

To:		From:	
Our Ref:	G36551M-01A	Date:	Thursday, 21 May 2026
<b>65 Quarry Road, Lilydale – Proposed Warehouse Development</b>			

Further to your request, we have undertaken a review of the responses received in relation to the proposed warehouse development at 65 Quarry Road, Lilydale and provide the following additional information in relation to the items raised by the community, Yarra Ranges Council and Department of Transport and Planning (DTP).

## Key Items Raised

The items raised by the relevant stakeholders/parties is summarised below:

- Confirmation required for traffic generation and Quarry Road pavement capacity;
- Intensity of traffic movements on the private easement.
- Safety concerns, including both Internal Site Circulation, Pedestrian and Traffic Management and external traffic movements and management of pedestrian and vehicle interactions on Quarry Road.

## Additional Information

### Original Traffic Surveys

Traffic surveys were undertaken as part of the original traffic report prepared for the application and included information in relation to traffic volumes on Quarry Road, near to Nelson Road, and also on Trafalgar Crescent, near to Quarry Road.

Average peak hour volumes for the southern end of Quarry Road, were obtained via tube counts undertaken between Wednesday 26<sup>th</sup> March and Tuesday 1<sup>st</sup> April 2025 (inclusive), with the following volumes recorded:

A summary of the traffic surveys, excerpted from the original report, is provided in Figure 1.

In the first instance, these volumes (and the additional information recorded in the original traffic report) shows that Quarry Road currently caters for very limited traffic, with a reasonable proportion of this likely to be associated with the existing residential subdivision accessed from Trafalgar Crescent.

Importantly, that residential subdivision also has separate access to Nelson Road. It is not the case that these residences only have access to Nelson Road via Quarry Road.

It is also important to note that there is an existing "Revenge Strip" located along the eastern side of Quarry Road. We understand that the intention of this to prevent any direct residential access to Quarry Road from the residential dwellings to the immediate east.

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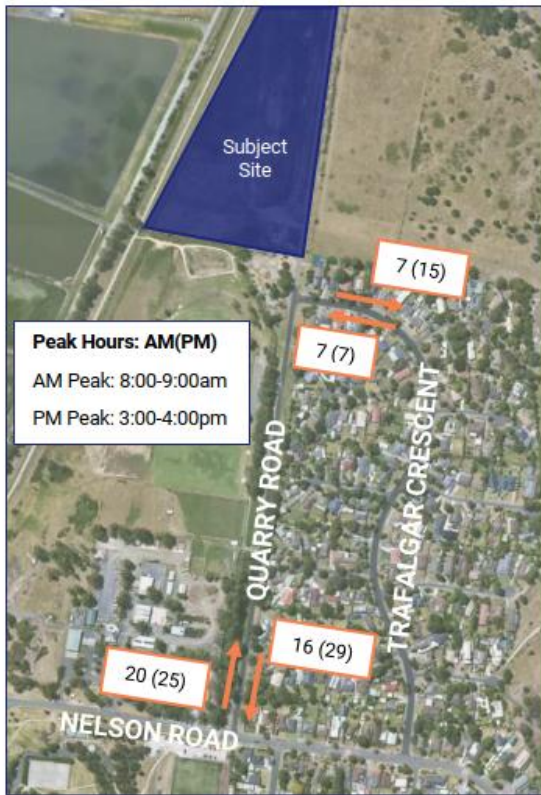


Figure 12: Summary of Peak Hour Tube Counts



Figure 13: Summary of Weekdays Daily Tube Counts

Figure 1: Original Traffic Report Traffic Surveys

### Additional Traffic Surveys

To respond to the items raised by the stakeholders, we undertook additional comprehensive additional traffic surveys of Quarry Road, particularly observing the traffic volumes and usage of Quarry Road at its northern end, near the intersection of Traralgon Road and at the entrance to the easement.

These additional traffic surveys were undertaken Friday 27<sup>th</sup> March 2026 through to Thursday 2<sup>nd</sup> April 2026 (inclusive). The location of the tube count and turning movement count is shown in Figure 2.

