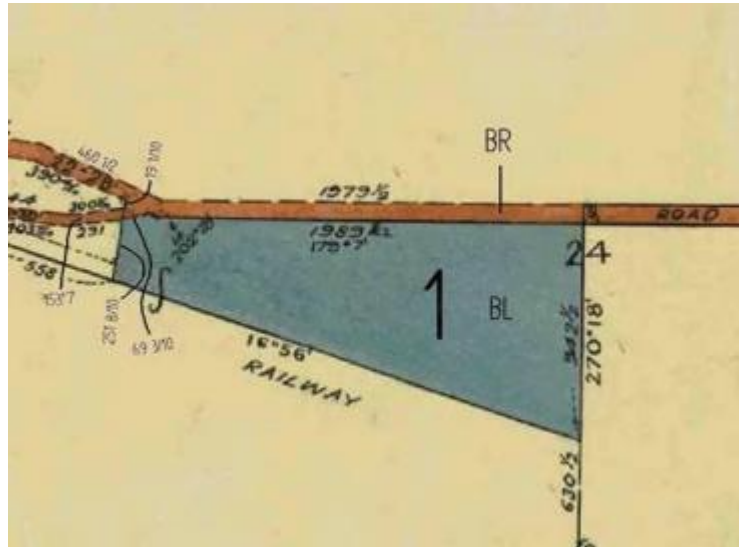


Figure 9: Title plan showing carriageway easement adjoining east boundary, connecting through to Quarry Road (shown as 'ROAD').

10. The site is currently vacant, cleared of existing vegetation, and includes fill placed on the site under Planning Permit YR2024/13, as discussed earlier.



Referrals

11. The application was referred to the following groups:

Type of referral authority	Clause	Kind of application	Organisation	Response and date received
Section 55 Referral – Determining	Clause 44.06-6 (BMO)	An application under the overlay other than an application to construct a building or carry out works associated with a dwelling or an application to subdivide land.	CFA	No objection 13 January 2026
Section 55 Referral – Determining	Clause 44.04-7 (LSIO)	An application under the overlay within the waterway management district of Melbourne Water Corporation.	Melbourne Water	No objection 2 February and 2026 and 10 July 2026

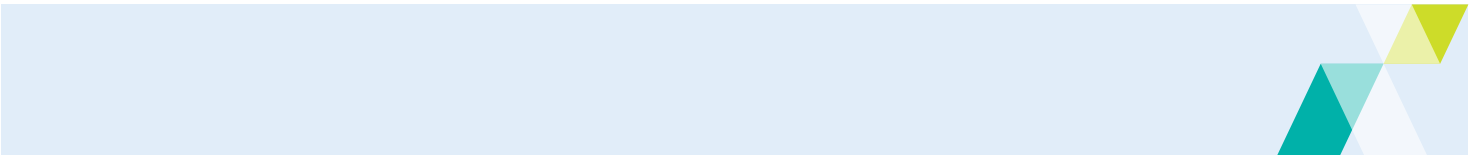
12. Notice of the application was also given to the following organisations:

Organisation	Response and date received
Yarra Valley Water	No objection – 18 March 2026
Yarra Ranges Council	Objection – 7 March 2026
Fire Rescue Victoria	No objection – 31 July 2026

Municipal Council Comments

13. Council objected to the proposal and raised the following concerns in their response:

Yarra Ranges Council objection ground and comments	Recommendation
Traffic generation and Quarry Road pavement capacity Quarry Road currently carries an average of 413 vehicles per day. The proposed development is expected to generate 1,111 vehicles per day, which is a substantial increase on this local road network. Council is concerned that the existing pavement on Quarry Road does not have the capacity to accommodate this level of traffic. A pavement investigation must be carried out by a suitably qualified professional to determine existing conditions and provide recommendations to inform the proposed upgrades on Quarry Road. Safety Internal circulation Given the multiple warehouse tenancies and the associated vehicle and truck movements within the site, there is potential for uncoordinated and unsafe interactions, particularly with trucks regularly reversing into loading bays. To improve safety and operational efficiency, a one-way internal circulation is considered necessary and appropriate and consistent with developments of similar scale. Pedestrian and Traffic Management The plans do not provide information about pedestrian access and movement within the site. Measures to manage movement and mitigate vehicle-to-vehicle and vehicle-to-pedestrian conflicts are recommended. This can include line signs (warning, directional, or speed limits, speed humps or speed cushions, line marking / arrows.	Council provided draft permit conditions requiring a pavement investigation and the upgrade of Quarry Road. These will be included on any permit issued. Council also advised in their later email on 15 June 2026 it was satisfied with the internal circulation of vehicles, as discussed later in this report. A condition recommended by Council for a Car Parking, Traffic and Pedestrian Management Plan will be included on any permit issued.
Environmentally Sustainable Development The proposal fails to consider or has provided a Sustainable Design Assessment in accordance with Planning Policy 15.01-2L which requires a Sustainable Design Assessment and a Green Travel Plan for non-residential buildings with a with a gross floor area of more	A Sustainability Management Plan and Green Travel Plan will be required as conditions of any permit issued.



than 1000 metres square.

14. Following an amendment under Section 57A on 1 June 2026, in response to concerns regarding the proposed roadworks within the carriageway easement in the adjoining land, the application was informally referred to Council. The amendment also included a response to Council’s concerns from the applicant’s traffic engineers Traffix Group, dated 21 March 2026.
15. Council advised in response to the amendment in an email dated 15 June 2026:
- It was satisfied with the internal circulation of vehicles and with the development overall.
 - The pavement report for Quarry Road should be conducted.
 - The 7m wide road pavement width is satisfactory.
 - The road widening of Quarry Road will need to consider if kerbing and drainage is required.
 - Recommended a footpath be provided to link the development to Nelson Road.
 - Also recommended the internal footpath link to the road reserve, and signs/landmarking for pedestrian vehicle priority internal to the site.
16. It is considered outside the scope of this application and onerous on the applicant to require footpaths to be constructed in Quarry Road. There is insufficient nexus with the development for such a requirement, given it is not required for the development and the road is shared with other users, such as Mount Lilydale Mercy College and residents and visitors to access the Yarra Valley rail trail. Furthermore there is no development contributions plan in place with such requirement.
17. Traffix Group noted the road reserve is 20m wide and therefore will still allow for sufficient width for a footpath to be constructed by Council in future. Quarry Road is classified as a Local Access Road under Council Authority under the Yarra Ranges Register of Public Roads. Kerbing, as needed, will be included in the drainage items for the engineering construction plans condition recommended by Council.
18. Conditions will be included on any permit issued requiring internal footpath link and signage to Quarry Road.

Notice

19. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d),) of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Industrial 3 Zone to use and develop the land for warehouses, as it is within 30m of a residential zone.
 - Clause 52.06, as the proposal is not exempt from notice requirements under the Industrial 3 Zone.
20. The application is exempt from the notice requirements under the Land Subject to Inundation Overlay and Bushfire Management Overlay.
21. Notice of the application was given by a sign on each site frontage and letters to the owners and occupiers of adjoining properties in February-March 2026. 64 submissions were received and are discussed under ‘Community concerns’ below.
22. Following the amendment under Section 57A, further notice was given to the owner/occupier of the land in which works are proposed in the easement by email. No further submissions were received.

