Attachments

Ordinary Meeting of Council

Tuesday, 25 June 2019
6:30pm
# ATTACHMENTS

<table>
<thead>
<tr>
<th>Item 10.1</th>
<th>Attachment A</th>
<th>Objector Location .......................................................... 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Attachment B</td>
<td>Advertised Plans .......................................................... 4</td>
</tr>
<tr>
<td></td>
<td>Attachment C</td>
<td>Clause 55 Table .................................................................. 22</td>
</tr>
<tr>
<td></td>
<td>Attachment D</td>
<td>Without Prejudice Plans ................................................... 25</td>
</tr>
<tr>
<td>Item 10.2</td>
<td>Attachment A</td>
<td>Advertised Plans .............................................................. 31</td>
</tr>
<tr>
<td></td>
<td>Attachment B</td>
<td>Officer Report and Minutes from 11 December 2018 Ordinary Council Meeting ................................................... 34</td>
</tr>
<tr>
<td>Item 10.3</td>
<td>Attachment B</td>
<td>MVCC Submission ............................................................... 40</td>
</tr>
<tr>
<td>Item 10.4</td>
<td>Attachment B</td>
<td>Council Officer's Response to Joint Letter Recommendations ................................................... 80</td>
</tr>
<tr>
<td>Objection's Mailing Address</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Huntly Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13a Sydenham Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Sydenham Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Sydenham Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO Box 185, ESSENDON VIC 3040</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2/8 Sydenham Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Grosvenor Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Grosvenor Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1079 Pascoe Vale Road, BROADMEADOWS VIC 3043</td>
<td></td>
<td></td>
</tr>
<tr>
<td>52 Holmes Road, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO Box 11, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Grosvenor Street, MOONEE PONDS VIC 3039</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PROPOSED APARTMENT DEVELOPMENT
48 HOLMES ROAD MOONEE PONDS

DRAWING NO. DRAWING TITLE

997 - TP.01 COVER SHEET
997 - TP.02 BASEMENT PLAN
997 - TP.03 GROUND FLOOR PLAN
997 - TP.04 FIRST FLOOR PLAN
997 - TP.05 SECOND FLOOR PLAN
997 - TP.06 ROOF FLOOR PLAN
997 - TP.07 EXTERNAL ELEVATIONS
997 - TP.08 EXTERNAL ELEVATIONS
997 - TP.09 STREETScape ELEVATIONS
997 - TP.10 CROSS-SECTIONS
997 - DE.01 DEMOLITION PLAN
997 - ST.01 STORM PLAN
997 - AR.01 AREA ANALYSIS PLANS
997 - SD.01 SITE DESCRIPTION PLAN 1
997 - SD.02 SITE DESCRIPTION PLAN 2
997 - DR.01 DESIGN RESPONSE PLAN
997 - SH.01 SHADOW ANALYSIS PLANS

“This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.”
TUESDAY, 25 JUNE 2019
ATTACHMENTS – ORDINARY COUNCIL MEETING

ITEM 10.1 – ATTACHMENT B

“This copied document is made available for the sole purpose of
reviewing, consideration and review as part of a planning process
under the Planning and Environment Act 1987.
This document must not be used for any purpose which may breach
any copyright.”

**ADVERTISED PLANS**

[Map and plan of the area with various buildings and features marked]
"This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright."
SOUTH (HOLMES ROAD) ELEVATION

EAST (SYDENHAM STREET) ELEVATION

"This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright."
# Proposed Colour Scheme

**For 48 Holmes Road Moonee Ponds**

Prepared by John Gurry & Associates p/L

11 Wreckyn St. North Melbourne

## Advertised Plans

<table>
<thead>
<tr>
<th>Description</th>
<th>Colour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brickwork - Melbourne Range</td>
<td>50mm profile - Hawthorn</td>
</tr>
<tr>
<td>Metal Balustrades &amp; Irims &amp; sun-shading</td>
<td>Powdercoat Dulux Manor Red</td>
</tr>
<tr>
<td>General wall colour</td>
<td>Render finish Natural Finish</td>
</tr>
<tr>
<td>Trowel finish</td>
<td>Fluted finish</td>
</tr>
<tr>
<td>Front rendered 'box'</td>
<td>Dulux White</td>
</tr>
<tr>
<td>Accent render panels</td>
<td>Dulux Oboe D’Amore</td>
</tr>
<tr>
<td>Metal Wall cladding (match for fascias, gutters &amp; downpipes)</td>
<td>Colorbond ‘Monument’</td>
</tr>
<tr>
<td>Window &amp; Door frames (Powdercoated finish)</td>
<td>Match Colorbond ‘Hammersley Brown’</td>
</tr>
</tbody>
</table>
APPENDIX C –
MV/598/2018 – 48 Holmes Road, Moonee Ponds
Clause 55 (ResCode) of the Moonee Valley Planning Scheme

Two or more dwellings on a lot and residential buildings (Clause 55 and Schedule to the General Residential Zone).

Where there is non-compliance, see main report.

<table>
<thead>
<tr>
<th>Title and Objective</th>
<th>Complies with Standard</th>
<th>Complies with Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1 - Neighbourhood Character</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 2 - Residential Policy</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 3 - Dwelling Diversity</td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td>B 4 - Infrastructure Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 5 - Integration with the Street Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B6 - Street Setback Objective</td>
<td>X</td>
<td>✓</td>
</tr>
<tr>
<td>B7 - Building Height Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B8- Site Coverage Objective.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B9- Permeability Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B10 - Energy Efficiency Objectives</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 11 - Open Space Objective</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 12- Safety Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 13 - Landscaping Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 14 - Access Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 15 - Parking Location Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B16 – Parking Provision</td>
<td>Deleted from Clause 55 on 5 June 2012 (VC90). Refer to Clause 52.06 for car parking requirements under Section 3.4 of the report.</td>
<td></td>
</tr>
<tr>
<td>B 17 - Side and Rear Setbacks Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 18 - Walls on Boundaries Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 19 - Daylight to Existing Windows Objective.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 20 - North-facing Windows Objective</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-----</td>
<td>-----</td>
</tr>
<tr>
<td>B 21 - Overshadowing Open Space Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 22 - Overlooking Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 23 - Internal Views Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 24 - Noise Impacts Objectives</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 25 - Accessibility Objective</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 26 - Dwelling Entry Objective</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 27 - Daylight to New Windows Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 28 - Private Open Space Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 29 - Solar Access to Open Space Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 30 - Storage Objective</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B 31 - Design detail objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 32 - Front Fences Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 33 - Common Property Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 34 - Site Services Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

**Clause 55.07 – Apartment Developments**

<p>| B 35 – Energy Efficiency Objectives | ✓   | ✓   |
| B 36 – Communal Open Space Objective | N/A | N/A |
| B 37 – Solar Access to Communal Outdoor Space Objective | N/A | N/A |
| B 38 – Deep Soil Areas and Canopy Trees Objective | ✓   | ✓   |
| B 39 – Integrated Water and Stormwater Management Objectives | ✓   | ✓   |
| B 40 – Noise Impacts Objectives      | ✓   | ✓   |
| B 41 – Accessibility Objective      | ✓   | ✓   |
| B 42 – Building Entry and Circulation Objectives | ✓   | ✓   |
| B 43 – Private Open Space above Ground Floor Objective | ✓   | ✓   |
| B 44 – Storage Objective            | ✓   | ✓   |
| B 45 – Waste and Recycling Objectives | ✓   | ✓   |</p>
<table>
<thead>
<tr>
<th>Objective</th>
<th>✓</th>
<th>✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>B 46 – Functional Layout Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 47 – Room Depth Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 48 – Windows Objective</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>B 49 – Natural Ventilation Objectives</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

✓ - complies, x - non-compliance, N/A - Not Applicable
### 10.4 Steele Creek Drive Reserve Carpark

**File No:** Fol/18/32  
**Author:** Gilbert Richardson - Director Asset Planning & Strategic Projects  
**Directorate:** Asset Planning and Strategic Projects

**Purpose**  
This report seeks Council’s endorsement to the Agreement between Owners Corporation 1 Plan No. PS6410110W (24 Craig Street, Keilor East) and Moonee Valley City Council outlining their respective intentions to the establishment of the car park on the Steele Creek Drive Reserve and the grant of easements on 24 Craig St, Keilor East.

**Executive Summary**
- Council at its meeting on 19 September 2016 considered a report investigating parking supply options for 24 Craig St, Keilor East.
- Council resolved to endorse discussions with the Owners Corporation, key stakeholders, community and Friends of Steele Creek regarding an option to provide four car parking spaces for use by visitors to 24 Craig St, Keilor East on part of Council’s Steele Creek Drive Reserve.
- Following these discussions and negotiation with the Owners Corporation, officers have agreed, subject to Council endorsement, to allow 10 car parking spaces to be provided on Council’s owned Steele Creek Drive Reserve in exchange for public access to 24 Craig Street’s driveway and walkway.
- An Agreement between the Owners Corporation and Moonee Valley City Council has been prepared outlining their respective intentions. The Agreement has been signed by the Owners Corporation.

**Recommendation**
That Council:
1. Endorses the Agreement between Owners Corporation 1 Plan No. PS6410110W (24 Craig Street, Keilor East) and Moonee Valley City Council outlining their respective intentions to the establishment of the car park on the Steele Creek Drive Reserve and the grant of easements on 24 Craig St, Keilor East – Confidential Appendix A.
2. Authorises the Chief Executive Officer to execute any documentation associated with the deed of Creation of Easement.
3. Seeks planning approval for the car park as shown in Appendix B.

**Background**

**November 2006**

A planning permit MV/17581/2005 was issued in November 2006 for the construction of 35 dwellings including 14 residential visitor car parking spaces at 24 Craig Street,
Keilor East. The applicant was required to provide seven residential visitor car parking spaces, in line with the Planning Scheme. The applicant provided an additional seven residential visitor car parking spaces (total 14 visitor car parking spaces).