The tube counts recorded all vehicles, both speeds and size classification that went past the tube count location, just north of Trafalgar Crescent

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Figure 2: Tube count and turning movement count location on Quarry Road, Lilydale

Key results of the surveys are summarised as follows:

- The tube counts showed a very small number of vehicles passing over the tube counts, being not more than an average of 1 in a peak hour across the weekdays, and a daily average of 8-9 vehicles in either direction.
- All vehicles recorded passing over the tube counts were 'light' or passenger vehicles.
- There were no trucks recorded driving past the survey points.
- There were no vehicles recorded entering the existing Quarry Easement.
- Speeds recorded were very low (maximum 10-11km/h).

Turning movement counts also recorded if any vehicles passed through the quarry gates  
A summary of the observed traffic movements is shown in Figure 3.

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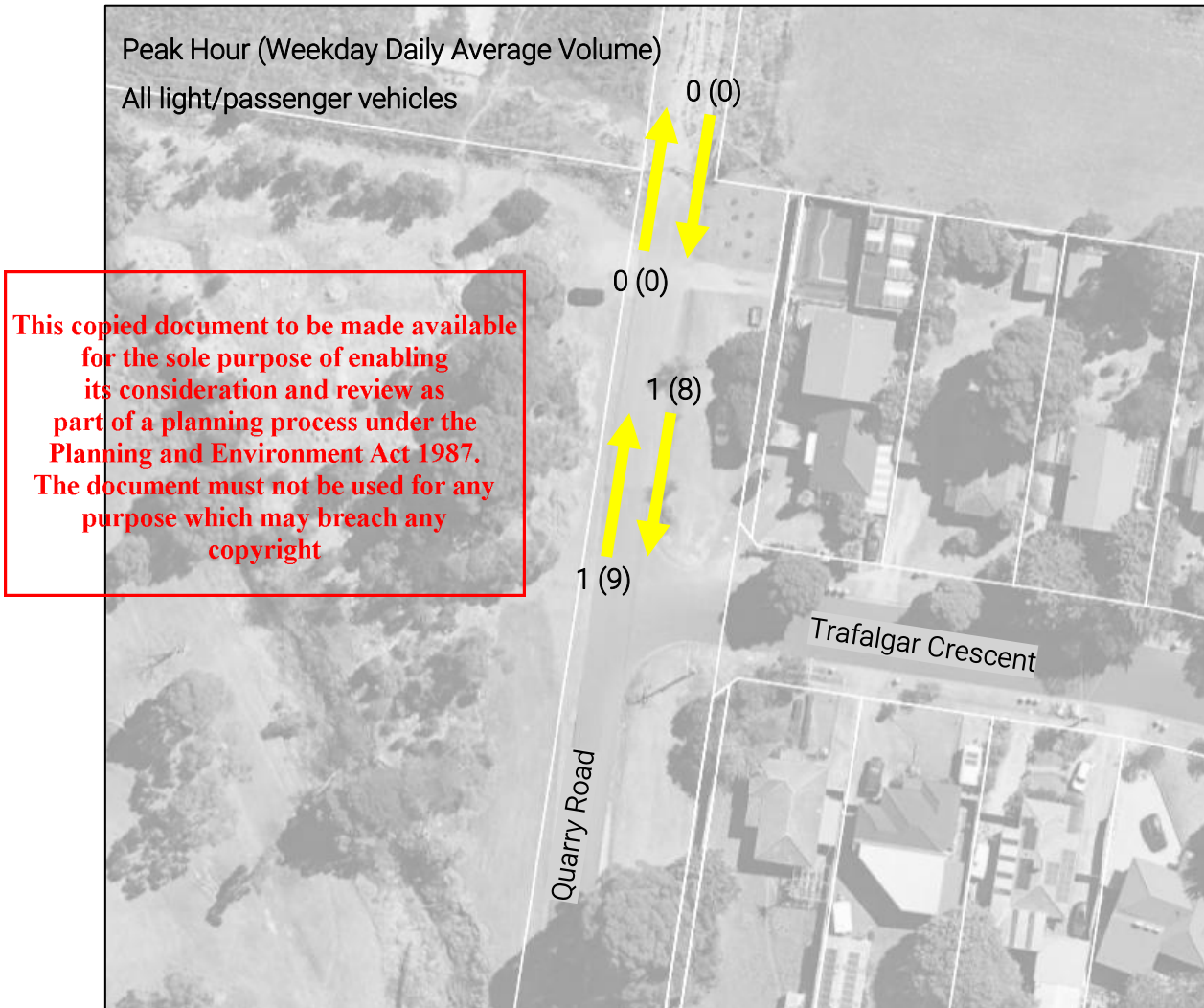