Community concerns

Key matters raised in objections	Recommendation
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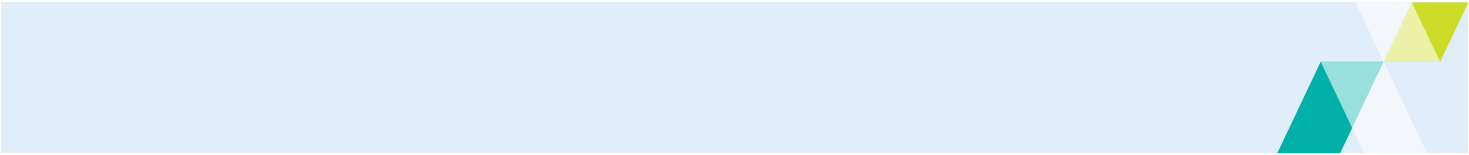


Key matters raised in objections	Recommendation
Traffic impacts and suitability of Quarry Road and surrounding road network • Traffic volume generated by the proposal • Congestion in surrounding streets • Surrounding streets not designed for heavy vehicle traffic • Nelson Road and Maroondah Hwy intersection • Gardiner Street and Anderson Street intersection • Nelson Road – vehicle congestion, pedestrian safety, rail trail users • Quarry Road – pedestrian safety of Mt Lilydale Mercy College students using/crossing the road, others using oval, cyclist safety • Noted lack of footpath along Quarry Road • Used to access the rail trail • Trafalgar Cr – unsuited for industrial traffic • Using other streets in area as rat-runs • Will add to existing truck traffic already using Quarry Road to access the Yarra Valley Water Treatment Plan • Could delay emergency vehicles • Lack of footpaths in area • Impact of heavy vehicles on roads	Traffic impacts have been assessed in the Assessment section of this report and are supported by a Traffic Engineering Assessment. Council has recommended conditions for the upgrade of Quarry Road, some of which will be included on any permit issued. A submission suggested Quarry Road be extended to connect to the Food waste to energy facility, which is in the YVW land approximately 370m north of the site (on opposite side of rail trail), on the south side of the transmission lines. Access to this facility is via an access track on the YVW land, on the west side of and parallel with the rail trail. This is not feasible given it would require crossing the rail trail. As discussed earlier, footpaths or shared user paths along Quarry Road as part of the proposal are not within the scope of this application. Upgrades to the local road network, such as redesign of speed humps, are not required for this proposed use and development.
Stormwater and drainage • Suitability of building in a floodplain • Quarry Road construction and flooding impacts	Stormwater and flooding is discussed in the Assessment section of this report. As noted later in the report, the permit does not include approval for the proposed roadworks in Quarry Road, which are generally exempt under Clause 62.02-2 (Buildings and works not requiring a permit unless specifically required by the planning scheme). An exception to this would be if the roadworks redirect or obstruct the water flow path, a permit is required under the Land Subject to Inundation Overlay. This will not be known until the detailed design stage, which is required to be completed and approved prior to works commencing. If a permit is required, this further approval will be needed before the roadworks commence. The applicant is aware of this requirement and a note will be included on the permit and endorsed plans to reflect this.
Inadequate incomplete or inaccurate traffic assessments • Traffic counts included school holiday period • Location of traffic counters – will not accurately measure traffic in Quarry Road as placed north of Trafalgar Cr	In addition to the traffic surveys conducted 26/3/2025 – 1/4/2025, Traffix Group undertook a further survey 27/3/2026 – 2/4/2026, in response to the concerns raised in submissions. Both traffic counts were for traffic volumes on Quarry Road and Trafalgar Crescent, near Quarry Road. The additional traffic counts were included in a Memorandum dated 21/5/2026, which was provided to Council. Council did not raise any concerns with the traffic data or manner of collection in their email 15 June 2026. As noted earlier, traffic impacts are assessed in the Assessment section of this report.
Design and built form • Visual impact on the rail trail and residential area • Overdevelopment and inappropriate scale • Loss of neighbourhood character	The design and built form, as well as landscaping, is assessed in the Assessment section of this report. It is noted the site is excluded from the adjoining Significant Landscape Overlay. It is considered the setbacks and landscaping proposed will provide a suitable interface with the adjoining land, including the Yarra Valley Trail.
Land use compatibility • Proximity to dwellings/residential zone • Noise, vibration ◦ From vehicles onsite and surrounding streets	The compatibility of the proposed use and development, including from traffic generated by the proposal, is assessed in the Assessment section of this report.



Key matters raised in objections	Recommendation
○ From loading/unloading activities ○ Hours of operation • Impacts on health and sleep disruption • Impact on air quality due to vehicle emissions	
Increase in impermeable surfaces • Flooding impacts • Urban heating	Flooding and tree canopy coverage is assessed in the Assessment section of this report.
Lighting of the site	Council has recommended a lighting condition which will be included on any permit issued.
Construction impacts Amenity impacts during construction Dust impacts, particularly from earthworks Impact on structural integrity of houses	Council has recommended a Construction Management Plan be required as a condition, which will be included on any permit issued. Structural construction impacts on nearby houses is not a planning matter. It is noted that houses are not located on land immediately adjoining the site.
Reduction in carparking and impact on surrounding streets	Carparking is assessed in the Assessment section of this report.
Impacts on tree protection zones	Tree impacts are assessed in the Assessment section of this report.
Infrastructure capacity	Yarra Valley Water and Melbourne Water have not raised concerns regarding the servicing of the site. The site is in an established urban area, in an Industrial 3 Zone, and therefore there is no indication it cannot be serviced.
Inconsistent with intent of original zoning, for green industrial	A permit application must be assessed under the current zoning and planning scheme.
Impact on outdoor education area adjacent to south boundary of the site	Additional landscaping will be required to the south boundary as a permit condition by Melbourne Water.
Bushfire risk	Bushfire risk is assessed in the Assessment section of this report.
Loss of privacy	The buildings and the site itself are substantially setback from nearby dwellings and it is not considered to result in unreasonable privacy impacts.
Uncertainty regarding the specific use/users/operation and purpose of proposed warehouses Need for additional warehouses given existing vacant industrial buildings locally Risk of hazardous activities such as chemical storage or fuel, industrial uses	The proposal is for warehouses and the future tenants are unknown, which is allowed under the planning scheme and not uncommon for new warehouse developments. A condition will be included on the permit prohibiting the proposed warehouses being used for a purpose with potential adverse impacts under Clause 53.10. There is no requirement under the planning scheme to demonstrate a need for new warehouses of the size proposed.
Impact on kangaroos and other flora, fauna onsite	Removal of fauna from the site will be required to be addressed in the Construction Management Plan as a condition of permit.
Environmental impacts from waste	A waste management plan will be required as a condition of permit.
Impacts on home security Impact on house prices	The impact on home security and house prices associated with the proposed warehouses is not a planning matter.
Insufficient notice period and extent of notification	Notice was conducted in accordance with the requirements of the <i>Planning and Environment Act 1987</i> .