**December 2011**

In December 2011 Council issued the Statement of Compliance and Certification to the developer subject to the developer completing the remaining works which included the construction of the residential visitor car parking.

**July 2013**

Occupancy permits were issued and residents began to occupy dwellings in July 2013.

**November 2013**

In November 2013, due to the site limitations (road widths) and the location of seven residential visitor car parking spaces causing difficulty for residents accessing their garages, the developer contacted Council with a preliminary plan to potentially remove seven visitor car parking spaces. Therefore, the development would have a remaining seven residential visitor car parking spaces in line with the minimum Planning Scheme requirements.

**March 2014**

In March 2014, due to the site constraints, the developer contacted Council to relocate car spaces for the visitors adjacent to the hammerhead at the end of the cul-de-sac. Council did not support the relocation of these car spaces and requested the developer engage an appropriate engineer to create/design a method in which the retaining wall could be constructed for one of these car spaces, which included the widening of the entrance into the car parking space. In addition, the other car parking space needed to be completed with a suitable barrier/railing to protect vehicles/driver/passengers entering/exitng the car parking space.

The developer did not complete the appropriate works for these car parking spaces and they were not installed. Shortly after the developer experienced financial difficulty and was unable to fulfill the residential visitor car parking requirements of the development in line with the Planning Scheme requirements.

**July 2015**

The Owners Corporation met with Council in July 2015 and raised concerns with the lack of residential visitor car parking spaces for the residential development. They raised concerns that the proposed development has a shortage of 9 residential visitor car parking spaces due to the sites constraints. The site now only has five residential visitor car parking spaces, two car parking spaces short of the minimum Planning Scheme requirements.

**September 2016**

Council at its meeting on 19 September 2016 considered a report investigating parking supply options for 24 Craig St, Keilor East.

Council resolved to endorse discussions with the Owners Corporation, key stakeholders, community and Friends of Steele Creek regarding an option to provide
four car parking spaces for use by visitors to 24 Craig St, Keilor East on part of Council's Steele Creek Drive Reserve.

Discussion

Following these discussions and negotiation with the Owners Corporation, officers have agreed, subject to Council endorsement, to allow 10 car parking spaces to be provided on Council's owned Steele Creek Drive Reserve in exchange for public access to 24 Craig Street's driveway and walkway.

An Agreement Confidential Appendix A between Owners Corporation and Moonee Valley City Council has been prepared outlining their respective intentions:

Owners Corporation:

- Create carriageway easement for public vehicle and pedestrian access through 24 Craig Street to Steele Creek Drive Reserve car park and land to rear subject to a public acquisition overlay, for nil consideration
- Contribute 50 per cent to the installation of post and rail fencing to create the 10 car parking spaces and auxiliary works
- Maintain road and footpath to MVCC's Road Management Plan Standard
- Maintain public liability insurance
- Allow installation of signage to Steele Creek Drive Reserve at entrance to 24 Craig St.

Moonee Valley City Council:

- Obtain planning permit to provide car park – Appendix B
- Install and contribute 50 per cent to post and rail fencing to create 10 car parking spaces and auxiliary works
- Only permit light vehicle access to car park and Steele Creek Drive Reserve
- Maintain car park to MVCC's Road Management Plan Standard (including post and rail fencing)
- Maintain public liability insurance for car park
- Install directional signage to Steele Creek Drive Reserve.

The Agreement is considered to balance the needs of the Owners Corporation and Council by providing public car parking including for visitors to 24 Craig St and public access to the Steele Creek corridor and proposed pedestrian bridge across Steele Creek.

Consultation

The planning application will be subject to advertising.

Letter to community 8 March 2017 re: use of reserve for parking (approximately 60 properties excluding 24 Craig St)

- 3 responses
- No objections with 1 response suggesting more than 4 spaces.

Meeting with Friends of Steele Creek on 20 March 2017
• If land sold - spend on Steele Creek Reserve
• Public liability insurance
• Signage reinforcing public access.

Implications

1. Legislative
   The Owners Corporation has agreed to grant the Easement in accordance with section 45 of the Transfer of Land Act 1958 (Vic).
   A planning permit is required for car parking (buildings and works) and must be advertised.

2. Council Plan/Policy
   In presenting this report to council, council is achieving its Strategic Objective Getting around is easy, safe and sustainable in accordance with Council Plan 2013-2017 Theme 3: Connected (Yanorian Maggolee, which means connected in Woi wurrung language).
   This report has considered objectives of the following Council documents:
   • Steele Creek Linear Master Plan; and
   • Moonee Valley Planning Scheme.

3. Financial
   The cost of providing the car park is estimated at $20,000 shared between the Owners Corporation and Council. $10,000 has been budgeted in Council’s 2018/19 Capital Works Program.

4. Environmental
   There are no environmental implications as a consequence of this report.

Conclusion

The Agreement is considered to balance the needs of the Owners Corporation and Council by providing public car parking including for visitors to 24 Craig St and public access to the Steele Creek corridor and proposed pedestrian bridge across Steele Creek.

The Council endorse the Agreement between Owners Corporation 1 Plan No. PS6410110W (24 Craig Street, Keilor East) and Moonee Valley City Council outlining their respective intentions to the establishment of the car park on the Steele Creek Drive Reserve and the grant of easements on 24 Craig St, Keilor East and seek planning approval for the car park.

Appendices

Appendix A: Agreement - 24 Craig Street Keilor East (confidential)
Appendix B: Steele Creek Drive Reserve Carpark
Cr Byrne left the meeting at 6.52pm due to her declared conflict of interest in item 10.4.

1. Steele Creek Reserve Area

File No: Fol/18/32
Author: Gilbert Richardson - Director Asset Planning and Strategic Projects
Directorate: Asset Planning and Strategic Projects
Minute No: 2018/1

Council Resolution
Moved by Cr Surace, seconded by Cr Lawrence that Council:

1. Endorses the Agreement between Owners Corporation 1 Plan No. PS6410110W (24 Craig Street, Keilor East) and Moonee Valley City Council outlining their respective intentions to the establishment of the car park on the Steele Creek Drive Reserve and the grant of easements on 24 Craig St, Keilor East – Confidential Appendix A.

2. Authorises the Chief Executive Officer to execute any documentation associated with the deed of Creation of Easement.

3. Seeks planning approval for the car park as shown in Appendix B.

CARRIED UNANIMOUSLY

Cr Byrne returned to the meeting after the item at 6:54pm.
ESSENDON FIELDS AIRPORT

PRELIMINARY DRAFT MASTER PLAN 2019

MOONEE VALLEY CITY COUNCIL – SUBMISSION
TABLE OF CONTENTS

EXECUTIVE SUMMARY .............................................................................................................. 3
  Statutory Process and Planning Provisions ........................................................................... 3
  Aircraft Noise and Planning Provisions ............................................................................... 3
  Vacant Land - Strathmore .................................................................................................... 5
  Traffic and Transport .......................................................................................................... 5
  Infrastructure ...................................................................................................................... 6
  Economic Development ....................................................................................................... 6
  1. BACKGROUND ................................................................................................................ 7
  2. REVIEW AND APPROVAL PROCESS ............................................................................ 7
  3. COMMUNITY ENGAGEMENT ....................................................................................... 8
  4. ESSENDON FIELDS AIRPORT STRATEGIC CONTEXT ................................................. 9
     Geographic location and key features ............................................................................. 9
  5. PLANNING CONTEXT ..................................................................................................... 10
     Municipal Planning Strategy .......................................................................................... 11
     Changes at Essendon Fields Since 2013 ....................................................................... 13
  6. AIRPORT SAFEGUARDING STRATEGY ......................................................................... 14
  7. AUSTRALIAN NOISE EXPOSURE FORECAST (ANEF) NOISE IMPACTS .... 15
     ANEF Contour Change ..................................................................................................... 17
     ANEF 2033 and 2039 ........................................................................................................ 20
     OLS Change ................................................................................................................... 21
  8. AIRPORT ENVIRONS OVERLAY .................................................................................... 22
  9. LANDSIDE ISSUES ........................................................................................................ 23
 10. VACANT PARCELS OF AIRPORT LAND IN STRATHMORE .................................. 26
 11. TRANSPORT AND CONNECTIVITY .......................................................................... 27
     Existing Ground Transport Issues .................................................................................. 27
     Ground Transport Assessment ....................................................................................... 28
     External Access .............................................................................................................. 31
     Public transport ............................................................................................................ 32
     Reducing Demand on Private Vehicles ....................................................................... 33
Pedestrians and cycling

12. INFRASTRUCTURE SERVICES

13. ENVIRONMENTAL MANAGEMENT

14. ECONOMIC/LAND USE CHANGE

Landslide Operations
EXECUTIVE SUMMARY


Council welcomes the opportunity to comment on the PDMP. A draft Master Plan for the period 2019 to 2039, is due to be submitted to the Minister by 31 July 2019, by EAPL. Given that eight years will elapse before the next statutory requirement for the preparation of a Master Plan, Council requests the ability to review the final draft and to engage with EAPL prior to the submission of the Draft Master Plan to the relevant Minister.

The PDMP is generally consistent with the objectives outlined within MV2040 which seeks to facilitate the continued growth and development of Essendon Fields Airport as an employment and economic hub.

Aircraft Noise and Planning Provisions

Due to the close proximity of Melbourne and Essendon Fields Airports, changes to airspace and flight paths associated with the proposed PDMP will be necessary to account for aircraft arriving and departing Essendon Fields Airport.

The implications of the proposed expansion of Melbourne Airport are significant for Essendon Fields and the surrounding area. The introduction of a third runway at Melbourne Airport will impact the runway movements at Essendon Fields Airport, which will result in changes to the Australian Noise Exposure Forecast (ANEF) contours.

An outcome will be that many properties that are not currently impacted by the ANEF will be affected by the higher levels of noise through the life of the Master Plan.