Figure 3: Peak hour and daily traffic volumes at the north end of Quarry Road (27/3/26 – 3/4/26)

Importantly, a review of the video recordings to verify the tube count data suggests that the vehicles that were recorded a mixture of the following:

- A small number were associated with the dwelling located on the immediate eastern side of the road (and south of the quarry gate). However it should be noted that this dwelling only has legal right of access via Trafalgar Crescent.
- A small number were observed to be associated with vehicles parked to access the Yarra Valley Trail which can be accessed via the grassed area to the north of the oval
- There was a number of movements that were recorded that were observed to be associated with a vehicle driving over the tube count repeatedly (presumably to skew the traffic survey results).

The video observations did identify that there was a number of pedestrian movements that passed through the area, with some sharing the roadway and others walking the verge.

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## **Responses to Key Items**

### *Traffic generation and Quarry Road pavement capacity*

As stated in the report (G36551R-01D), the existing traffic at the southern end of Quarry Road is 413 vehicles per day with peak hour volumes between 36 and 54 vehicles per hour.

The development is expected to add up to 1,121 vehicle movements two-way each day.

This would bring the traffic volume on Quarry Road to 1,534 vehicles per day.

Quarry Road is classified as a Local Access Road under Council Authority under the Yarra Ranges Register of Public Roads.

In Clause 56.06 of the Yarra Ranges Planning Scheme Table C1 sets out the design of roads and neighbourhood streets and the characteristics of each classification of road.

For an Access Street – Level 1 (a street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated), the traffic volume of 1,000-2,000 vehicles per day. Other characteristics for Access Street – Level 1 include:

- 5.5m wide carriageway width with 1 hard standing verge parking space per 2 lots
- 1.5m width footpath on both sides. Foot paths should be widened to 2.0m in vicinity of a school, shop or other activity centre. Be offset a minimum 1m from the kerb

For an Access Street – Level 2, the capacity increases to 2,000-3,000 vehicles per day with a carriageway width of 7m-7.5m with parking on both sides of the carriageway.

As the report (G36551R-01D) sets out, widening the existing pavement to 7.0m would allow Quarry Road to be consistent with Access Street – Level 2, and allow for future development to occur and still have access to the land. In particular, the development/remediation of the Boral quarry site once the quarry has reached the end of its productive use.

In relation to pavement capacity, it is expected that the road has been constructed to historically serve the quarry as a secondary access, and therefore should have historically been based on a level of heavy vehicle access.

Whilst it is acknowledged that the proposal will generate additional commercial vehicle traffic to/from Quarry Road, the loading of these vehicles compared to quarry vehicles is typically less, and pavement designs are typically based on overall daily HV percentage and axle loads.

Further investigations can be undertaken post permit, albeit there must be acknowledgement that any potential for upgrades to existing pavement by the application must consider the history of construction and design on Quarry Road by Council.

### *General Safety and Internal Traffic Management*

The design of the site has been premised on our extensive experience of Warehouse type developments. The design takes into account vehicle movements, likely traffic volumes and speeds, interaction between vehicles and pedestrians and also interactions between opposing vehicles (both larger and passenger vehicles).