23. Concerns were also raised regarding the impact on the carriageway easement and quarrying operations. The applicant amended the plans in response, including a reduction in the length of the easement being used for the



proposal, removal of the two northernmost driveways, internal layout changes to maintain vehicle access to the warehouses at the northern end of the site, and a reduction of the width of the carriageway easement being utilised.

24. Notice of the amendment was given to the affected carriageway easement owner/occupier. No further submission was received.



Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF)

25. The MPS and PPF encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.
26. The relevant MPS and PPF policies have been considered in assessing the application as follows.

Clause	Description
02.02	Vision
02.03-5	Built Environment and Heritage
02.03-7	Economic development
02.04-3	Economic activity plan

Clause 11	Settlement
11.01-1S	Settlement
11.01-1R	Settlement – Metropolitan Melbourne
Clause 12	Environmental and Landscape Values
12.05-2S	Landscapes
Clause 13	Environmental Risks and Amenity
13.01-3S	Urban heat
13.02-1S	Bushfire planning
13.03-1S	Floodplain management
13.05-1S	Noise management
13.06-1S	Air quality management
13.07-1S	Land use compatibility
Clause 15	Built Environment and Heritage
15.01-1	Urban design
15.01-1R	Urban design – Metropolitan Melbourne
15.01-2S	Building design
15.01-2L	Environmentally Sustainable Development
Clause 17	Economic Development
17.01-1S	Diversified economy
17.01-1R	Diversified economy– Metropolitan Melbourne
17.03-1S	Industrial land supply
17.03-1L	Industry
17.03-2S	Sustainable industry
Clause 18	Transport
18.01-1S	Land use and transport integration
18.02-4S	Roads
18.02-4L-01	Roads
18.02-4L-02	Car parking
Clause 19	Infrastructure
19.01-2S	Renewable energy
19.03-3S	Integrated water management
19.03-3L	Water management

Statutory Controls – Yarra Ranges Planning Scheme

Industrial 3 Zone (IN3Z)

27. A planning permit is required to use and develop land for warehouses within 30m of a residential zone.

28. The purpose of the IN3Z is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.
- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

29. A use must not adversely affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any stored goods or materials.
- Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

30. Before deciding on an application, in addition to the decision guidelines in Clause 65 and the Municipal Planning Strategy and the Planning Policy Framework, the responsible authority must consider, as appropriate:

Use

- The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.
- The effect that nearby industries may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.
- The effect on nearby industries.

Buildings and works

- Any natural or cultural values on or near the land.
- Streetscape character.
- Built form.
- Landscape treatment.

- Interface with non-industrial areas.
- Parking and site access.
- Loading and service areas.
- Outdoor storage.
- Lighting.
- Stormwater discharge.
- The effect on nearby industries.
- The effect of nearby industries.

Bushfire Management Overlay (BMO)

31. A planning permit is required to develop land for warehouses.

32. The purpose of the BMO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.
- To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.
- To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

33. A permit granted must include mandatory bushfire protection conditions specified in the overlay.

Land Subject to Inundation Overlay (LSIO)

34. A planning permit is required to construct a building or works.

35. A permit is not required for an open style fence, or roadworks that do not redirect or obstruct the water flow path. The applicant has asserted the roadworks do not require a planning permit. An area south of the site in Quarry Road is included in the LSIO. In the event the roadworks associated with the widening of Quarry Road do redirect or obstruct the water flow path, a further planning application will be required. This will not be known until the detailed design of the roadworks is completed. A note will be included on the permit with this advice.

36. The purpose of the LSIO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To minimise the potential flood risk to life, health and safety associated with development.
- To reflect a declaration under Division 4 of Part 10 of the *Water Act, 1989*.

- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.

Adjoining overlays

37. Significant Landscape Overlay Schedule 2 (Open valley landscape) adjoins the west and south boundaries of the site and Schedule 6 (Rolling hills and bushy agriculture landscape) adjoins the east boundary.

Particular Provisions

Provisions that apply only to a specified area

Clause 51.03 - Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan

38. No relevant provisions of Clause 51.03 apply to the proposal.

Provisions that Require, Enable or Exempt a permit

Car parking

39. The proposal is within the Principal Public Transport Network and a Category 1 area in the *Car Parking Requirement Maps* (Department of Transport and Planning, 2025).
40. The total statutory carparking rate required under Clause 52.06-5 is shown in the following table:

Use	No.	Rate	Car parking measure	Total spaces required
Warehouse	24,445 sqm	2	To each 100 square metres of net floor area	488
Total				488

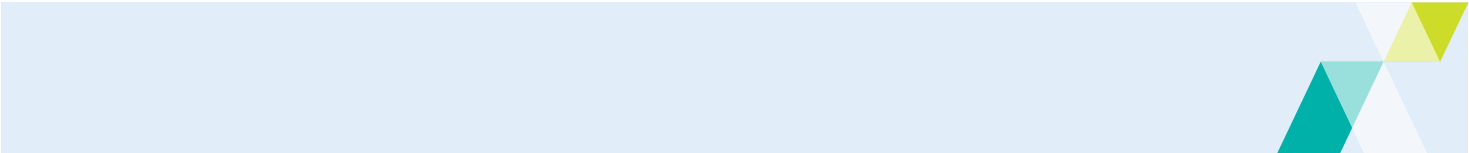
41. 481 car parking spaces are proposed and therefore a permit is required for a reduction of 7 spaces.

Bicycle facilities

42. Bicycle facilities are not required for warehouses.

General Requirements and Performance Standards

43. Clause 53.02 includes bushfire planning requirements for development in the Bushfire Management Overlay. The clause includes objectives and measures, with Clauses 53.02-4.1 (Landscape, siting and design), 53.02-4.2 (Setbacks, defensible space and construction), 53.02-4.3 (Water supply and access), 53.02-4.5 (Planning for vulnerable people) and 53.02-4.6 (Decision guidelines) relevant to the application. The performance of the proposal against these standards is assessed in a later section of this report.
44. Clause 53.18 includes stormwater management requirements for urban development. The clause includes standards and objectives with Standard W2 (Stormwater Management Objectives for Buildings and Works) and Standard W3 (Site Management Objectives) relevant to the application. The performance of the proposal against these standards is assessed in a later section of this report.
45. Clause 53.22 (Significant economic development) applies to the subject application as it has been lodged through the Development Facilitation Program and meets the eligibility requirements, as outlined earlier in this report.



