Moonee Valley City Council
Public Consultation Submission:

Draft Melbourne Industrial and Commercial Land Use Plan

December 2019
Draft Melbourne Industrial and Commercial Land Use Plan

Moonee Valley City Council officers welcome the opportunity to provide comment on the Draft Melbourne Industrial and Commercial Land Use Plan (Draft Plan). Officers have reviewed the Draft Plan and are pleased to make this submission. Please find below a number of comments and suggestions for your consideration.

Approach to Planning for Industrial and Commercial Land

Similar to at the State level, Moonee Valley experiences challenges due to population growth and associated demand for industrial and commercial space to support this growth. Moonee Valley comprises one area of Regionally Significant Industrial Land at Airport West and five reasonably small pockets of Local Industrial Land throughout its municipality (See Figure 1 below). Commercial areas and the Commercial 1 Zone (C1Z) are largely focused across its seven Major Activity Centres (see Figure 2 below).

The small pockets of industrial land remaining in Moonee Valley perhaps reflect Melbourne’s economy transitioning away from traditional manufacturing towards one focussed on the production and delivery of services. Moonee Valley values its remaining industrial land and the diverse source of business and employment activity they provide. Moonee Valleys long term strategic vision, MV2040, calls for reinvigorating industrial areas such as Airport West where viable. There is a need to ensure that strategic planning for industrial areas is robust and appropriate and does not reduce viability for industry and commerce. Council welcomes therefore, state guidance in the form of this Draft Plan.

Figure 1 – Moonee Valley Future Direction Map – Industrial Land

There is strong growth forecast in the professional services sector across all of Moonee Valleys Activity Centres as well as other population serving industries and Moonee Valley recognises its role in accommodating this growth and the commercial space required to support population and jobs.
One notable challenge within Moonee Valley Activity Centres is the need to retain sufficient opportunities for commercial development, particularly in Commercial 1 Zoned areas, and balance the ongoing demand to develop residential uses above ground floor levels. Once developed for a residential use, it is unlikely to be available to the market for future commercial purposes. Council supports a review of commercial zones to better understand how they are applied and operating. In particular consideration should be given to the role and function of dwellings as a section 1 use in the Commercial 1 Zone and the role and purpose of the Commercial 2 Zone and how it applies and operates, particularly in industrial locations.

The Draft Plan should look at mechanisms to incentivise the provision of commercial (or non-accommodation) floor space, particularly in Major Activity Centres, which are required to support a significant percentage of jobs in a municipality. For Moonee Ponds Activity Centre (MPAC), Council initially looked at incorporating this as a ‘public benefit’ through the Floor Area Uplift but, on balance with the need to provide affordable housing outcomes, it then became a specific ‘policy guideline’ for strategic sites (also known as large sites over 2,000sqm). In the West Melbourne Panel, the Panel members supported the proposal of mandatory minimum commercial floor space.

Moonee Valley through its adopted MV2040 Strategy provides the long-term vision for the city. It is designed to operate as Council’s overarching strategy guiding planning, infrastructure and service delivery across 13 neighbourhoods. MV2040 recognises the need to prepare and implement industrial and commercial land use strategies to guide future development.
Principles and Strategies to Guide Planning for Industrial and Commercial Land

Council officers suggest consideration be given to the following:

<table>
<thead>
<tr>
<th>Principle 1</th>
<th>Planning for industrial and commercial land should ensure adequate long-term land supply is planned for and set aside to support future industry and business growth.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 2</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 3</td>
<td>Principally support with minor suggestions for consideration. Council is seeking clarification on what is a 'large site'. In correspondence with DELWP for the MPAC Pilot Project there was a need to specifically address what this meant. Will this be left to the Councils?</td>
</tr>
<tr>
<td>Strategy 4</td>
<td>Principally support.</td>
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<tr>
<td>Strategy 5</td>
<td>Principally support.</td>
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<tr>
<td>Strategy 6</td>
<td>Principally support.</td>
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<table>
<thead>
<tr>
<th>Principle 2</th>
<th>Key industrial and commercial areas should be recognised and retained for their economic and employment contribution to local communities, regions and the state.</th>
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</thead>
<tbody>
<tr>
<td>Strategy 1</td>
<td>Principally support.</td>
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<tr>
<td>Strategy 2</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 3</td>
<td>Principally support. As mentioned one notable challenge of Monree Valley Activity Centres is the need to retain sufficient opportunities for commercial development, particularly in Commercial 1 Zoned land, and balance the ongoing demand to develop residential uses above ground floor levels.</td>
</tr>
<tr>
<td>Strategy 4</td>
<td>Principally support.</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Principle 3</th>
<th>Planning for industrial and commercial land should provide clarity and certainty about how and where industry and business can grow over time to support and guide long term investment and locational decisions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 2</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 3</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Strategy 4</td>
<td>Principally support. Moonee Valley continues to advocate for a railway station at Airport West as part of the future Airport Rail Link. Should this eventuate it would necessitate the strategic analysis as mentioned in this strategy.</td>
</tr>
<tr>
<td>Strategy 5</td>
<td>Principally support. Moonee Valley recently made a submission to DELWP's consultation on 'Planning for amenity, health and safety buffers' and supported the provision of adequate buffer areas to protect the operation of industrial precincts.</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Principle 4</th>
<th>Industry and business should be supported to innovate and operate efficiently and effectively now and into the future in areas identified for these purposes.</th>
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</thead>
<tbody>
<tr>
<td>Strategy 1</td>
<td>Principally support. Moonee Valley through its MV2040 vision recognises the support needed to grow and diversify industrial and commercial areas. An example of this is the action to Reinivgorate the Airport West industrial area, including a possible co-working innovation hub.</td>
</tr>
<tr>
<td>Strategy 2</td>
<td>Principally support.</td>
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</tbody>
</table>
### Criteria to Identify Regionally-Significant Industrial Precincts

Council suggests consideration be given to the following:

<table>
<thead>
<tr>
<th>Policy Alignment</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Criteria 1</td>
<td>Principally support. Moonee Valley’s only regionally significant industrial precinct Airport West exhibits a growing relationship with Melbourne Airport and has the potential to become an innovation hub.</td>
</tr>
<tr>
<td>Criteria 2</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Criteria 3</td>
<td>Principally support. Airport West Activity Centre has been identified in Council Strategies as an area that can provide significant employment opportunities.</td>
</tr>
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### Accessibility and Business Clustering

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Criteria 1</td>
<td>Principally support. In the case of Airport West Moonee Valley continues to advocate for a railway station as part of the future Airport Rail Link.</td>
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### Economic or Employment Contribution

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<thead>
<tr>
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<tr>
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<tr>
<td>Criteria 2</td>
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</table>

### Planning for Industrial Precincts

Council suggests consideration be given to the following:

#### State-Significant Industrial Precincts

<table>
<thead>
<tr>
<th>Purpose and application of zone guidance</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Purpose</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Guidance 1</td>
<td>Principally support.</td>
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<tr>
<td>Guidance 2</td>
<td>Principally support.</td>
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<tr>
<td>Guidance 3</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Guidance 4</td>
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</tr>
<tr>
<td>Guidance 5</td>
<td>Principally support.</td>
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</table>

#### Regionally-Significant Industrial Precincts

<table>
<thead>
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<th>Purpose and application of zone guidance</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Guidance 1</td>
<td>Principally support.</td>
</tr>
<tr>
<td>Guidance 2</td>
<td>Principally support. C2Z can be an appropriate zoning to inhibit the ongoing market pressures and encroachment of residential development into industrial and commercial areas.</td>
</tr>
<tr>
<td>Guidance 3</td>
<td>Principally support.</td>
</tr>
</tbody>
</table>

#### Local Industrial Precincts

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Purpose</td>
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<tr>
<td>---------</td>
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</tr>
<tr>
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</tr>
<tr>
<td>Guidance 3</td>
<td>Principally support.</td>
</tr>
</tbody>
</table>

**Inner Metro Region**

It is noted that the business service sector is the largest contributor to the economy for this region. The industries that are expected to experience the strongest growth are professional, scientific and technical services, health care and social assistance. A similar forecast is being experienced in Moonee Valley.

While there is limited land available for industrial purposes across this region opportunities will need to continue to be provided to accommodate these types of jobs where viable.