Approximately 580 dwellings (within City of Moreland and Moonee Valley) that are not currently adversely impacted will be affected by the ANEF 20-25 noise contour through the life of the Master Plan. An estimated 312 properties currently within the 20-25 ANEF contour limit will be incorporated within a higher ANEF contour. It is noted that approximately 1300 dwellings will experience reduced noise impacts.

Council will expect to understand how EAPL will engage with the Moonee Valley community in relation to the affects, particularly those residential properties that will fall within the 25 and higher contour i.e.:
• East (Strathmore and Pascoe Vale) + 75 dwellings
• South West (Airport West) + 74 dwellings
• North (Strathmore Heights, Strathmore and Gowanbrae) + 163 dwellings

The PDMP states that EAPL “encourages the State, Moonee Valley City Council and Moreland City Council to consider the introduction of Airport Environments Overlay (AEO)”, similar to that which applies to Melbourne Airport to land surrounding the Essendon Fields Airport.

The purpose of an AEO is to identify areas which are or will be subject to high levels of aircraft noise, and to limit the number of people residing in the affected area.

Given the development implications on affected properties, further work and community discussions would be required prior to Council giving detailed consideration to the application of retrospectively introducing an AEO into the Moonee Valley Planning Scheme.

Council will seek to work with the State Government, other Councils and Essendon Fields Airport to consider how the facilitation of the AEO could be progressed.

This includes following the more often used process towards amending the Planning Scheme by the Minister for Planning, which would involve public notification and the establishment of a Planning Panel to provide a recommendation on the issues. The use of the powers established under 20(4) of the Planning and Environment Act, 1987 (i.e. direct Ministerial Approval) is not supported.

Subject to further detailed analysis and community engagement, the introduction of an Airport Environments Overlay is supported in principle.

In addition, Council will also seek to meet to discuss how the new Guideline on Public Safety Areas (PSAs) that was agreed by relevant Ministers at the Transport and Infrastructure Council on 9 November 2018, may be used within the planning system as appropriate.

The PDMP states it will be the responsibility of State and Councils to implement PSA’s into their respective planning systems as appropriate. Given there is no single best practice model, it is recommended that this matter be considered by the State Government to ensure a consistent approach across airports.
Vacant Land - Strathmore

The PDMP outlines that the Airport lease includes 23 vacant parcels of airport land which are owned by the Commonwealth and located within residential areas of Strathmore.

Council would seek detailed discussions with the Commonwealth and State Government in advance of any planning and decision making being commenced for the development or disposal of land in this vicinity.

Some of the sites should formally be provided at no cost to Council as public open space rather than being developed for alternative uses.

Traffic and Transport

The PDMP proposes changes that may potentially have significant impacts on the area surrounding the airport and wider transport network. This includes the addition of new internal roads that create the opportunity for through flow traffic movements, and potentially providing access to the surrounding local street network.

Council does not support future additional access points to the surrounding areas to Essendon Fields, and seeks to have further discussions with EAFL in relation to traffic generation, management and mitigation measures.

The Bulla Road east bound off-ramp includes Bell Street traffic creating congestion and traffic weaving. It is recommended Bell Street traffic be removed from the Bulla Road off-ramp via a new bridge.

Essendon Fields needs to be better serviced by public transport. Council will seek to meet with EAFL, the Department of Transport to ascertain how the PDMP will interface with the Movement and Place Framework, and work towards revised bus routes to better serve Essendon Fields Airport and the surrounding area.

The State Government’s Melbourne Airport Rail Link (MARL) route does not go via Essendon Fields Airport. Council is currently advocating for a station at Airport West to be incorporated as a part of the MARL project outcomes. The proposed station at Airport West could service Essendon Fields Airport via a high frequency bus service.

The PDMP outlines that a cycle path link from Mascoma Street to Moonee Ponds Creek is being considered, in association with Council. This is initiative is supported.
Infrastructure

The ongoing development of Essendon Fields Airport will see a significant expansion of built form, road network and hardstand on areas that are currently unpaved. There has been progress with EAPL with regards to improved co-ordination with Council in seeking better integration with the existing infrastructure network.

However, there needs to be a greater recognition of the potential for off-site impacts embedded with the PDMP. Additionally a commitment is required to ensuring that Council and the surrounding area are not unduly compromised as a result of ongoing development, and that EAPL are responsible for adequate mitigation measures either on, or off site to manage the implications of development. This includes requiring EAPL to fund any drainage infrastructure upgrades external to Essendon Fields Airport to service the Hart Precinct.

Economic Development

Essendon Fields Airport is now an established important activity centre within the municipality. It provides the opportunity to provide jobs for those who live in relatively close proximity to the airport and those in need of employment.

The PDMP whilst noting employment opportunities closer to home for many local residents, should be expanded to specifically include disadvantaged communities and projects such as ‘Stepping Stones Employment Project’.

Council would be pleased to work with EAPL to identify ways in which employment programs and outcomes can be achieved whereby Moonee Valley residents are employed at Essendon Fields Airport.

Community Engagement

It is clear that EAPL have undertaken letter box notification and advertised the PDMP in relevant local newspapers. However, Council remains concerned that there may still be current residents who have yet to fully comprehend the details of the Master Plan. In addition there will likely be many new residents moving into the area surrounding Essendon Fields Airport that may not be aware of the forthcoming changes outlined within the PDMP.

Council would like to see EAPL undertake further Community Engagement including a forum and/or information sessions and increased notification in relation to the final Master Plan. Additional noise monitoring stations in Airport West and other key locations would also prove beneficial for current and future residents.
1. BACKGROUND

The Master Plan has been prepared to meet the statutory obligations of the Airports Act 1996 and sets out a broad framework for the development of the airport for the next 20 years. The Preliminary Draft Master Plan (PDMP) outlines the strategic importance of Essendon Fields Airport.

Essendon Fields is more than airfield operations. The site contains an eclectic mix of land uses and undeveloped land, and the precinct plays an important role in the City of Moonee Valley.

The PDMP outlines that there are plans to expand the existing landside uses and develop the vacant land, all of which may have impacts on the City of Moonee Valley. As such the Master Plan needs careful consideration in terms of planning for the future of this important site.

The key issues addressed in Council’s submission are as follows:

- The Ground Transport Plan.
- The impact of the changes to airside (aviation) operations on the amenity of the surrounding area.
- Changes to the ANEF contours including the potential introduction of Planning Scheme Overlays, and the need for additional noise monitoring of current and future noise levels.
- The infrastructure impacts associated with landside development at the airport.
- Future of nearby vacant land currently under Commonwealth Government ownership.
- Community Engagement.

2. REVIEW AND APPROVAL PROCESS

In accordance with the Airports Act 1996, Essendon Airport Proprietary Limited (EAPL) are required to periodically prepare a Master Plan. The relevant steps in producing and adopting a Master Plan are:

1. Preparation of a Preliminary Draft Master Plan (PDMP) based on the Exposure Draft after having regard to any pre-consultation responses.

2. Seeking written comments from members of the public on the Preliminary Draft version of the Master Plan. The period for public consultation is 60 business days. (Current Status).
3. Submission of a Draft Master Plan to the Minister along with copies of the written comments received and demonstrating that EAPL has had due regard to those comments in preparing the draft plan.

The Federal Minister must then decide whether to approve or reject the Master Plan.

Once approved, the Essendon Fields Airport Master Plan will remain in effect for a period of eight years as prescribed under the *Airports Act 1996*. Within this timeframe, EAPL may amend the Master Plan with the consent of the Minister following public consultation or alternatively the Minister may write to EAPL and direct the lessee to replace the approved Master Plan.

Given eight years will elapse before the next statutory requirement for the preparation of a Master Plan, Council requests the ability to review the final draft and to engage with EAPL prior to the submission of the Draft Master Plan to the relevant Minister.

3. **COMMUNITY ENGAGEMENT**

Since 2008 there has been the establishment of the Community Aviation Consultation Group (CAGC) and the Fly Neighbourly Agreement. Council supports the continued operation of these two initiatives. Work should be continuing for operators at Essendon Fields Airport to sign up and be part of the Fly Neighbourly Agreement.

In terms of notification of the PDMP, EAPL advise that they have distributed leaflets to the surrounding neighbourhood, and have invited the public to meet face to face to discuss issues of concern that they may have.

However, Council remains concerned that there may still be current residents who have yet to fully comprehend the details of the Master Plan. In addition there will likely be many new residents moving into the area surrounding Essendon Fields Airport that may not be aware of the forthcoming changes outlined within the PDMP.

Council would like to see EAPL undertake further Community Engagement including a forum and/or information sessions and increased notification in relation to the final Master Plan. Having community members provided with the details of the final and approved Master Plan will assist in the future impacts being understood by those most affected by changes.

In addition there are a range of technological innovations that can assist in improving the
understanding of key issues associated with the Aviation activities of the Airport. These are outlined in Section 7.

4. ESSENDON FIELDS AIRPORT STRATEGIC CONTEXT

Geographic location and key features

The City of Moonee Valley is bordered by the local government areas of Maribyrnong, Brimbank, Moreland and Melbourne and at its closest point, it is approximately 7 kilometres from Melbourne CBD to the south and five kilometres from Melbourne Airport to the north.

Essendon Fields Airport is one of the Moonee Valley’s largest employment precincts, with an eclectic mixture of land use activities that are continuing to expand and diversify. As the site is on designated Commonwealth Land, it sits outside State Legislation and as such is not bound by the provisions of the Moonee Valley Planning Scheme.

The Essendon Fields Airport generates significant economic benefits for the city and forms part of the broader Essendon Fields Business Park. Essendon Fields contributes almost $800 million per annum to the local economy and approximately 4,200 people are employed in the precinct. The PDMP outlines that Essendon Fields offers significant economic growth and employment opportunities for the city due to its size and strategic location. It is projected to generate 18,000 new jobs and an estimated $300 million in investment over the next decade. Essendon Fields Airport runs direct bus services to Melbourne Airport and a separate service to Essendon Railway Station.