46. The purpose of Clause 53.22 is:

- To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.
- To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

Other Strategic Considerations

Plan for Victoria

Plan for Victoria

47. Plan for Victoria provides a long-term strategic framework to guide sustainable growth, economic development, and infrastructure delivery across the state. The proposal for warehouses at 65 Quarry Road Lilydale aligns with the objectives of Plan for Victoria by supporting industry and job creation.
48. Plan for Victoria outlines the key strategic directions with regard to the provision of housing and commercial activity within Victoria. Pillar 2 of the Plan is 'Accessible jobs and services', of which a key direction is the delivery of more jobs near homes by planning for, protecting and readying commercial and industrial land for development in locations well-served with jobs, shops, public transport and community facilities and services
49. Pillar 3 of the Plan is 'Great places, suburbs and towns' which includes a direction for more canopy trees in urban areas, which is featured in Action 12 of the plan 'Protect and enhance our canopy trees'. This action includes consideration of canopy tree planting in industrial developments.



Key Considerations

50. The following are deemed the key considerations in assessing the acceptability of the proposal:

- The Municipal Planning Strategy and Planning Policy Framework of the Yarra Ranges Planning Scheme.
- Strategic direction and land use.
- Traffic impacts and roadworks
- Land use compatibility.
- Amenity impacts.
- Built form, including setbacks.
- Landscaping and vegetation impacts
- Car parking and access.
- Flooding
- Bushfire

Strategic Direction and Land Use

51. The proposal is considered to provide an appropriate response to the MPS and PPF as outlined below:



Figure 10: Subject site (marked with red star) shown as an employment area in the Economic activity plan in the Municipal Planning Strategy

- The land is identified as an employment area in the Economic activity plan, as shown in Figure 10 above (**Clause 02.04-3**)
- Policy supports the efficient use and development of existing underutilised industrial land within the Urban Growth Boundary, for industrial activities which do not require threshold requirements to sensitive uses (**Clauses 02.03-7, 17.03-1S, 17.03-1L and 17.03-2S**).
- The proposal will facilitate investment in an outer area of Melbourne and provide jobs close to where people live (**Clauses 17.01-1S and 17.01-1R**).
- The proposal includes widening of Quarry Road to improve vehicle access to the site (**Clauses 18.01-1S, 18.02-4S, 18.02-4L-01**) and will include onsite car parking (**Clause 18.02-4L-02**).
- The proposal responds to stormwater management measures (**Clause 19.03-3S, 19.03-3L and Clause 53.18**).



52. The proposed land use is also considered a satisfactory response to the amenity requirements and decision guidelines of the Industrial 3 Zone, as follows:

- The truck traffic generated by the proposal will be reasonable given the industrial zoning and the size of the land of and will have a good level of access to the metropolitan road network.
- Goods and materials will be stored within the warehouses.
- Noise and air emissions are addressed later in this report.

Traffic and roadworks

Carriageway easement

53. The proposed works in the carriageway easement will require consent from the landowner. A condition of permit will require these works to be completed prior to the occupation of Stage 1 of the development.

Quarry Road

54. As assessed in the traffic engineering report and acknowledged by Council, Quarry Road currently carries an average of 413 vehicles per day. The proposed development is expected to generate 1,111 vehicles per day. Access to the warehouses has been designed to mainly accommodate medium rigid vehicles, with some in Blocks A and F also accommodating heavy rigid vehicles.
55. Quarry Road will be widened and the accessway in the carriageway easement constructed to provide access to the site and accommodate the additional vehicle traffic generated. It is considered the conditions recommended by Council will facilitate the roadworks and will form part of any permit issued – specifically those requiring a Pavement Investigation, Engineering Plans and construction of Quarry Road between Nelson Road and north boundary of the site, as well as post-construction inspection.
56. The final design for the roadworks is not required to be considered in this application, given it does not require a planning permit. Whether kerbing and drainage are required will be a matter for Council, noting further approvals will be required to construct the roadworks.
57. Given access to the site is dependent on the road widening and construction, it will also be required to be completed prior to the occupation of Stage 1.

Surrounding road network

58. Quarry Road connects with Nelson Road, which is a collector road and in the Transport 3 Zone. While Nelson Road (and further west Anderson Street) go through residential areas, they already provide connection to non-residential traffic, such as the Council depot and Industry Court.
59. The traffic engineering report estimates 40% of traffic from the site will turn east on Nelson Road and 60% west. It further stated no traffic from the site would likely use Trafalgar Crescent, which connects with Nelson Road by a more circuitous route. The traffic report concluded that the surrounding road network can carry the additional load, which was not disputed by Council.
60. It is therefore considered, subject to the conditions relating to carriageway and roadworks in any permit issued, the proposal will be consistent with Clause 18.01-1S (Land use and transport integration), 18.02-4S and 18.02-4L-01 (Roads), further noting the following:
- The roadworks will improve the road connection and address the traffic and access needs generated by the proposed use and development.
 - Quarry Road will provide direct access to Nelson Road, avoiding the need to traverse through the immediately adjoining residential area.



Noise

61. Given the site is in an Industrial 3 Zone, it is regarded as a reasonable expectation the site will be used for industrial purposes and will therefore include non-residential noise sources. The proposal is for warehouses and therefore there will likely be noise associated with vehicle movements, including trucks, as well as forklifts and other light industrial noise. As the loading bays are proposed within each warehouse and can be fully enclosed, the noise will be minimised.
62. It is considered an acoustic report should be prepared to ensure the proposed use and development comply with the EPA Noise Protocol (EPA 2021, Publication 1826.4) noise limits at the sensitive receiver locations, including the residential area to the southeast of the site. Any acoustic mitigation measures will be required as a condition of permit, in accordance with Clause 13.05-1S (Noise Management). This will include any limitations required to the hours of operation.

Air quality

63. The proposal does not include any activities that would generate air emissions, as the future tenants are not known.
64. The closest accessway will be located 36m from the nearest residential lot and the closest vehicle crossing 71.3m. Therefore the impact from vehicle movements within the site will be mitigated by these distances. The additional traffic along Quarry Road is to be expected, noting it also serves as a secondary access for the quarry site. The construction of Quarry Road will also minimise dust.
65. Given the proposal does not involve any polluting activities, as specified in Clause 53.10, and the zoning of the site, it is considered the proposal will not result in unreasonable air quality impacts and is not inconsistent with Clause 13.06-1S (Air Quality Management).

Land use compatibility

66. As noted by Yarra Valley Water, the subject land is located close to the Lilydale Sewerage Treatment Plan and a Waste to Energy Facility, both of which could result in the subject land being subject to unpleasant odours. Warehouse is not a sensitive land use and therefore is suitable for the site.
67. Yarra Valley Water recommended a condition of permit be included prohibiting sensitive uses, which include accommodation (other than caretakers dwelling), hospital, education centre (not primary or secondary school) or corrective institution, place of assembly, and leisure and recreation. This condition is not regarded as necessary given most sensitive uses are prohibited in the Industrial 3 Zone, including accommodation, hospital, and primary and secondary schools, or subject to permit.
68. The proposal would not lend itself to a child care centre, given no outdoor areas are provided, nor a corrective institution. A permit to use a warehouse building for Leisure and recreation or Place of assembly uses could be applied for, and it is considered their suitability could be assessed on their merits.
69. In addition to the setbacks from the accessway and vehicle crossings to the nearest residential lot described earlier, the closest warehouse would be setback 52.5m.
70. The applicant has further advised a permit condition prohibiting uses and activities with potential adverse impacts, as listed under Clause 53.10, would be acceptable.
71. It is considered the proposed use is compatible with adjoining and nearby land uses, given the setbacks provided and subject to conditions for noise mitigation and prohibiting uses listed in Clause 53.10. Therefore the proposal is in accordance with Clause 13.07-1S (Land use compatibility).