**Western Region**

**Melbourne Airport & Essendon Fields**

The Commercial and Industrial nature of Melbourne Airport and Essendon Airport needs to be adequately reflected in The Draft Plan. Each of these large scale facilities, are growing at a fast pace and have a significant impact beyond their boundaries. Both impose a significant impact on State and locally funded infrastructure, of which Council considers/requires a better co-ordination and response. These matters are highlighted in our response to the *Melbourne Airport Master Plan 2018*, and *Essendon Fields Airport Master Plan 2019* (please see Attachment 1 & 2 at the end of this submission).

Both airports are located on Commonwealth land and as such are not bound by State Planning legislation. Council has a very restricted influence (if any) on outcomes on each site despite there being major impacts on Moonee Valley associated with their growth. These impacts include traffic congestion, amenity, development restrictions and development proposals on sites in proximity to the airport.

Since the Commonwealth Airports Act 1996 was introduced to protect aviation activities, the nature of the use of land at airports has evolved and become more complex. This is particularly evident at Essendon Fields whereby a primary purpose of the site and income generators are a wide range of non-aviation uses.

In the on-going evolution of these sites each Airport Operator relies on legislation that was initially designed to facilitate and safeguard air traffic as opposed to managing multifaceted land use development, that now includes large scale retail, hotels, offices, car yards and entertainment.

Melbourne Airport is a 2,379 hectare site located 22 km north west of the Melbourne CBD and adjacent to the Tullamarine Freeway. Melbourne Airport was opened with the transfer of international operations from Essendon Airport in 1970 with the domestic operations following in 1971. It is now the second busiest airport in Australia for passengers and provides the main aviation hub for the southern part of the continent.

As the gateway to Victoria, Melbourne Airport is a significant contributor to the local and state economies. Last year more than 29.1 million passengers and 250,000 tonnes of freight passed through the airport. The number of passengers is forecast to grow beyond 38 million by 2019 and 64.37 million by 2033.
Response to Plan Melbourne & Plan Melbourne Refresh

In Council submissions to Plan Melbourne and Plan Melbourne Refresh it was submitted that the precinct made up by Airport West Activity Centre and Essendon Fields provided an excellent opportunity to cluster investment and employment growth and should therefore be identified in Plan Melbourne as an Emerging National Employment Cluster. Please see Attachment 3 to this submission for a summary of comments provided during the consultation of these documents.

Appendix 1 – Methodology

This submission has no specific comment relating to this section of The Draft Plan.

Appendix 2 – Developing Local Industrial Land Use Strategies

This submission has no specific comment relating to this section of The Draft Plan.
Attachment 1
1.0 STRATEGIC CONTEXT

1.1 Geographic location and key features

Melbourne Airport is one of the State’s largest employers. The nature of its activities ensures that the site is one of the largest destinations for private vehicle and freight movements.

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 5 km from Melbourne Airport to the north.

Being geographically positioned between the Airport and the CBD, Moonee Valley has potentially more issues and opportunities associated with the operations and future development of the Airport, than most other municipalities.

In the past decade, our city has been subject to significant major projects which add unique layers to our urban landscape. These include both the Moonee Valley racecourse and Flemington racecourse redevelopments, Moonee Ponds activity centre developments, the Flemington housing estate and Ascot Vale housing estate renewal projects, the Buckley Street level crossing removal and the CityLink-Tulla Widening project.

As with all Melbourne metropolitan areas, Moonee Valley has experienced a spike in growth in recent years, and this trend is forecast to continue.

Moonee Valley’s population in 2018 is now estimated to be 126,700. This is forecast to grow to between 168,550 and 179,750 in 2040, an increase of between 33 per cent and 42 per cent on Moonee Valley’s 2018 population.

Moonee Valley’s immediate sphere of influence also encompasses the Essendon Fields Airport and civil infrastructure in the form of the CityLink-Tulla, Ring Road, Craigieburn railway line, Albion – Jacana freight line and the Port of Melbourne.

Key infrastructure and land uses within the municipality of relevance to Melbourne Airport are:

- Essendon Fields Airport which 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 is the employment home for 4,200 people. 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 Tullamarine Freeway provides a number of direct ingress and egress points to the City of Moonee Valley. The freeway was expanded in 2018 and Council was directly involved in its planning and implementation through working with key stakeholders, VicRoads, Transurban and their contractors.
- Tram (number 59) and bus lines with direct connections to the Craigieburn railway line.