The nature of the activities ensures that the site is one of the largest destinations for private vehicle movements in the region.

Essendon Fields Airport abuts the Tullamarine Freeway with direct ingress and egress points to the City of Moonee Valley. The freeway was upgraded in 2018 and Council was directly involved in its planning and implementation through working with key stakeholders, VicRoads, Transurban and their contractors.

Tram route number 59 follows Matthews Avenue adjacent the Airport with a designated stop at English Street. An Orbital bus (Route 903) services the Bulla Precinct where the DFO is located.
5. PLANNING CONTEXT

Although it is located on Commonwealth land and as such is not bound by State Planning legislation, the importance and impacts of Essendon Fields Airport is recognised with Council’s Planning Strategies, and it is important the Master Plan is generally consistent with the key directions outlined in Council’s Planning framework.

To assist in managing future growth Council has renewed its primary Strategic Planning document. Council has released the “MV2040” Strategy, the long-term plan for improving the health, vibrancy and resilience of Moonee Valley over the next two decades. It has been prepared to shape the type of city we want to live in, and was adopted by Council in mid-2018. One of the key Strategic Directions is (7) A city that responds to a changing economic landscape.

The “Implementation Initiatives” within MV2040 includes:
(39) Investigate the potential application of the Airport Environ Overlay.

Council is in the process of updating the Moonee Valley Planning Scheme to align with MV2040. At the same time, Council has re-written some parts of the Planning Scheme to align with the State Government’s recent reforms to the form and structure of planning schemes. Amendment C193moon was on public exhibition until Friday, 3 May 2019. An independent Planning Panel Hearing established under the provisions of the Planning and Environment Act, 1987 will be held in July 2019.

On 31 July 2018, the Minister for Planning approved reforms to the Victorian Planning Provisions via Amendment VC148. The reforms served to consolidate the structure of planning schemes and introduce a new integrated Planning Policy Framework (PPF) to replace the existing State Planning Policy Framework (SPPF) and Local Planning Policy Framework (LPPF).

To comply with the State Government’s reforms, Amendment C193moon proposes to introduce a new Municipal Planning Strategy (MPS) and local content into the Planning Policy Framework (PPF) that will replace the current Municipal Strategic Statement within the Moonee Valley Planning Scheme. Of particular relevance is the MPS which includes a number of strategic directions which Essendon Fields Airport should have regard to in preparing the Master Plan.
Municipal Planning Strategy

The MPS provides the overarching strategic policy direction of Council and outlines the planning outcomes the municipality seeks to achieve.

Clause 02.03-1 – Settlement

This clause provides direction on the six Major Activity Centres and the thirteen 20-minute neighbourhoods in the municipality.

Of relevance to the PDMP is the potential synergies with the Airport West neighbourhood:

- **Capitalising on the neighbourhood’s strategic location adjacent the Essendon Fields Airport by encouraging physical and economic connections.**

Clause 02.03-6 – Economic Development

This clause provides direction on encouraging diversified commercial development to maximise local employment and economic growth. The role of Essendon Fields Airport as an employment generator is specifically recognised:

*Essendon Fields Airport offers significant economic growth and employment opportunities for the city due to its size and strategic location. Currently Essendon Fields Airport contributes almost $634 million per annum to the local economy and is the employment home for 6,000 people. Essendon Fields Airport is projected to generate 18,000 new jobs and an estimated $300 million in investment over the next decade. The precinct contains several vacant and underused land parcels suitable for aviation, retail, commercial and industrial development. Council supports:*

- Facilitating the continued growth and development of Essendon Fields Airport as an employment and economic hub.

Clause 02.03-7 – Transport

This clause provides direction on integrated land use and transport planning in order to deliver a safe and sustainable transport system. Of relevance:

*Essendon Fields Airport is an important feature of the municipality as a valuable provider of regional transport, through air transport services, as well as a significant generator of employment opportunities. Council supports:*

- Encouraging the safe and effective operation of the Airport.
- Ensuring land use and development is compatible with the operation of the Airport having regard to the appropriate master plan.
- Mitigating amenity impacts to residents.

Clause 18.04-1S Planning for Airports and Airfields

Objective: To strengthen the role of Victoria’s airports and airfields within the state’s economic and transport infrastructure, facilitate their siting and expansion and protect their ongoing operation.

Strategies
- Protect airports from incompatible land uses.
- Ensure that in the planning of airports, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.
- Recognise Essendon Airport’s current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.

The State Government’s key Strategic Planning Policy “Plan Melbourne 2017- 2050” was revised, in 2018. “Plan Melbourne” recognises the importance and benefits of having two airports in close proximity that contribute towards State-significant transport gateways:

Together with Essendon Airport’s expanding regional services, this (Melbourne) airport corridor has the potential to become one of Australia’s leading transport and logistics hubs.

In developing the MV2040 Strategy, Council identified that most workers travel outside of the municipality to work, particularly to the nearby employment hubs being Melbourne CBD, Parkville and Melbourne Airport. A high number of workers also travel to Essendon Fields and Airport West.

However, planning for Essendon Fields Airport is complex given that the facility is located on Commonwealth land, and outside the jurisdiction of the Moonee Valley Planning Scheme. Clearly key land use decisions can have a significant impact on the amenity and economy of the wider community. For example the introduction of the DFO facility has undoubtedly had an economic impact on a regional scale, and has generated significant traffic management issues from time to time.

It is important that Council are engaged in the development of key sites and precincts identified in the new Master Plan.
Changes at Essendon Fields Since 2013

The last Master Plan prepared by Essendon Fields was completed in 2013. Since that time there have been a number of key changes to matters relating to airport infrastructure and within Essendon Fields.

In terms of public infrastructure upgrades the City Tulla widening project has been completed providing additional capacity to the main freeway network servicing Melbourne and Essendon Fields airport.

In terms of aviation changes:

- In 2017, the Airport was renamed Essendon Fields Airport.
- A helipad on the Northern Apron near the western boundary of the Airport has been closed. This is consistent with EAFL’s stated objective to rationalise and consolidate aviation activity and support services into a central location.
- EAFL plans to continue to progressively relocate aviation use of the Northern Apron to a more central location. This process has commenced with the closure of part of the apron outside Hangar 103, with further closures expected over the first eight years of this Master Plan. EAFL considers that better hangar and apron facilities exist elsewhere on the Airport and that remaining aviation users can be relocated to other areas.
- Changes to the aircraft curfew were initially proposed in 2017 under the Air Navigation (Essendon Fields Airport) Regulations. Council made a written response to the Public Consultation Paper. The changes proposed were not approved by the Minister.
- There were changes made to the applicable weight limits without significant amendments to the curfew restrictions that currently apply. Since December 2018, the airport is able to accommodate private jets up to 50 tonnes, five tonnes more than the previous limit. Essendon Fields acts as a base for 65 corporate jets, up from nine in 2000.

In terms of public transport, Essendon Fields Airport has introduced a self-funded bus route that operates from Essendon Station to the Essendon Fields precinct.

Landside operations have seen Essendon Fields expand in terms of buildings and activities. The English Street Precinct has undergone gradual transformation both by construction of new buildings, refurbishment of existing buildings and the Hyatt Place hotel and events centre.
The Aviation Precinct now includes a number of hangars, including two hangars on the Northern Apron which are occupied by the Victoria Police Air Wing and Air Ambulance Victoria.

Two hangars have been constructed in the Hart Precinct, which comprise additional high-tech industrial, car storage and hangar developments in the future.

6. AIRPORT SAFEGUARDING STRATEGY

The population of Melbourne is growing rapidly and, with it, demand for air travel is also growing. Residential and commercial communities are located immediately adjacent to the Essendon Fields Airport boundary. EAPL advises that the protection of airspace is a major focus, and they are working with the Federal, State and Local Governments to support improvements in planning outcomes that will improve the safety and viability of aviation operations.

In terms of the current and projected aircraft movements there were 52,868 in 2017. It is envisaged that aircraft movements at Essendon Fields will experience modest growth of one percent per annum on average over the next 20 years until 2039. Approximately 59,032 movements are forecast for 2039.

A fatal aviation incident in 2017, highlighted the public safety issues associated with an operational airfield in proximity to residences and businesses.

The new Guideline on Public Safety Areas (PSAs) was agreed by Ministers at the Transport and Infrastructure Council on 9 November 2018. PSA’s are designated areas of land at the end of airport runways within which certain planning restrictions may apply. The dimensions of PSAs are typically determined by reference to the levels of statistical chance of an accident occurring at a particular location. The number of aircraft movements and the distance of the location from the critical take-off and landing points can be used to model the total statistical likelihood of a fatal accident at the location over a one-year period.

The PDMP states the Guidelines outline that there is no single best practice model for estimating risk contours that have been identified in Australia or internationally.

The Guidelines have only recently been released, and off-site safety is matter that the public can reasonably be expected to be cognisant of. It is therefore important to understand how these Guidelines will be used and applied in the future.
Council will seek to work with the State Government, other Councils and Essendon Fields Airport on this matter and to consider how the Guidelines are used within the planning system as appropriate.

This will be particularly important given the changes that are likely to occur in terms of aircraft volumes and movements associated with the development of the forthcoming Third Runway at Melbourne Airport.

7. AUSTRALIAN NOISE EXPOSURE FORECAST (ANEF) NOISE IMPACTS

The Melbourne Airport Master Plan, 2023 Airport development concept includes the Runway Development Program (RDP), which will involve a third runway and extensions to the existing east–west runway.

Due to the close proximity of Melbourne and Essendon Fields Airports, changes to airspace and flight paths associated with the proposed RDP will necessarily need to account for aircraft arriving and departing Essendon Fields Airport.