Potentially contaminated land

72. There is no indication a potentially contaminating activity has been conducted on the subject site, although it adjoins land with potentially contaminating activities (sewerage treatment and extractive industry). The proposed use is not a



sensitive use and, as noted earlier, most sensitive uses are prohibited in the Industrial 3 Zone. It is therefore considered the land is suitable for the proposed use and development.

Buildings and Works

73. In considering the design and built form of the proposed development, the most relevant clauses of the Yarra Ranges Planning Scheme are Clauses 15.01-1S (Urban Design), 15.01-1R (Urban design – Metropolitan Melbourne) and 15.01-2S (Building Design). These policies and controls seek to ensure new development achieves high standards of architectural quality and amenity, and complements the character of the area.
74. The following assessment considers the building design response in terms of height, massing, setbacks and architectural detail. It is considered the proposal is a satisfactory response for the industrial nature of the site, and the development is contemporary and functional, with a focus on durability and security.

Building height and massing

75. The proposed buildings will have skillion roof types, with maximum heights between 8 – 9.3m. There are no height controls for industrial developments within the Industrial 3 Zone, and the proposed heights are satisfactory given the site's industrial zoning and warehouse typology.
76. The landscaping and setbacks will help to minimise visual bulk and screen the buildings.

Setbacks

77. The development provides setbacks to all boundaries, with substantial setbacks to the south and east boundaries, as well as most of the west boundary, which are closest to the residential area, sports fields and Yarra Valley Trail. These setbacks will provide sufficient space for car parking and accessways, as well as landscape planting including canopy trees along all side boundaries. The only exception would be part of the south boundary, where the landscape strip is narrower and does not include tree planting. Melbourne Water has required as a permit condition that additional trees be planted along the south boundary to enhance the waterway corridor of the Nelson Road Drain. This condition will be included on the permit.

Urban design and built form

78. The buildings will have a typical industrial appearance of concrete panel walls with metal roofing and roller doors, with substantial carparking areas. This is regarded as satisfactory given the industrial zoning of the site, noting the proposal includes substantial landscaping areas that will screen the buildings' interfaces, which as noted earlier includes land in Significant Landscape Overlays adjoining the site.

Earthworks

79. An earthworks plan will be required showing the depth of fill to be placed across the site, as a condition of permit. This is needed to demonstrate the buildings will not be elevated above the 2m as stated in the application. The plans will also need to be updated to show this, as they do not clearly show the amount of fill.

Landscaping and Vegetation Impact

80. The arborist report recommended at least 4m from the north boundary be kept free from excavation, and any carparking treatment adjacent to the north boundary be porous. The decision plans show a concrete accessway within this area and accordingly an amended arborist report will be required to provide recommendations for how this is to be constructed without impacting the existing native trees in the adjoining land to the north, with the accessway to be setback further if it cannot be avoided.

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81. The landscaping proposed along the side boundaries consists chiefly of a variety of eucalypt tree species, as well as banksias within more narrow areas. In addition, sheoaks will be planted in garden beds at the end of each building row within the site.
82. The total combined canopy coverage of these trees will be 4774.8sqm, which is 9.3% of the site area. This is regarded as a satisfactory response to Clauses 13.01-3S (Urban heat) and 12.05-2S (Landscapes), noting the site is near the rural-urban interface adjoining the Yarra Valley Trail. As noted earlier, a condition of permit will require additional planting along the south boundary, as required by Melbourne Water.

Car and Bicycle Parking, Loading, and Other Services

Car Parking

83. As discussed earlier, the proposal provides 481 of the 488 car parking spaces required, and therefore requires a reduction of 7 spaces, or 1.4% of the total amount. The Traffic Engineering Assessment by Traffix Group provides a number of examples of warehouse developments in outer metropolitan Melbourne where the recorded carparking demand averaged 0.95 spaces per 100sqm. The proposal provides 481 spaces for 24,445sqm of net floor area, which equates to 1.96 spaces per 100sqm. Accordingly, it has been demonstrated sufficient onsite parking will be provided and will result in the efficient use of the land.
84. It is further noted Council has not objected to the reduction to the number of carparking spaces onsite.

Design Standards for Car Parking

85. The proposal shows carparking spaces and aisle widths with minimum dimensions that meet Clause 52.06-9, as well as appropriate grades.

Access, Internal Traffic Movement and Circulation

86. The proposal includes two vehicle crossings to the carriageway easement, to which no further submission has been received.
87. Furthermore Council has advised it is satisfied with the internal circulation of vehicles. Swept path diagrams have been provided demonstrating sufficient access using the internal accessways and loading areas for all warehouses except Block F, which was updated when the application was amended. Block F will, however, have similar access arrangements as other warehouses and therefore is regarded as satisfactory.
88. Council raised concerns regarding pedestrian movements within the site and the need for measures such as signs, speed humps and line marking, which will be required in a Car Parking, Traffic and Pedestrian Management Plan, as a condition of permit.

Loading / unloading and waste

89. Off-street loading and bin storage is provided via dedicated internal areas within each building. Collection will be from outside each building, organised either by the tenant or owners corporation, in accordance with the waste management plan.

Environmental Risks

Flood Mitigation

90. The site is subject to flooding from the Melbourne Water Nelson Road Drain, which runs along the land adjoining the west and south boundaries.

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91. The application was referred to Melbourne Water, who supported the proposal subject to conditions for the minimum floor level and fill (i.e. finished ground) level to be at least 600mm above flood level. The flood level ranges from 89.4m AHD on the west side of the site, to 87.35m AHD on the northwest boundary.
92. The proposed minimum floor levels range from 90.84m in the southwest corner of the site, to 93.9m on the east side of the site. The proposal therefore complies with the minimum floor levels required and minimises flood risk.
93. In addition, Melbourne Water conditions require a 15m setback from the centreline of the drain and as noted earlier, additional tree planting along the south boundary. The buildings within the site are setback 14m from the south boundary and therefore will meet the setback requirement.
94. In addition, Melbourne Water provided an amended fencing condition in their referral response 10 July 2026, which specified only the fencing along the west boundary, which is the area within the LSIO, must be of open style construction.
95. As noted earlier, a note will be included on the permit that the proposed roadworks to Quarry Road are not included in what the permit allows and if they redirect or obstruct the water flow path, a further planning permit application will be required.