Australia’s transition to knowledge-intensive jobs is having a major impact on the spatial location of jobs growth, with the focus tending to be around the CBD and other major employment locations, including Melbourne Airport.

Council sees this current and future employment opportunities associated with Melbourne Airport as an asset that can benefit many of the residents of Moonee Valley, from a wide range of skills sets.
According to the 2016 ABS Census, approximately eight percent of workers based at the Airport live in Moonee Valley. This represents 2.3 per cent of the Moonee Valley workforce.

It is expected that as Moonee Valley and Melbourne Airport continue to grow so will the opportunities for the municipality. Moonee Valley’s Gross Regional Product (GRP) for 2016 was estimated to be $4.515 billion, representing 14.2 per cent of Melbourne’s West GRP of $31.795 billion. It is estimated that 47,854 people work in Moonee Valley, with 10,401 jobs located in Moonee Ponds. It is projected that there will be an increase of 29,365 jobs within Moonee Valley by 2040.

To assist in managing this growth Council has renewed its primary Strategic Planning document. Council has just 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.

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.

1.2 Existing Ground Transport

In 2016 Melbourne Airport generated an average weekday volume of 118,300 vehicle trips to and from the airport, providing access for passengers, employees, freight movements and other commercial traffic. On a typical busy day in 2016, there were approximately 127,000 vehicle trips to and from the airport. This represents an increase of seven per cent 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.

In 2016 non-transfer passengers generated an estimated 71,200 vehicle trips to and from the airport, or around 60 percent of total airport traffic.

Airport-based employees form a substantial component of the total transport demand. In 2016 employees generated an estimated 31,800 vehicle trips per day, or around 27 percent of the airport traffic activity. According to the 2016 ABS Census data, 87 percent of the total airport workforce travels to the airport for work on a typical weekday, with 88 percent of airport-based employees driving to work.

Commercial trips associated with freight and logistics support the significant number of airport-related and non-airport-related businesses located within the airport boundary but also add demand on the ground transport network. An estimated 15,300 commercial vehicles use the airport each day. On an average weekday this represents approximately 13 percent of total airport traffic. Counts at various locations around the airport suggest commercial vehicles are primarily restricted to the freight terminals and the Business Park.
1.3 Changes since 2013 Master Plan

Since the last Airport Master Plan in 2013 there has been a number of changes outside the Airport that can influence the decision making of key stakeholders.

The State Government’s key Strategic Planning Policy, Plan Melbourne 2017 - 2050 was revised, in 2018 (It is noted that Plan Melbourne makes reference to a possible South East Airport).

Essendon Fields Airport has also undergone changes introducing a self-funded bus route to Essendon Railway Station, opening the Hyatt Hotel and has also included additional regional air routes.

Avalon Airport has also announced the commencement of regular International commercial flights.

Key changes to the functionality of Melbourne Airport have been undertaken. Terminal 4 has been opened and new road connections introduced. These include:

- The ground transport hub new multimodal facility for public transport, passenger pick-up and drop-off, and car parking.
- Airport Drive extension (including shared-use path), more than doubling entry capacity from the south.
- Additional SkyBus services and routes have been introduced, with services to St Kilda, CBD and Avalon Airport.
- The City Tulla widening project has been completed providing additional capacity to the main freeway network servicing the airport.
2.0 EXPECTED AIRPORT GROWTH AND ACTIVITIES AT MELBOURNE AIRPORT

The Master Plan notes that the population of Melbourne is growing rapidly and, with it, demand for air travel is also growing.

The 2023 airport development concept includes the Runway Development Program (RDP), which will involve a third runway and extensions to the existing east–west runway. The 2038 concept includes the expansion of the terminal buildings and new extended piers.

The expansions are intended to meet a significant increase in demand for air travel. By 2038 Melbourne Airport is expected to cater for more than 65 million passengers per year (up from 34 million in FY16).

Over this same period, aircraft movements are expected to increase from 238,000 to 384,000 movements per year and freight throughput is expected to almost double. Historically, growth of this magnitude for Melbourne Airport has required increased consumption of natural resources.

The Master Plan states that over the initial five-year period, the total direct and indirect investment associated with future airport developments has been forecast to be in the region of $4 billion. This investment represents approximately 0.2 percent of Victoria’s Gross State Product.