The implications of this are significant for Essendon Fields and the surrounding area. The PDMP states that changes to Essendon Fields Master Plan and associated ANEF are largely due to accommodate the introduction of a third runway at Melbourne Airport. This will impact the runway movements at Essendon Airport, which will result in changes to:

- The Australian Noise Exposure Forecast (ANEF) contours

The PDMP has been prepared for the year 2039 and assumes that the proposed third runway at Melbourne Airport will open during the period of the Master Plan, as contemplated in the Melbourne Airport Master Plan 2018.

Chapter 9.2.8 of the Melbourne Airport Master Plan states “The proposed changes to the runway system will not be formally approved until a time closer to the opening of the new runway and, therefore, details of the airspace procedures are preliminary at this stage, based on the best information available but suitable for impact assessment purposes. The RDP MDP will provide detailed information on the proposed preliminary airspace design. Further works to develop the detailed airspace design will be completed in the run up to opening day by 2023.”
A draft Major Development Plan for the third runway has not yet been released for public comment. However, the proposal will impact the operations and therefore aircraft noise patterns around Essendon Fields Airport.

The Australian Noise Exposure Forecast (ANEF) system is a measure of the aircraft noise exposure levels around airfields over a 12-month period.

The PDMP states that in preparing the 2039 ANEF for Essendon Fields Airport, forecast air traffic and runway usage were distributed after consultation with Airservices Australia based on expected operations after the opening of Melbourne Airport’s proposed 3rd Runway.

Figure 17 of the PDMP shows runway usage in 2017 and EAPL’s anticipated runway usage after opening of the new runway at Melbourne Airport. (See below)

The PDMP states that Traffic on the east-west runway will increase. However, arrivals of Melbourne Airport aircraft flying over Essendon Fields are expected to decrease dramatically due to a reduction in arrivals via the SHEED waypoint located east of Essendon Fields. Essendon Fields Airport expects this reduction in this 24/7 over-flight will benefit the local community.

The Essendon Fields Airport 2039 ANEF was endorsed by Airservices Australia on 22 March 2019 in the manner approved by the Minister for Infrastructure and Regional Development. The 2039 ANEF is shown in Figure 18 of the PDMP.

The additional flights forecast by 2039 equate to approximately 6 additional movements per day compared to the previous forecast for 2033. Changes in runway movements are outlined in the PDMP:

- Increased aeronautical activity on runways 26 and 08 impacting:
  - Strathmore Heights east of runway 26
  - Airport West west of runway 08

- Decreased aeronautical activity on runways 35 and 17 impacting:
  - Essendon North and Essendon south of runway 35
  - Strathmore Heights north of runway 17
ANEF Contour Change

The majority of the ANEF 30 contour is located within Airport land, with some houses also located within this contour. The ANEF 25 and 20 contours cover residential properties to the south, east, west and north of the Airport.

The contour change will see a significant adjustment in the contour zones which will impact different areas in different ways:

- Contour zone 20 – 25 has reduced and redistributed elsewhere, such as a reduction south of runway 35 over Essendon North and Essendon, and redistribution east of runway 26 over Strathmore Heights.
More restrictive contour zones such as 25 – 30 and 30 – 35 has reduced particularly south of runway 35 over Essendon and Essendon North and west of runway 08 over Airport West.

The changes are outlined within Table 6.3 of the PDMP:

The contour change will see an adjustment in the contour zones which will impact different areas in different ways:

- Contour zone 20 – 25 has reduced and redistributed elsewhere, such as a reduction south of runway 35 over Essendon North and Essendon, and redistribution east of runway 26 over Strathmore Heights.
- More restrictive contour zones such as 25 – 30 and 30 – 35 has reduced particularly south of runway 35 over Essendon and Essendon North and west of runway 08 over Airport West.
- Due to adjustments to the 25 – 30 contour zone, some properties will no longer be considered acceptable for residential use.
The PDMP includes a dwelling count comparison between 2033 and 2039 – see below.

<table>
<thead>
<tr>
<th>Area of Interest</th>
<th>2033 ANEF 20</th>
<th>2033 ANEF 25</th>
<th>2033 ANEF 30</th>
<th>Total</th>
<th>2039 ANEF 20</th>
<th>2039 ANEF 25</th>
<th>2039 ANEF 30</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>East (Strathmore &amp; Pascoe Vale)</td>
<td>743</td>
<td>89</td>
<td>0</td>
<td>832</td>
<td>386</td>
<td>14</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>North (Strathmore Heights, Strathmore &amp; Gowarrie)</td>
<td>232</td>
<td>410</td>
<td>176</td>
<td>818</td>
<td>550</td>
<td>299</td>
<td>124</td>
<td>973</td>
</tr>
<tr>
<td>North West (Airport West)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>45</td>
<td>1</td>
<td>0</td>
<td>46</td>
</tr>
<tr>
<td>South (Essendon North, Essendon &amp; Strathmore)</td>
<td>1430</td>
<td>232</td>
<td>4</td>
<td>1656</td>
<td>2431</td>
<td>763</td>
<td>295</td>
<td>3489</td>
</tr>
<tr>
<td>South West (Airport West)</td>
<td>500</td>
<td>74</td>
<td>0</td>
<td>574</td>
<td>277</td>
<td>0</td>
<td>0</td>
<td>277</td>
</tr>
<tr>
<td>Total</td>
<td>2895</td>
<td>805</td>
<td>180</td>
<td>3880</td>
<td>3689</td>
<td>1077</td>
<td>419</td>
<td>5185</td>
</tr>
</tbody>
</table>

Changes to a higher ANEF have been articulated in the map below prepared by Council. The map was prepared by Council officers, using details available in the published PDMP. Discussions held with EAPL indicate that this map generally reflects the anticipated changes to a higher ANEF.

Areas marked in green reflect areas to be included in the 20-25 ANEF contour. Areas in red and blue indicate areas affected by a higher noise contour.
ANEF 2033 and 2039

Approximately 580 dwellings will fall between the 20-25 ANEF contour as a result of the changes.

Whilst the changes will result in fewer 1,305 dwellings being impacted overall, Council will expect to understand how Essendon Fields Airport will engage with the community in relation to the affects, particularly those residential properties that will fall within the 25 and higher contour i.e.:

- East (Strathmore and Pascoe Vale) + 75 dwellings
- South West (Airport West) + 74 dwellings
- North (Strathmore Heights, Strathmore and Gowanbrae) + 163 dwellings

Greater discussion and understanding needs to be had as to the PDMP statement above that “some properties will no longer be considered acceptable for residential use”.

20
There are a range of technological innovations that can assist in improving the understanding of key issues associated with the aviation activities of the Airport, and their offsite impacts.

Close to real time noise monitoring is currently available for some of the areas in the vicinity of Melbourne Airport and Essendon Fields Airport. There are three established noise logging positions in the municipality Keilor East, Avondale Heights and Essendon North. The variations in noise levels are able to be monitored at specific locations, via the webtrak.com.au website, and the impacts of aircraft related noise can be assessed.

It is understood that EAPL has previously approached Air Services Australia, in relation to having a further monitoring station established in Strathmore. In light of the potential amendments to noise contours it is considered that additional noise monitoring stations in Strathmore, Airport West and other key locations would also prove beneficial for current and future residents. Monitoring stations could be potentially be hosted on Council owned sites in Bowes Avenue Reserve or Weather Station Reserve in Airport West.

To assist in understanding the potential impacts of a third runway Australia Pacific Airports Corporation Limited (APACL the owners of Melbourne Airport) have created an on-line tool to indicate the current and future noise levels in a wide area. The user friendly tool is found online at:


It is considered that an amendment to this facility and/or a bespoke tool should be developed to assess aircraft noise associated with Essendon Fields Airport. Such a community engagement tool should be a minimum requirement at a point in time whereby any Planning Scheme overlays related to noise are being considered for implementation. EAPL are encouraged to work closely with APCL on this innovation.

**OLS Change**

The Obstacle Limitation Surface (OLS) identifies the lower limits of the airspace above which objects may become obstacles to aircraft operations in proximity to the airport, and in particular to runways.

The OLS is implemented within two existing Design and Development Overlays (DDO's) included within the Moonee Valley Planning Scheme. The PDMP states that there will be no change to the OLS or PANS-OPS surfaces for the airport is likely to result because of development proceeding in accordance with the Master Plan.
8. AIRPORT ENVIRONS OVERLAY

Some land around Melbourne Airport is covered by the Airport Environs Overlay (AEO). The purpose of an Airport Environs Overlay is:

- To identify areas which are or will be subject to high levels of aircraft noise, including areas where the use of land for uses sensitive to aircraft noise will need to be restricted.
- To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in new dwellings and other noise sensitive buildings.
- To limit the number of people residing in the area or likely to be subject to significant levels of aircraft noise.

There is no Airport Environs Overlay applicable to Essendon Fields Airport. The PDMP states that EAPl encourages the State, Moonee Valley City Council and Moreland City Council to consider the introduction of such an overlay to land surrounding the Airport.

Any new building within an Airport Environs Overlay, which requires a permit, must be constructed so as to comply with any noise attenuation measures required by Section 3 of AS 2021-2015, issued by Standards Australia Limited. A planning permit is also required to subdivide land within either Schedule of an Airport Environs Overlay.

Council as the Responsible Authority must consider before deciding on any planning application within an Airport Environs Overlay:

- Whether the proposal will result in an increase in the number of dwellings and people affected by aircraft noise.
- Whether the proposal is compatible with the present and future operation of the airport in accordance with the appropriate airport strategy or Master Plan.
- Whether the design of the building incorporates appropriate noise attenuation measures.
- The views of the airport owner.

An AEO may impose restrictions on development outcomes on sites that are not currently envisaged by the current planning controls. Further work and community discussions would be required prior to Council giving detailed consideration to the application of retrospectively introducing an AEO into the Moonee Valley Planning Scheme. Council will seek to work with the State Government, other Councils and Essendon Fields Airport to consider how the facilitation of the AEO could be progressed.
This includes following the more often used process towards amending the Planning Scheme by the Minister for Planning, which would involve public notification and the establishment of a Planning Panel to provide a recommendation on the issues. The use of the powers established under 20(4) of the Planning and Environment Act, 1987 (i.e. direct Ministerial Approval) is not supported.