Bushfire

96. The northern area of the site is within the Bushfire Management Overlay and the whole site is within a bushfire prone area.
97. The Bushfire Management Statement (BMS) included a Bushfire Hazard Landscape Assessment, which concluded the surrounding landscape to be low level bushfire risk, due to it consisting primarily of cleared rural land, low-density residential areas, and urban development, with limited and patchy vegetated areas.
98. The BMS identified the higher threat vegetation in the adjoining land to the north and northeast, and accordingly limited the defendable space for Blocks E and F to the property boundary, resulting in buildings in these blocks having higher BAL building requirements than blocks A, B and C.
99. It is noted adjoining land is relied upon as defendable space for Blocks E and F. As outlined in the BMS, it is considered there is reasonable assurance the vegetation in this area will be managed in a low-threat condition as it includes non-vegetated road reserve, the Yarra Valley Trail and school playing fields.
100. The BMS includes a Bushfire Protection Plan, and specifies the following bushfire protection measures are required to address the requirements of Clause 53.02:
- Block E to be constructed to BAL 12.5 and Block F to BAL-29.
 - Three 30,000L above ground water tanks reserved for fire-fighting, with each tank located near the east, west and north boundaries.
 - Vegetation management within the defendable space envelope, which extends 50m south of Block E to the north boundary within the site.
101. CFA have recommended approval subject to standard conditions, which will be included on any permit issued. On this basis it is considered the proposal is a satisfactory response to the BMO and Clause 13.02-1S (Bushfire planning).

Sustainability

Environmentally Sustainable Design (ESD)

102. A Sustainability Management Plan (SMP) is required under Clause 15.01-2L and will be required as a condition of permit. The applicant has advised the key sustainable measures included in the proposal are substantial canopy



planting, stormwater capture, waste management, and access to daylight within warehouses through skylights. It is considered subject to the provision and implementation of the SMP, the proposal will be a satisfactory response.

Stormwater Management

103. Clause 53.18 (Stormwater management in urban development) applies to this application. The purpose of this clause is to ensure that stormwater generated by urban development is managed to mitigate environmental, property, and public safety impacts, and to provide benefits such as cooling, local habitat, and amenity.
104. The Stormwater Management Strategy demonstrates the proposal will meet the requirements of Clause 53.18 as follows:
- Drainage Strategy: Stormwater runoff will be directed to 410 cubic metres of onsite storage within underground tanks and pipes. The piped system is designed for the 10% AEP storm, with overland flow paths for the 1% AEP event.
 - Water Sensitive Urban Design (WSUD) - MUSIC Modelling: Stormwater will be treated prior to discharging from the site in accordance with best practice targets:
 - Gross Pollutants: 98% reduction (target 70%)
 - Total Suspended Solids: 89.9% (target 80%)
 - Total Phosphorus: 57.2% (target 45%)
 - Total Nitrogen: 52.4% (target 45%).
105. Council did not raise any concerns with the proposed stormwater management plan and conditions will be included on any permit issued. In addition, a condition of permit will require any stormwater detention tank be setback at least 4m from the north boundary, as recommended in the applicant's planning report, to avoid impacting the trees in the adjoining land.
106. It is considered the proposed stormwater initiatives are a satisfactory response to Clauses 19.03-3S (Integrated water management) and 53.18, and will be required to address any additional stormwater requirements in the SMP that will be required as a condition of permit. Subject to this the proposal will also satisfactorily address Clause 19.03-3L (Water management).

Other Matters

Clause 53.22 Significant Economic Development

107. The proposal is considered consistent with the purpose of Clause 53.22 as it is a large warehouse development in an employment area in the Economic activity plan and will be a significant contribution to Victoria's economy. Subject to the conditions recommended in this report, it is considered the proposal will result in quality built form, performance and functional outcomes.

DTP response to recommended agency conditions

Proposed condition	Recommendation
Council (Section 52)	
• To the satisfaction of the Yarra Ranges Shire Council, a pavement investigation must be undertaken by a suitably qualified professional on Quarry Road to assess existing conditions and confirm whether the current pavement can support the additional vehicle loads associated with the operation of the proposed warehouse. The outcomes of this investigation must inform the pavement design for the road widening and identify any additional strengthening or improvement works required to accommodate the anticipated loads.	The pavement investigation report and engineering construction plans for Quarry Road will be required prior to the commencement of the development. The completion of construction of Quarry Road widening will be



- Prior to the commencement of any works covered by this permit, engineering construction plans showing all car parking, access ways, road ways and drainage together with a processing fee must be submitted to, and approved by, the Yarra Ranges Shire Council.
- The upgrade of Quarry Road must have regard to the recommendations from the Pavement Investigation Report in Condition 1. The development must then be constructed in accordance with these approved engineering plans.
- Prior to the commencement of any works covered by this permit an inspection report, including documentation and photos, of the condition of Quarry Road must be submitted to the Yarra Ranges Shire Council for approval.
 - The condition of Quarry Road shall be monitored for the duration of the works and any repairs identified as being required shall be completed to the satisfaction of the Yarra Ranges Shire Council within 24 hours of being identified.
 - At the completion of works a final condition report for Quarry Road shall be submitted and any repairs/re-construction works identified shall be carried out at the cost of the permit holder to the satisfaction of the Yarra Ranges Shire Council.
- Prior to the occupation of the permitted development, the section of Quarry Road between Nelson Road and the northern boundary of the site (approximately 1 kilometre in length), must be widened with a sealed surface of 7.0 metres, including appropriate drainage, to the satisfaction of the Yarra Ranges Shire Council.

required prior to the use or occupation of Stage 1.

Prior to the commencement of any works as required by this permit, Development Stormwater Drainage Engineering Plans and Computations must be submitted to, and approved by, the Yarra Ranges Shire Council. Development Stormwater Drainage Engineering Plans and Computations must be in line with all the requirements of the approved point of discharge certificate.

The stormwater plans will be required to be in accordance with the Stormwater Management Plan and Civil Computations prepared by Premier Consulting Engineers dated 5 August 2025, but modified to show changes to the architectural plans, as well as the underground detention tank moved more than 4m from the north boundary as recommended in the arborist report, as well as any further changes required by the Sustainability Management Plan.

Before the development starts, a Construction Management Plan (CMP) to the satisfaction of the Yarra Ranges Shire Council must be submitted to and approved by the Yarra Ranges Shire Council. When approved, the plan will be endorsed and will then form part of the permit. The CMP must specify how the environmental and construction issues associated with the development will be managed and must address the following as applicable:

- a) A detailed schedule of works including a full project timing.
- b) A traffic management plan for the site, including when or whether any access points would be required to be blocked, an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services, preferred routes for trucks delivering to the site, queuing/sequencing, excavation and swept-path diagrams.
- c) The location for the parking of all construction vehicles and construction worker vehicles during construction.
- d) Construction times, noise and vibration controls.
- e) Delivery of materials including times for loading/unloading, unloading points, expected frequency and details of where materials will be stored and how concrete pours would be managed.
- f) Proposed traffic management signage indicating any inconvenience generated by construction.
- g) Fully detailed plan indicating where construction hoardings would be located.
- h) A waste management plan including the containment of waste on site: disposal of

The CMP will be required to be in accordance with the Melbourne Water Site Environmental Management Plan.



waste, stormwater treatment and on-site facilities for vehicle washing.