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

The airport occupies 2,663 hectares of leasehold land. Over 134 hectares have been developed for non-aviation use in the Landside Business Precinct at the southern end of the airport focused on industrial warehousing. This recognises the strategic location of the airport, strong freeway connections and the scale of the land size available for development. The airport has approximately 265 hectares of vacant land available for commercial development.

Over the next five years the airport is targeting additional development (within the Business Park) of 76,000 sqm of land per annum. In addition to industrial warehousing, the airport expects to add supporting and complementary developments such as small-scale retail amenities (e.g. cafés), offices, additional hotels and petrol stations.

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 better considered and managed, given the impacts on Moonee Valley.

Any major expansion of landside activities has the potential to impact upon the Airport West and Essendon Fields, (DFO retail, commercial and industrial precincts). Council would be like to be aware of future developments as they emerge.
<table>
<thead>
<tr>
<th>Project/element</th>
<th>Key developments – five-year horizon (to 2023) cont.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airside developments</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Runway Development Program | Third runway  
Extension of existing east-west runway  
Supporting taxiways for parallel operations |
| Taxway Yankee | Taxway Yankee extended to provide an additional arrival exit for Runway 16 and departure entry to Runway 34 |
| Taxway Zulu | New taxiway supporting dual Code F taxiway flow around the Northern Terminal Precinct |
| Apron capacity enhancements | Progressively provide additional aircraft parking apron capacity to support forecast growth and associated terminal development plans such as apron infill north of Tango and Pier F apron infill |
| Delta Ground Service Equipment, Stage 2 | Further expansion of the GSE storage area provided in the Northern Precinct Delta GSE storage area to support the expansion of additional aircraft parking in the Northern Precinct |

<table>
<thead>
<tr>
<th>Terminals and aviation developments</th>
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</table>
| Increased terminal capacity | Additional international capacity through developing bridged ‘swing gates’ that can serve both international and domestic operations  
Inbound and outbound bus lounges that will serve additional operation aircraft parking stands  
Additional automated self-service check-in and bag-drop facilities in the Departures Hall  
Additional security units  
Additional self-service immigration facilities  
Additional and improved baggage system facilities  
Expansion of Australian Border Force secondary examination facilities  
Expansion of the Arrivals Hall  
Enhancement of the general passenger experience through upgrades to retail, departures lounge and airline lounge areas |

<table>
<thead>
<tr>
<th>Non-aviation developments</th>
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</table>
| Landside Business Precinct | Melbourne Airport Business Park  
Additional 00,000 square metres of land development per annum comprising large industrial warehouses ranging from 10,000 to 100,000 square metres in area  
Additional four hectares of development over the next five years – approximately 60,000 square metres of new industrial warehouse and office accommodation comprising of sub 7,000 square metre facilities  
Elite Park – Focus on leisure and customer experience facilities |
| Landside Main Precinct | The Forefront  
Development focused on lower density commercial uses (i.e. hotels, retail showroom, petrol stations and car parking)  
The Hive - Additional hotel and office facilities supported by ground-floor amenity such as cafés, bars and restaurants |

Melbourne Airport Master Plan 2018
3.0  ISSUES AND OPPORTUNITIES FOR THE CITY OF MOONEE VALLEY

3.1  Impacts

The biggest impacts on the City of Moonee Valley have been, and are likely to continue to be through transport and traffic, economic / employment / land use change, and the environment (water quality and noise).

3.2 Airport Rail Link

Since the previous Master Plan there have been key announcements that have a direct impact on Melbourne Airport.

The Federal Government in April 2018 announced a contribution of $5 billion towards the Airport Rail Link and the State Government has 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.

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, Tullamarine and Keilor Park. This catchment is currently poorly served by public transport connections.

It would benefit visitors and, importantly, employees of, Melbourne Airport by providing a local, quality public transport connection. It would also provide increased access to key strategic destinations such as Airport West, which is a nominated technology hub in Plan Melbourne 2017-2050.

Airport West and Essendon Fields have limited connectivity to the surrounding rail 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, Tullamarine and Keilor Park would play a role in decreasing private car travel and associated parking and congestion.

Council has previously advocated for a tram extension from Airport West to Melbourne Airport. The light rail option extends the tram line along Matthews Avenue that connects to Essendon Train Station. The Ground Transport Plan for the airport should show these public transport options for State Government’s consideration.