Subject to further detailed analysis and community engagement, the introduction of an Airport Environments Overlay is supported in principle.

Further work would need to include:

- Review of the Essendon Fields Airport ANEF after the approval of the Major Development Plan for the Melbourne Airport Runway Development Plan,
- Translation of the ANEF into the Planning Scheme - Overlay, Schedules and Maps,
- Community consultation via Planning Panel process.

Subject to further work the introduction of an Airport Environments Overlay is supported in principle.

It is noted that the EAPL does not have, nor is seeking any referral authority role under the Planning Scheme.

Should the introduction of an AEO be proposed, it is considered that further discussion on this matter should occur at a time when the implications of the Melbourne Airport Third Runway and changes the Essendon Fields Airport ANEF contours are finalised.

9. LANDSIDE ISSUES

Expected Growth and Activities Essendon Fields Airport 2019-2027

Section 71(2)(gb) of the Airports Act 1996 requires that a master plan “specify .... detailed information on the proposed developments in the master plan that are to be used for:

(i) commercial, community, office or retail purposes; or,
(ii) for any other purpose that is not related to airport services.”

In relation to the first 8 years of the Master Plan, the PDMP states that.
- The extent of development over the next eight years will depend on demand and that is difficult to gauge.
- The information about proposed developments in this Master Plan represents neither a maximum nor a minimum of development activity over the next 8 years. EAPL intends to make the most of development opportunities that present themselves.

Whilst this may be the case, the Master Plan is required to set the parameters for guiding development for the next eight years, and is to be used as the basis for determining future development proposals.

It is important that there is a full understanding of future developments, and their impacts at the earliest stage.

The PDMP includes an estimate of what could be developed in the various precincts within the Airport. The following elements outlined within the PDMP demonstrate that there is a significant amount of anticipated growth within the airport environs.

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Potential Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>English Street</td>
<td>new office floor space with associated car parking – estimate 25,000 sq.m. of net lettable area.</td>
</tr>
<tr>
<td>English Street</td>
<td>hospital or healthcare use, estimate approximately 5,000 sq.m.</td>
</tr>
<tr>
<td>English Street</td>
<td>construction of a second hotel, estimate 170 rooms.</td>
</tr>
<tr>
<td>English Street</td>
<td>further refurbishment of the Former International Terminal Building to include more office space and retail.</td>
</tr>
<tr>
<td>English Street</td>
<td>additional at-grade or multi-deck car parking areas.</td>
</tr>
<tr>
<td>Wirraway &amp; Beaufort</td>
<td>new motor vehicle sales premises and retail (broadly similar to those now existing though perhaps with some smaller premises for lower volume brands), estimate 40,000 sq.m. of land area.</td>
</tr>
<tr>
<td>Wirraway &amp; Beaufort</td>
<td>high-tech industrial and office buildings, estimate comprising approximately 10,000 sq.m, and</td>
</tr>
<tr>
<td>Bulla Road</td>
<td>retail development and car parking, estimate an additional 10,000 sq.m. of NLA.</td>
</tr>
</tbody>
</table>
It would be of assistance for more details to be provided as to how these estimates were derived, and what factors were used to generate the figures.

Council recognises the cyclical nature of metropolitan, State and National economies all of which can impact on the supply and demand for goods, services and land within Essendon Fields. However, if such development proposals were required to be considered under the Moonee Valley Planning Scheme, each would require, and receive considerable scrutiny to determine their individual and collective impacts and merits.

Council has no direct control or influence over land use decisions and outcomes with Essendon Fields itself, given its status as a Commonwealth asset. However, Council is required to manage the externalities and off site impacts associated with the increasing development and, represent where required, the amenity expectations of the existing community.

The PDMP outlines that there is potentially a significant increase in the volume and diversity of land uses that could be incorporated throughout the eight year lifecycle of the next iteration of the Final Essendon Fields Airport Master Plan.

The PDMP could be enhanced by giving a clearer indication and more detail of what areas could be expected to be developed and the anticipated impacts across the whole of the site. This is particularly important given the longer time horizon of eight years that applies to the PDMP.

The surrounding areas are likely to be most affected by the off-site impacts associated with the on-going development and expansion of activities on the Essendon Fields site. These include:

- Traffic, transport and access.
- Infrastructure.
- Development of land uses that complement the surrounding area, and
- Aviation Safety.

The PDMP highlights the potential changes to the Airfield and Hart Precinct that will potentially create additional land for development. (See below)

The proposed relocation of Taxiway November, unlocks additional land for aviation development within the Airfield/Hart Precincts, resulting in additional paved area and runoff. The benefits of the proposed relocation of the run-up bay, a source of ground-based noise, away from residential properties is supported.
10. VACANT PARCELS OF AIRPORT LAND IN STRATHMORE

The PDMP outlines that the Airport lease includes 23 vacant parcels of airport land which are owned by the Commonwealth and located within residential areas of Strathmore.

These parcels previously accommodated approach lighting for the runways. However these are now fully vacant. The parcels require maintenance. An inspection indicates that some of these parcels are used by uncontrolled vehicular access to the rear of some adjoining properties, which could be matter of public safety.

EAPL considers that these parcels of land could, with appropriate consents, be converted to residential, childcare, or other use under arrangements which are consistent with surrounding MVCC zones.
The land parcels are all located within the General Residential Zone in the Moonee Valley Planning Scheme.

Council supports the consideration of alternative uses for these parcels of land, subject to the appropriate approval process being followed. However, Council’s MV2040 Strategy outlines the need for increased and improved public open space areas in Moonee Valley and in Strathmore Heights. Note that all of the sites are within the ANEF/DDO designated area.

The sites in question are generally undeveloped and are not secured. Some are used as public open space areas by the public. In the case of the Fenacre Street-Melissa Street parcel this land has established play equipment and is recognised as Public Open Space in MV2040 and Council’s Open Space Register.

It is considered that some of the sites should formally be provided at no cost to Council as public open space rather than being developed for alternative uses.

This would benefit many of the residents of the area who are affected by some the negative amenity impacts of the Essendon Fields Airport. Some of the land could be transferred directly to Council at no cost to allow for the orderly management of the area. This could include a formal rezoning of the land to PPRZ or similar.

The needs of residents for public open space in Strathmore Heights has been articulated recently through proposals by the State Government to dispose of land that has been used as public open space.

Council would seek detailed discussions with the Commonwealth / State Government in advance of any planning and decision making being commenced for the disposal or development of land in this vicinity.

11. TRANSPORT AND CONNECTIVITY

Existing Ground Transport Issues

The PDMP does not fully respond to the needs of workers and visitors associated with the complex mix of land uses on site. It is almost solely reliant on workers, shoppers, passengers and visitors using private vehicles to access the site.

As Melbourne’s second busiest passenger airport Essendon Fields is a major employer
and contributor to the local and metropolitan economy. As can be expected from any large scale activity centre there are significant issues whereby the main transport option is based around the use of the private motor vehicle.

The demand for parking management is significant with time periods in place to manage vehicle turn-over and restrict all day parking. Council has signed a management agreement with Essendon Fields Airport and is responsible for parking enforcement.

It is clear that Airport-based employees form a substantial component of the total transport demand at Essendon Fields Airport. There has been very little improvement in terms of public transport provision for Essendon Fields Airport since the last Master Plan.

Meanwhile there have been key announcements that have a direct impact on the provision of public transport services to Melbourne Airport. The Federal Government in April 2018 announced a contribution of $8bn towards the Airport Rail Link and the State Government has now, in July 2018, matched that contribution and decided to pursue the Albion East alignment for the Airport Rail Link.

The Melbourne Airport Rail Link aims to provide a journey time of 25 minutes between Melbourne CBD and Melbourne Airport via Sunshine. Council considers that as part of the Airport Rail Link, there is potential for a new station to provide access to and from Melbourne Airport, Melbourne CBD and Keilor East, Airport West and Keilor Park. This catchment is currently poorly served by public transport connections.

Airport West and Essendon Fields have limited connectivity to the surrounding network due to significant geographical barriers like City Link, Tullamarine Freeway, the Albion-Jacana freight line and the Moonee Ponds Creek. This lack of connectivity increases congestion on local roads and key arterials in this area. Improved sustainable access to Keilor East, Airport West and Keilor Park would play a role in decreasing private car travel and associated parking and congestion and allow further options to access Essendon Fields of appropriate transport connections are provided.

The Melbourne Airport Rail Link route does not go via Essendon Fields Airport. MVCC’s proposed station at Airport West can service Essendon Fields Airport via a high frequency bus service.

**Ground Transport Assessment**

The Ground Transport Plan is a plan for a ground transport system on the landside of the Airport in relation to the first eight years of the Master Plan. It is required by section
71(2)(ga) of the Act. It includes the likely effect of the proposed developments on the ground transport system and traffic flows at, and surrounding, the airport.

The PDMP advises that it is based on technical advice provided by EAPL’s expert traffic consultants (Essendon Fields Master Plan Traffic Impact Assessment (TIA), One Mile Grid, March 2019) to prepare the Ground Transport Plan.

The TIA is not included in the Master Plan documentation.

The PDMP and the Melbourne Airport Master Plan 2018 show that the two airports are likely to contribute to increased vehicle numbers and movements in the precinct.

The Melbourne Airport Master Plan 2018 identifies that road traffic to and from the Airport is likely to increase from the present 127,000 vehicles per day to 240,000 vehicles per day. This represents an increase of seven percent on average weekday volumes, most of which is attributable to passengers. In addition to these external trips, there are internal trips made by aviation support vehicles, emergency services, taxis (circulating from pick-up and drop-off) and rental vehicles.