- i) Containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build-up of matter outside the site.
- j) Site security.
- k) Public safety measures.
- l) Restoration of any Council assets removed and/or damaged during construction.
- m) Protection works necessary to road and other infrastructure (limited to an area reasonable proximate to the site).
- n) Remediation of any damage to road and other infrastructure (limited to an area reasonably proximate to the site).
- o) An emergency contact that is available for 24 hours per day for residents and the Yarra Ranges Shire Council in the event of relevant queries or problems experience.
- p) Traffic management measures to comply with the relevant Australia Standard.
- q) All contractors associated with the construction of the development must be made aware of the requirements of the Construction Management Plan.
- r) Details of crane activities, if any.
- s) Discharge of any polluted water.
- t) Erosion control measures.
- u) Sediment control measures.

The development must be carried out and implemented in accordance with the endorsed Construction Management Plan at all times to the satisfaction of the Yarra Ranges Shire Council.

Car Parking, Traffic and Pedestrian Management Plan

Prior to the occupation of the permitted development a Car Parking, Traffic and Pedestrian Management Plan shall be submitted to and approved by the Yarra Ranges Shire Council. The plan shall include the following:

- a. A signage and line marking plan which shows:
 - i. entry and exit points to and from the subject site
 - ii. circulation within the site
 - iii. pedestrian paths within the site which are clearly separated from heavy vehicle movements (physical separation or delineation)
- b. Measures to manage speed of vehicles within the site. This shall include the location and details of speed management treatments (e.g. speed cushions, humps, signs).
- c. Protocols for staff, deliveries, and contractors to ensure the site operates in a coordinated, predictable, and safe manner. This shall establish operational rules and provide information on:
 - i. vehicle routes to the site
 - ii. vehicle circulation within the site
 - iii. pedestrian management measures and designated paths
 - iv. loading and unloading procedures
 - v. communication and scheduling protocols to minimise conflict, delays and queues

Once approved, a copy of the management plan will form part of the endorsed documents.

A Car Parking, Traffic and Pedestrian Management Plan will be required to be submitted for each stage.

- Prior to the occupation of the permitted development the parking areas and vehicular access ways shown on the endorsed plan must be fully constructed, sealed, drained and delineated to the satisfaction of the Yarra Ranges Shire Council.
- Prior to the occupation of the permitted development concrete vehicle crossings must be constructed on Quarry Road to serve the development to the satisfaction of the Yarra

The conditions will be updated to refer to the relevant stages of the development. In particular, the vehicle crossings are located in Stages 1 and 3, and the stormwater



Ranges Shire Council. The location, number, and widths of the vehicle crossings shall be as specified in the approved plans and shall be designed and constructed in accordance with Yarra Ranges Shire Council Std. Dwg. SD/C3 Commercial Vehicle Crossing. • Prior to the occupation of the permitted development the construction of all internal civil works, including car parking, vehicular access ways and drainage is to be inspected and approved by a suitably experienced civil engineer or person. This person must supply written certification that the works have been constructed in accordance with the approved plans, to the satisfaction of the Yarra Ranges Shire Council. • Prior to the occupation of the permitted development piped drainage must be constructed to drain all impervious areas incorporating Water Sensitive Urban Design features, to the satisfaction of the Yarra Ranges Shire Council. • Prior to the occupation of the permitted development a detention system, must be constructed/installed to drain all impervious areas, to the satisfaction of the Yarra Ranges Shire Council. • Prior to the occupation of the permitted development piped Council outfall drainage must be constructed to the satisfaction of the Yarra Ranges Shire Council.	detention tanks are required for Stages 1 and 4, which are the earliest stages shown connecting to them in the stormwater plan. Stormwater outfall is shown in Stage 1.
• Prior to the occupation of the permitted development, all security alarms or similar devices installed on the premises must be of a silent type in accordance with any current standard published by Australian Standards and be connected to a monitored security service. • Prior to the occupation of the permitted development, security lighting must be installed at the entrance to the development and within any car parking area and pedestrian access way on the premises to Australian Standards and thereafter maintained, all to the satisfaction of the Yarra Ranges Shire Council. • Prior to the occupation of the permitted development, external lighting must be located, designed, directed, shielded and baffled and thereafter maintained, all to the satisfaction of the Yarra Ranges Shire Council.	The conditions will be updated to refer to the relevant stages of the development.
Prior to the occupation of the permitted development, the owner must enter into an agreement with the Yarra Ranges Shire Council under section 173 of the Planning and Environment Act 1987 (Act) The Agreement must provide for: a) Waste collection to be undertaken by a private contractor in accordance with the Waste Management Plan endorsed under this permit. b) Council will not at any time provide any garbage, recycling or green collection and the like, to this site and residents will not be charged for these services by Council. c) The owners' corporation is responsible for communicating all waste management requirements to the occupants and will advise and charge all lot owners for the costs involved with waste collection.	This condition is not considered necessary in full as the Waste Management Plan nominates private collection and will be endorsed. A note will be included on the permit that Council will not at any time provide any garbage, recycling or green collection and the like.
• The development as shown on the endorsed plans must not be altered or modified (unless the Yarra Ranges Planning Scheme specifies a permit is not required) without the prior written consent of the Yarra Ranges Shire Council. • The works as required by Condition XXXX of this permit must be maintained in good condition and repair by the developer for a period of three months from the date of practical completion to the satisfaction of the Yarra Ranges Shire Council. • The parking areas, vehicular access ways and drainage approved by this permit are to be maintained and must not be obstructed or made inaccessible to the satisfaction of the Yarra Ranges Shire Council. • The loading and unloading of vehicles and the delivery of goods must be carried out at all times within the site boundaries. • All stormwater from the development must be directed to a legal point of discharge to the satisfaction of the Yarra Ranges Shire Council. • The landscaping shown on the endorsed plans must be maintained in accordance with the endorsed plans to the satisfaction of the Yarra Ranges Shire Council. Areas shown on the endorsed plan as landscaped must not be used for any other purpose and any dead, diseased or damaged plants are to be replaced within a reasonable timeframe of becoming aware of the dead, diseased or damaged plants. • The Waste Management Plan endorsed under this Planning Permit must be complied with to the satisfaction of the Yarra Ranges Shire Council. The Yarra Ranges Shire Council may amend the endorsed Waste Management Plan from time to time.	The secondary consent and development commencement conditions will be removed as they duplicate the standard conditions and Council approval is not required given it is not the responsible authority. The waste management plan condition will be amended to remove the reference to Council amending the plan which is not considered appropriate. The following conditions will also not be included on the permit: - Wastewater discharge, given YVW have provided a condition for sewerage. - Native vegetation removal, as none is proposed to be removed. - Noise levels, which will be