Investment in heavy infrastructure involves a significant cost and time to plan and build. As such a rail link will not be delivered prior to the next Master Plan in 2023. In the meantime the short term provisions for better public transport accessibility should be provided.

MVCC Position

Support is provided for a Rail Link. Council seeks the assistance of Melbourne Airport towards the benefits of having a dedicated stop at Airport West servicing the City of Moonee Valley and surrounding municipalities.
3.3 Road Traffic and Access

The predicted increase on vehicle numbers 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.

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 by Melbourne Airport as an area of particular concern.

Clearly Melbourne Airport is a major generator of vehicle movements. An increase in seven percent per annum, exceeds the general expansion of the metropolitan Melbourne at a rate of approximately two to one.

Council considers that Melbourne Airport should play a more active role in reducing the rate of this growth and reducing the off-site impacts.

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.

Whilst the Master Plan does outline the opportunities and supports the activities below in the stating and implementation program, these are deemed by Melbourne Airport “initiatives to be led by the Victorian Government”.

Melbourne Airport should consider providing funding towards additional services and actively working with State Government to encourage these outcomes.

Council would be willing to become involved in any of the planning for any of the following projects identified in the Master Plan to be undertaken in the next five years.

- Improving walking and cycling path connectivity to and from Melbourne Airport.
- Develop an airport employee commuting strategy, including a sustainable travel plan for Melbourne Airport employees.
- Reviewing the Airport Planning and Urban Design Strategy – in particular, applicable parking standards.

**MVCC – Position**

*Assist Melbourne Airport to identify opportunities to reduce vehicle traffic and work with key infrastructure stakeholders including alternative modes of transport.*
3.4 SkyBus

SkyBus is currently the main alternative for passengers not driving or using taxi/ride share services to and from Melbourne Airport. SkyBus services have expanded from the original single route and include:

- Melbourne Airport to/from City.
- Western Express airport transfer connects Melbourne Airport (Tullamarine) and Melbourne’s western suburbs, with stops in Werribee and Tarneit Railway station.
- Southbank Docklands Express airport transfer.
- St Kilda Express airport transfer.
- Melbourne Airport to Frankston and surrounding bayside suburbs on the Mornington Peninsula.

Council has identified that there are opportunities to run a service to the Essendon Junction precinct. Essendon Junction is a thriving village shopping precinct. Within a short walking distance this precinct is serviced by:

- Craigieburn Railway line (Essendon Railway Station).
- 59 Tram Route.
- Several bus routes including the 903 SmartBus – Mordialloc to Altona.
- Essendon Fields shuttle bus service.

Essendon Junction is currently undergoing change, with the State Government’s recent investment in the Buckley Street Level Crossing removal nearly completed. There is also new residential development underway, which takes advantage of the proximity to the CBD, and excellent transport connections.

In addition Moonee Ponds Activity Centre (1.2kms to the south) is experiencing rapid growth with over 2000 new dwellings scheduled to be occupied in the next year.

A dedicated Sky Bus service to Essendon Junction would assist in improving access to the airport for passengers and staff.

Council would seek the support of Melbourne Airport in this endeavour.

MVCC – Position

*Seek Melbourne Airport’s assistance in encouraging the Sky Bus to service Essendon Junction.*
3.5 Public Transport Victoria (PTV) Buses

The current bus routes that service the Airport are:

<table>
<thead>
<tr>
<th>Route</th>
<th>Operating hours</th>
<th>Frequency</th>
<th>Total per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 478</td>
<td>6.15am – 7.30pm</td>
<td>60 minutes</td>
<td>14</td>
</tr>
<tr>
<td>Route 479</td>
<td>6.30am – 8.30pm</td>
<td>60 minutes</td>
<td>14</td>
</tr>
<tr>
<td>Route 482</td>
<td>5.30am – 6.00pm</td>
<td>60 minutes</td>
<td>8</td>
</tr>
<tr>
<td>Route 901</td>
<td>6.30am – 9.00pm</td>
<td>15 minutes</td>
<td>74</td>
</tr>
</tbody>
</table>

Council considers that there is insufficient service for a major International airport in terms of frequency, operating hours and destinations. This could be enhanced by:

- Promoting the existing bus route from Airport West tram terminus to Melbourne Airport, and advocate for increased frequency.
- Advocating for the route 478/479 and 482 to operate in the surrounding industrial areas and Essendon Fields Airport.
- Positioning the existing public bus stop at Melbourne Airport to a centralised location.
- Encourage PTV to advocate for additional bus routes in Moonee Valley.