The predicted increase on these figures this will have a direct impact on the City of Moonee Valley with a likely increase in traffic on local roads and the Calder and Tullamarine Freeway network, and the area around Essendon Fields.

The City Link-Tullamarine Freeway corridor is the primary route to the airport for passenger and freight vehicles. As demand on this corridor increases, journeys to and from the airport will become less reliable, impacting airport staff, air passengers, Melbourne’s liveability and the Victorian economy. This has already begun to occur at peak times. Modelling shows that future traffic demand in this corridor will exceed the capacity of the freeway. The section between the airport and the M80 Ring Road has been identified as an area of particular concern.

This clearly has implications for access to the Airport, which can ultimately impact on its productivity. Essendon Fields Airport has relatively unique features in terms of traffic generation driven mainly by the mixture of landside activities. It has an evening and morning peak associated with the office and commercial uses, combined with the retail and leisure component each of which can create demands at different times, for the limited access points. At certain times there can be major impacts on the road network including major blockages at peak retail times, e.g. DFO.

The PDMP states that:

In addition there are proposed changes to the roads that service the landside and airside areas of the Airport.
The road network within the Airport will continue to be upgraded as development continues and usage increases, with provisions made to service public transport.

Presently the roads are operating below their theoretical daily capacity. Local road intersections (Hammond Street, Larkin Boulevard, Nomad Road and Vaughan Street) within the Airport are all operating under ‘excellent’ conditions with minimal queues and delays.

Notwithstanding this, EAPL has identified a number of infrastructure projects that may provide for additional traffic capacity over a longer term period beyond the first eight years of the Master Plan.

**Bulla Road Bridge:** During peak times, traffic utilising the bridge can back up onto the Tullamarine Freeway. EAPL is working with VicRoads and Transurban to improve bridge conditions for all users and has provided several options for consideration.

**Larkin Boulevard Extension Stage 2 – Vaughan Street to Wirraway Road**
As development of the central portion of the Airport continues, it is proposed to provide a continuous link between Larkin Boulevard and Wirraway Road.

**Loop Road – English Street to Bulla Precinct** This proposal contemplates provision of a road link connecting to the Bulla Precinct, providing connectivity around the south-western portion.

**Loop Road – Bulla Precinct to Hart Precinct** This project contemplates the connection of the Bulla Precinct with the Hart Precinct, via a route around the end of Runway 26.

**Potential Road Tunnels:** A potential tunnel or tunnels linking the Bulla Precinct to other parts of the Airport have been shown in every EAPL Master Plan since 2003. This Master Plan proposes a road tunnel linking the Bulla Precinct to the Hart Precinct and another road tunnel linking the eastern side of the Bulla Precinct to the western side of the Bulla Precinct.

From the information provided within the PDMP it is difficult to ascertain if the proposed actions, referred to in the transport section are appropriate for the proposed development outcome. The Ground Transport section does not include any information about the intended development outcome, and again at this stage it is not clear if the actions proposed will be an appropriate response to ensure an appropriate operation of the road network, internal and external, under the ultimate development scenario.
Also, the transport section states that upgrades to the internal road network will occur as development continues and usage increases, however there is no reference to what these upgrades will be and when these would be delivered. Ultimately, some of the internal roads will play a more significant role in terms of internal and external connectivity, and it should be ensured that these are identified and appropriate design responses agreed to, in order to ensure an appropriate outcome.

**External Access**

Three thoroughfares currently provide access to the Airport. These are Bulla Road, English Street and the Wirraway Road Northern access which opened in 2007.

Bulla Road, located in the Bulla Precinct is the major road servicing the DFO area and future access into the south-west quadrant. The intersection was upgraded in 2017 as part of the City/Tulla Widening project. An emergency exit from Bulla Precinct via Loch Crescent in Strathmore has been upgraded. This should not be seen as a future general vehicle access point to Essendon Fields.

The Bulla Road east bound off-ramp includes Bell Street traffic creating congestion and traffic weaving. It is recommended Bell Street traffic be removed from the Bulla Road off-ramp via a new bridge.

In 2016, Larkin Court was extended to provide access into the Hart Precinct and was subsequently renamed Global Avenue. The PDMP states that:
Gated entrances from the adjacent residential streets of Lebanon Street, Arvon Road and Jones Court are currently in place. Access to the Hart Precinct is available from the adjacent residential streets and there is potential for additional access to be achieved in the next eight years.

These elements of the PDMP indicate that EAPL are considering additional access to Essendon Fields via some of the neighbouring streets. Additional access points would have a significant impact on traffic movements through the surrounding neighbourhoods, the streets of which are not suitable for high volumes of traffic.

Council does not support future additional access points to the surrounding areas to Essendon Fields, and seeks to have further discussions with EAPL in relation to traffic generation, management and mitigation measures.
English Street provides the main access point into the English Street Precinct, the central precinct of the Airport. This access point was replaced and a new Bridge constructed as part of the CTW project. Council successfully sought to have cycle lanes installed on this Bridge. This is the busiest access point to Essendon Fields.

Public transport

The PDMP states that ‘provisions’ will be made to service public transport. However at this stage it is not clear what those will be – a statement like this could mean anything from a bus stop to a bus interchange.

Given its location and the existing level of public transport services, in particular light- and heavy rail, any realistic alternative to private vehicle travel for employees and visitors can only be achieved with the provision of appropriate infrastructure within the site, such as a bus interchange and a designated taxi/ride share rank. Providing a bus interchange onsite can provide employees and visitors with a centralised point to access the internal services and facilities from an extensive network of bus lines connecting to the suburban train network, Melbourne’s north and west including Melbourne Airport. Further benefits can be achieved by adopting the an appropriate design to provide weather protected facility with seating, CCTV, canopy heating and real time electronic signage for commuters.

Council has previously advised on options for bus route improvements. Council acknowledges the changes to State government agencies to have a more coordinated approach to transport and land use outcomes. This is highlighted through the newly adopted “Movement and Place Framework” by the Department of Transport.

Council will seek to meet with EAPL, the Department of Transport to ascertain how the PDMP will interface with the Movement and Place Framework, and work towards revised bus routes to better serve Essendon Fields Airport and the surrounding area.

EAPL is a key operator in the region, and such needs to have a greater commitment to connectivity and public transport. The role EAPL play when it comes to traffic generators cannot be denied, and rather than the generic statements the PDMP should focus on specific projects with specific outcomes aimed to be achieved. The PDMP should be identifying these outcomes and setting a list of specific projects.

The same applies to the active modes, with very little provided in the document, which only states there is potential for the internal roads to be upgraded to include cycling infrastructure, and that they will work with MVCC to improve the connections. Again, this
is the opportunity to actually identify what it is that needs to be achieved, and put up a list of specific projects how this will be achieved.

Reducing Demand on Private Vehicles.

Clearly Melbourne Airport and Essendon Fields Airport are major magnets for vehicle movements. The PDMP states that travel mode surveys undertaken in 2013 identified that “96.4% of employees at the Airport site were reliant on private car travel for their journey to work. By reducing this to a comparable level to that of the Moonee Valley West Area (82%), there is opportunity to reduce considerably the number of single-occupancy vehicle trips, freeing up road capacity and reducing queues and delays.” P98

The PDMP states that “This shift in transport may come through advocacy for additional public transport services or provision of additional internal bicycle links and end-of-trip facilities.”

For a workforce of approximately 6,000 and growing there is a significant under provision of public transport options which have not been given detailed attention by the relevant agencies and service providers.

Council concurs with the PDMP which states that The provision of a bus route through the English Street, Beaufort and Winaway Precincts would provide a significant improvement to public transport access.

Given the scale of, and the diverse nature of activities on site PDMP should provide a much stronger commitment in terms of a commitment to sustainable transport outcomes.

Council considers that EAPL should play an active role in reducing the rate of this growth and reducing the off-site impacts. Essendon Fields Airport has established a commendable transport initiative and a cost to EAPL a shuttle bus service between the site and Essendon Station. An Airport Shuttle Bus to and from Melbourne Airport and Essendon Fields is currently available to provide a connection for regional airline passengers and hotel guests.

Council wholly endorses these services, however this has limited capacity and runs for a limited period.

This could be through more intensive travel demand management to identify ways to incentivise travel patterns that reduce single occupant trips and actively encourage a mode shift. This could be achieved by:
• Creating alternatives for workers to access the site by means other than by private vehicle.
• Advocating for dedicated bus lanes, and high occupancy vehicle lanes on the Freeways near the airport.
• Seeking greater investment in Tram Infrastructure. This could include introducing the high capacity fleet on the 59 Tram route, and improved Tram Stop facilities. Note that Council has long advocated for these outcomes, and that no public transport investment was forthcoming despite the significant expenditure on the CityTulla Widening Project and the English Street Bridge.

There is likely to be a significant growth in Electric Vehicles forming part of the Australian Car fleet in the coming years. Essendon Fields Airport should be making provisions to accommodate this growth.

**Pedestrians and cycling**

Council has also been advocating strongly for improved cycle and shared path connections, in strategic locations, such as the ATRC rail project in the vicinity of Steele Creek and the CityTulla Widening Project near Moonee Ponds Creek. The PDMP outlines that a cycle path link from Mascoma Street to Moonee Ponds Creek is being considered, in association with Council. This is initiative is supported.

EAPL has made some improvements for pedestrian and bike access into and around the airport. There are currently six pedestrian access points to the airport linking with the on-site walking network connecting the major land uses throughout the airport.

EAPL will work with MVCC to improve connection of the site to Council’s bicycle network. Council supports the EAPL priority of linking Essendon Fields Airport to the public bicycle network, and creating a link to the Moonee Ponds Creek bike path.