- Once the development starts, the development must be carried out and completed to the satisfaction of the Yarra Ranges Shire Council.
 - The development must be managed so that the amenity of the area is not detrimentally affected including through the:
 - a) Transportation of materials, goods or commodities to or from the land.
 - b) Appearance of any building, works or materials.
 - c) Emission of noise, artificial light, smell, fumes, smoke, vapour, steam, soot, ash, dust, water, waste products, grit or oil.
 - d) Presence of vermin.
 - All waste water must be discharged into a reticulated sewerage system to the satisfaction of the relevant water authority.
 - No protected vegetation (unless the Yarra Ranges Planning Scheme specifies a permit is not required), including that on neighbouring lots, may be removed, destroyed or lopped as a result of the permitted development to the satisfaction of the Yarra Ranges Shire Council.
 - Noise levels emanating from the land must not exceed those set out in Environmental Protection Authority's publication 1826.4 Noise limit assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (or equivalent or successor EPA policy).
 - All development and works throughout the construction of the development must be undertaken in a way not allowing soil erosion and any exposed areas of soil must be stabilised to stop soil erosion to the satisfaction of the Yarra Ranges Shire Council.
 - The bushfire protection measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defendable space, water supply and access, must be maintained to the satisfaction of the Yarra Ranges Shire Council on a continuing basis. This condition continues to have force and effect after the development authorised by this permit has been completed.
 - A separate planning permit may be required for the use of the land under the Yarra Ranges Planning Scheme. Any use requiring a permit must also address the application requirements of clause 53.10 (Uses with Adverse Amenity Potential) of the Yarra Ranges Planning Scheme.
 - Council's assets must not be altered or damaged in any way except with the prior written consent of the Yarra Ranges Shire Council.
 - This permit does not authorise any signage under this permit. A separate planning permit may be required for any display of signage unless exempt under the Yarra Ranges Planning Scheme.
- included as an acoustic report condition earlier in the permit.
- Soil erosion during construction, which will be managed by the SEMP and CMP.
 - Bushfire protection, which duplicates the standard BMO condition.
 - Use of the proposed warehouse for a purpose listed in Clause 53.10 will be included as discussed earlier in this report. - Signage condition, given permit requirements are under Clause 52.05 of the Yarra Ranges Planning scheme.

Melbourne Water (Section 55)

Prior to the endorsement of the landscape plan under this permit, an amended landscape plan must be submitted to and approved by Melbourne Water and the Responsible Authority. The plans must be generally in accordance with the plans submitted with the application but modified to show:

- a. The exact location of Melbourne Water's waterway (Nelson Road Drain) to the southern boundary of the property, determined by a licensed Land Surveyor, or suitably qualified Engineer. The plan must show the location of the waterway in relation to any proposed permanent structures or footings which are proposed and demonstrate compliance with Melbourne Water's requirements for siting of structures near the waterway;
- b. A minimum setback of 15 metres from the Nelson Road Drain centreline, demonstrating the distance from the buildings/works and the waterway centreline.
- c. Additional trees and screening planting along the southern boundary using native species, consistent with the proposed planting along the western boundary, to protect and enhance the ecological value and amenity of the waterway corridor.

The fill must be a minimum of 600 mm above the applicable 1% AEP flood levels.

The warehouses must be set at no lower than 600 mm above the applicable 1% AEP flood levels.

Any new fencing or gates must along the western boundary must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.

As discussed earlier in the report, the proposed fill and floor levels will be above flood level in accordance with these conditions.

Fencing description will be required as a condition of permit.

Conditions will be included on the permit, with allowance for landscaping works and occupancy permits/Certificates of Final Inspection to be completed for each stage.

The secondary consent condition will be corrected to refer to the responsible authority, instead of Melbourne Water.



Prior to the commencement of works, a separate application to Melbourne Water must be made and approved of any new or modified stormwater connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.

Prior to the commencement of works, a Site Environmental Management Plan (SEMP) prepared by a suitably qualified professional must be submitted to and approved by Melbourne Water. When approved, the SEMP will form part of the permit. The SEMP must be implemented to the satisfaction of the Responsible Authority. The SEMP must include:

- a. Detailed pollution and sediment control measures which ensure that pollution and sediment laden runoff is not discharged directly or indirectly into Melbourne Water's drains or waterways;
- b. Vegetation management techniques;
- c. Access tracks;
- d. Spoil stockpiling;
- e. Machinery/ plant locations;
- f. Exclusion fencing around native vegetation and habitat.

During the construction phase, sediment and contaminant laden runoff must be contained onsite. Such runoff is not permitted to enter nearby stormwater drains or waterways.

The layout and location of the buildings and works as shown on the plans must not be altered without prior written consent from Melbourne Water.

Prior to the issue of an Occupancy Permit or Certificate of Final Inspection under the Building Act, 1993, the landscaping works must be completed to the satisfaction of the Responsible Authority and Melbourne Water.

Prior to the issue of an Occupancy Permit or Certificate of Final Inspection under the Building Act, 1993, a certified survey plan prepared by or under the supervision of a licensed land surveyor, showing levels reduced to the Australian Height Datum, must be submitted to and approved by Melbourne Water, to demonstrate that the land has been filled in accordance with Melbourne Water's requirements.

CFA (Section 55)

Endorsement of Bushfire Management Plan
Hydrants

Conditions will be included on the permit.

Yarra Valley Water (Section 52)

The owner of the subject land must enter into an agreement with Yarra Valley Water for the provision of drinking water and recycled water services, for every stage of the planning permit area.

The owner of the land must enter into an agreement with Yarra Valley Water for the provision of sewerage services for every stage of the planning permit area.

This property is located in the buffer zone for the Lilydale Sewage Treatment Facility and from time to time may be subject to unpleasant odours from this site. The buffer zone for this site has been determined in accordance with EPA Publication 1949, which provides guidance on recommended separation distances between industrial land uses that emit odour or dust and sensitive land uses.

This property is located in the vicinity of the Waste to Energy Facility and from time to time may be subject to unpleasant odours from this site.

Lots created under this planning permit are to be occupied by industries that are suitable to interface with the Lilydale Sewage Treatment Facility. Sensitive developments as defined by the EPA Victoria Publication 149 Separation Distance Guideline will not be permitted within the development.

Conditions for supply of drinking water and sewerage will be required as conditions of permit.

The land use compatibility of the proposal has been assessed earlier in the report. The recommended conditions regarding the buffer zone of the sewerage treatment facility will be included as notes, except for the last note which will be not be included given no sensitive uses or subdivision creating new lots are proposed.



108. The proposal is generally consistent with the relevant planning policies of the **Yarra Ranges** Planning Scheme and will contribute to the provision of industrial activity and more specifically **warehouses** within the **Yarra Ranges** area.
109. The proposal is generally supported by the various referral agencies subject to conditions which have been mostly included in the permit. Concerns from the council have been assessed and most matters raised are addressed in permit conditions.
110. It is **recommended** that Planning Permit No. PA2504149 for the Use and staged development of land for warehouses and reduction of the number of car parking spaces required under Clause 52.06 at 65 Quarry Road Lilydale be issued subject to conditions.
111. It is **recommended** that the applicant, referral agencies and council be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:

Title: Senior Planner, Development Assessment

Signed:

Phone:

Dated: 31/7/2026

Reviewed / Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- ☒ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- ☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name:

Title: Manager, Development Assessment

Signed:

Phone:

Dated: 6 August 2026