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Whilst we acknowledge that in some instances, one-way circulation can improve safety for vehicles and people attending the proposed development, consideration must be given to convenience of access to each of the individual tenancies, and also the likelihood of compliance of users to any movement restrictions.

In this instance, having the whole of the site (in stages) operating as one-way would mean extended lengths of travel for some tenancies, rather than being more simply (and quickly) accessed via two-way aisles.

All accessways have been designed to be a minimum of 6.4m wide (7.5m wide aisles between tenancies) in addition to car parking and dedicated pedestrian pathways clear of tenancies.

Swept path diagrams in Appendix A of G36551R-01D show that the circulation of a MRV around the site is achievable.

At corners, we acknowledge that some vehicles will be required to swing wide and full passing won't be achieved.

However, based on the likely traffic volumes and usage of the site, there is limited need for extensive passing to be provided throughout the site, particularly in these locations.

Additional safety measures such as convex mirrors, and signage and linemarking plans can be added as a condition of permit to resolve any further concerns, however we are confident that the design of the site already appropriately considers traffic management and safety.

### ***Environmentally Sustainable Development***

We note that a Sustainable Design Assessment is required under Planning Policy 15.01-2L, including a Green Travel Plan.

The site is likely to be heavily vehicle-dependent due to its nature and location.

A Green Travel Plan can be prepared if required, as a Condition of Permit.

### ***Use of the Carriageway Easement***

In relation to the use of the carriageway easement, we note that the March and April 2026 surveys recorded no existing usage of the easement. The existing quarry takes its primary access from Maroondah Highway.

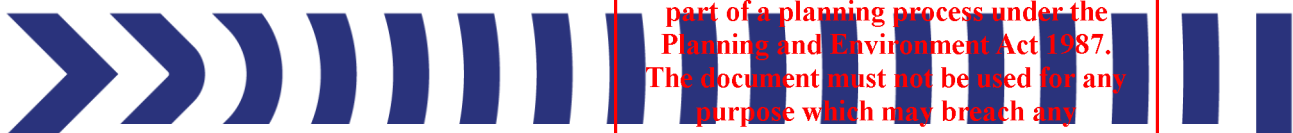
The proposal is expected to generate 140 vehicle movements in the peak hours (112 inbound and 28 outbound in the AM peak hour, and the reverse of this in the PM peak hour).

This equates to an average of 2.3 vehicles per minute, or one vehicle every 26 seconds which would be using the easement in the peak hours.

We do not believe this level of traffic to be high enough frequency to impact on the use of the easement in serving the existing quarry, particularly having regard to existing usage and recorded volumes.

Importantly, the proposal includes provision to construct a formalised pavement for the easement, and will have multiple access points to manage traffic movements. There will be no direct access to the easement for tenancies or parking, and therefore any

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movements into and out of the site will be readily and adequately managed, with minimal impact on any through movements associated with the existing quarry access.

***Safety of local community with increased traffic volumes, in particular the foot traffic of students and staff between Mount Lilydale Mercy College campus and the colleges associated sporting facilities accessed from Quarry Road.***

We understand that there is concern in relation to pedestrians using Quarry Road as Mount Lilydale Mercy College walks students between the campus and the sporting facilities along Quarry Road.

As there is not currently a footpath on Quarry Road, pedestrians utilising Quarry Road either currently walk on the road (and vehicles drive around them), or walk in the verge.

Whilst the proposal will generate additional traffic to Quarry Road, it seeks to address this by upgrading (by widening) the pavement of Quarry Road to facilitate this additional traffic.

The road reserve is approximately 20m wide and the development proposes to widen the road to 7.0m, thereby still allowing sufficient room for a footpath to be constructed by council in the future.

It is also relevant that Quarry Road is predominantly a straight road with good sight distance along its length, and very limited access provided from neighbouring properties.

In the context of the application, the proposal will not generate any pedestrian movement along Quarry Road and the absence of a footpath on Quarry Road is not considered to be a deficiency that the proposal is responsible for addressing.

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