The PDMP states that:

• *Pedestrian access continues to be upgraded as developments occur.*
• *It is noted that many of the internal roads have sufficient carriageway widths to incorporate bicycle lanes in future.*

However, Council considers it important that EAPL proactively initiate bicycle infrastructure across the whole Essendon Fields site, rather than have this linked to individual site developments.
12. INFRASTRUCTURE SERVICES

Essendon Fields Airport is located on a large site occupying 2,663 hectares, and as such the management of water, drainage and sewer infrastructure requires careful consideration and management.

All of the land surrounding the Essendon Fields Airport has an overground flow pattern that drains to waterways in Moonee Valley; ie, Steele Creek and Moonee Ponds Creek, which are under the jurisdiction of Melbourne Water. As such, Council remains vigilant as to any potential degradation of the water quality, the volume of water and the impacts on the environmental qualities of the waterways as a result of Essendon Fields Airport activities.

As the Essendon Fields Airport is on Commonwealth land, the statutes and regulation that apply elsewhere for the management of key drainage and sewer infrastructure do not apply. This creates a unique situation in the municipality in terms of planning, implementation, management and monitoring of key infrastructure. This requires careful management as impacts are felt beyond the site boundaries of the Airport.

By way of example, the existing reticulation water and sewer mains on the Airport are treated as private mains and accordingly City West Water is not the responsible authority for onsite facilities.

The PDMR provides scant details of how the expansion of activities and infrastructure will managed. To accommodate growth it will be necessary to extend the existing water main network to service the development areas shown on the Master Plan, that are currently not developed. This sewer system will be monitored as to the need to extend it to accommodate the future development proposals of the Master Plan.

Additional development will result in further replacement of land that is green open space, and which allows for the absorption of rainfall. Due to the proposed master plan, the major change to the catchment characteristics will be the significant increase in impervious areas (roof, road, concrete areas). This is shown in the Warraway North Precinct and Hart Precinct. The impact of this will cause concentration of flows for minor and major storms that will be directed to existing council drainage infrastructure.

In terms of stormwater and overland flows Council has been engaging with Essendon Fields Airport in relation to overland flows, stormwater discharge and the impacts on the surrounding area and waterways.

In September 2013, Council prepared the Essendon Airport Catchment Analysis (the Analysis). The analysis found that proposed airport developments will increase peak flows and depths downstream if no on-site retardation is provided. It is considered that further
work needs to be undertaken within the airport boundaries such as Water Sensitive Urban Design and retardation to reduce run off and improve water quality.

Council has considered the existing catchment characteristics on Essendon Airport land (north east), residential areas (Strathmore), Boeing Reserve and outlets to Moonee Ponds Creek. In this catchment area, stormwater runoff will flow from airport land via residential areas to Moonee Ponds Creek. Essendon Fields Airport must discharge stormwater runoff via Council’s existing drainage network or seek approval from Melbourne Water to construct a new outfall.

The Analysis identifies how the catchment characteristics has changed over time due to development. Council is concerned that infrastructure upgrades and the need for development contributions towards the upgrade of surrounding infrastructure services is not afforded any explicit consideration in the PDMP. The PDMP states:

*To help mitigate the downstream effects of stormwater run-off, EAPL has invested significantly in rainwater retention systems.*

*All new developments at the Airport are designed to include rainwater tanks and bio-retention swales to stem the flow of water leaving each development site.*

*It will be necessary to extend the existing stormwater network to service the development areas shown on the Master Plan.*

Whilst EAPL has commenced broader scale planning for the north west of the Airport Hart Precinct to assist in the management of the stormwater. When developed to its full potential the Hart precinct could ultimately create a significant additional coverage of paved area over land that currently is currently unsealed.

Council has had the opportunity to provide comments on these early large scale plans. However, it is considered that significant drainage infrastructure upgrades are required off site. Whilst work has been undertaken there is no formal commitment for EAPL to agreeing that this is required, nor the mechanism for delivery of off-site upgrades. The legal obligations for EAPL to undertake works are not formally established.

In Council’s view the PDMP should identify a procedure for addressing key issues such as infrastructure at this strategic planning phase so as to ensure infrastructure needs receive appropriate attention well in advance of development proceeding. This approach will better ensure a transparent and coordinated approach to the assessment of development within each precinct.
Community expectation have risen and design standards have increased in the time since Essendon Fields Airport was first developed. There is potentially a need for infrastructure upgrades and for development contributions towards the augmentation or duplication of surrounding infrastructure services which should be considered in the draft Master Plan. The PDMP should identify a procedure for addressing key infrastructure issues such as stormwater.

13. ENVIRONMENTAL MANAGEMENT

The Airports (Environment Protection) Regulations 1997 sets the standards for environmental pollution in relation to air, water and soil quality and noise emissions, authorises the monitoring and remediation of breaches of environmental standards, and supports better environmental outcomes on leased Commonwealth airports.

EAPL has established an Environmental Management System (EMS) appropriate to its scale of operations and which is based on and maintains consistency with ISO 14001:2015 Environmental management systems - Requirements with guidance for use.

The EMS provides a framework for implementation of the AES. The EMS is periodically reviewed and updated to maintain consistency with continual improvement requirements of ISO 14001:2015.

Construction Environmental Management Plans (CEMPs) and Operational Environmental Management Plans (OEMPs) are prepared to manage potential environmental risks associated with construction activities and daily operations by both EAPL and its tenants.

EAPL is required to submit an Annual Environment Report (AER) to DIRDC. The AER details the environmental issues on the airport and reports on the progress of the AES.

Matters covered in the AER include:
- Monitoring results
- Details of occurrences of environmental significance (detrimental or beneficial);
- Details of EAPL’s performance in achieving the policies and targets of the AES;
- Details of EAPL’s progressive management of enduring pollution problems at the airport; and
- Report of incidents of pollution and other contraventions, if any, of the Regulations that have occurred during the year.
Council considers that it should be informed in advance of any major development proposals that will have significant off site impacts particularly in relation to matters that may impact:

- Stormwater quality
- Groundwater quality

14. ECONOMIC/LAND USE CHANGE

Landside Operations

The Master Plan highlights that landside operations based on non-aviation development plays a major role in Essendon Fields Airport’s economic viability and is an important activity centre.

Whilst the economic stability of the Airport is supported, the impacts of this growth in terms of it being adequately sustained in terms of the traffic and transport infrastructure must be considered and managed, given the impacts on Moonee Valley.

Any major expansion of landside activities have the potential to impact upon the Airport West and Essendon Fields, DFO commercial and industrial precincts. Council would be like to be aware of future developments as they emerge.

Whilst not always a direct employer Council considers that Essendon Fields Airport could play a stronger role in seeking to provide jobs for those who live in relatively close proximity to the airport and those in need of employment.

The City of Moonee Valley has a lot to offer and to contribute towards the future of Essendon Fields Airport, in terms of employment provision and access. The close proximity of Essendon Fields Airport could make working there an attractive proposition for many residents of Moonee Valley.

To this end Council often works with key employers to facilitate access to employment. For example Council has worked with providers to provide training and capacity building or those that are seeking employment from our Flemington area. This includes the “Stepping Stones Employment Project”. This project is a partnership with Brotherhood of St. Laurence and supports refugee and migrant women living in Melbourne to develop small business skills.

Council funds and operates this $25k per annum program at the Flemington Community Centre for over 25 participants. Council also works with Department of Education Jobs
and Training on the “Flemington Revitalisation Project,” which aims to ensure that residents are provided with skills to actively achieve employment.

Council would be pleased to work with EAPL to identify ways in which similar programs and outcomes can be achieved whereby Moonee Valley residents are employed at Essendon Fields Airport.
Council Officer’s Response to Joint Letter Recommendations

1. Reduce the speed limit on Maribyrnong Road, between Maribyrnong River to Epsom Road to 40m/hr or 50km/h
   1.1 As VicRoads is the responsible authority, the request would be referred to VicRoads for consideration.
   1.2 Due to the strip shopping centre on Maribyrnong Road between Epsom Road and Orford Street, VicRoads may support a reduction in the speed limit depending of the criteria.

2. Change traffic light settings at the corner of Maribyrnong Road and Epsom Road turning right inbound towards the city so the right turning arrow for vehicles is red when the pedestrian light is green and make the same change at the corner of Maribyrnong Road and Orford Street inbound when motorists are turning left
   2.1 Any alterations to the phasing of the traffic signals at intersection of Maribyrnong Road / Epsom Road and Maribyrnong Road / Orford Street would be referred to VicRoads for consideration as it is the responsible authority.
   2.2 The joint letter is effectively requesting exclusive pedestrian cycles. It is unlikely VicRoads would support this as the intersection capacity would be reduced.
   2.3 At intersections (except roundabouts), a driver turning left or right must give way to any pedestrians at or near the intersection crossing the road the driver is turning into.

3. Improve the pedestrian signage at all three intersections including the pedestrian crossing at Maribyrnong River, the corner of Orford Street and the corner of Epsom Road
   3.1 A dynamic ‘Give Way to Pedestrians’ sign is in place for traffic turning right from Maribyrnong Road into Epsom Road.
   3.2 There are no pedestrian warning signs at the intersection of Maribyrnong Road / Orford Street.
   3.3 Static ‘When Flashing Give Way to Pedestrians’ signs are in place at the pedestrian crossing on Maribyrnong Road near the Maribyrnong River.
   3.4 It is recommended that Council request VicRoads to review the pedestrian warning signs at the intersections of Maribyrnong Road / Epsom Road and Maribyrnong Road / Orford Street, with the view of installing dynamic pedestrian warning signs on all intersection pedestrian legs and replacing the static pedestrian warning signs on the pedestrian crossing near the Maribyrnong River with dynamic signage.
4. Improve the signage and marking at the four tram stops and two bus stops in this area.
   4.1 VicRoads, Public Transport Victoria and Yarra Trams are the responsible authorities.
   4.2 It is recommended that Council request VicRoads and Public Transport Victoria to install bus zone signage and linemarking at the two bus stops.
   4.3 It is recommended that Council refer the request in relation to the tram stops to VicRoads and Yarra Trams for consideration.