**MVCC – Position**

*Melbourne Airport should actively promote the opportunity to access Melbourne Airport via existing and enhanced public transport bus services.*

3.6 Employment

Clearly Melbourne Airport and its associated activities with the Landside Business Precinct and Airside activities can influence the provision of jobs. The Master Plan outlines that the Airport currently contributes $7 billion to the Victorian economy, estimated to increase to $12 billion by 2038.

Whilst not always a direct employer Council considers that Melbourne 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 Melbourne Airport, in terms of employment provision and access. The Airport currently has 20,600 EFT jobs. Of the 66 per cent that live in the surrounding municipalities, many live in Moonee Valley.

The close proximity of Melbourne Airport could make working there an attractive proposition for many residents of Moonee Valley. From Flemington at the southernmost border, one can be at the Terminals in 15 minutes on the Tullamarine Freeway or potentially under an hour on public transport via Airport West tram terminus or Broadmeadows station.
The type of work opportunities that are provided at Melbourne Airport and its 24 hour operations makes it relatively unique to many other work locations. Council aims to ensure that as many of Moonee Valley’s residents are as able to work as possible. This includes some of our more marginalised members of the community.

To this end we often work 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 $25,000 per annum program at the Flemington Community Centre for over 25 participants at one time. 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.

**MVCC – Position**

*Council would be pleased to work with Melbourne Airport to identify ways in which similar programs and outcomes can be achieved whereby Moonee Valley residents are employed at Melbourne Airport.*

### 3.7 Essendon Fields Airport

Essendon Fields is a major employer and contributor to the local and metropolitan economy. The Master Plan does not fully respond to the opportunities associated with having a complementary land use in such close proximity.

It appears that Essendon Fields is becoming more sophisticated in its operations and route options available to passengers. Through the Master Plan the possibility exists for an analysis of the potential benefits that could exist between having the two in such close proximity.

This opportunity is identified in Plan Melbourne which outlines that “Together with Essendon Airport’s expanding regional services, this airport corridor has the potential to become one of Australia’s leading transport and logistics hubs”.

**MVCC – Position**

*Melbourne Airport to identify ways in which the airport corridor can be realised through the provision of complementary services to Essendon Fields Airport.*

### 3.8 Draft 2018 Australian Noise Exposure Forecast and Planning Controls (ANEF)

It is Council’s understanding that the proposed ANEF will ultimately reduce the number of residential properties affected by the Melbourne Airport Environmental Overlay within the City of Moonee Valley.

The most recent draft shows a comparison of the Melbourne Airport Environmental Overlay (MAEO) and the draft 2018 ANEF. The table below shows a comparison in dwelling counts for Moonee Valley.
<table>
<thead>
<tr>
<th></th>
<th>MAEO2 / MAEO20</th>
<th>MAEO1 / MAEO25</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAEO20</td>
<td>2,728</td>
<td>0</td>
</tr>
<tr>
<td>Draft 2018 ANEF</td>
<td>1,513</td>
<td>0</td>
</tr>
<tr>
<td>Difference</td>
<td>-1,215</td>
<td>0</td>
</tr>
</tbody>
</table>

Council understands that change to the ANEF will not automatically change the MAEO, but consider it important to consult with landowners that will be affected by the change.

**MVCC – Position**

*Support the recommendation within the Master Plan that any changes to the MAEO should be undertaken following the review of the AS2021 standard (Acoustics – Aircraft noise intrusion – Building siting and construction) and should incorporate other sources of aircraft noise information as well as the ANEF contours as outlined in the National Airport Safeguarding Framework.*

3.9 **Off Site Water Quality Impacts**

All of the land surrounding the Airport has an overground flow pattern that drains to waterways in Moonee Valley; i.e. Maribyrnong River, Steele Creek and Moonee Ponds Creek. As such, Council remains vigilant as to any potential degradation of the water quality and the impacts on the environmental qualities of the waterways as a result of Melbourne Airport activities.

Council is concerned that Melbourne Airport has confirmed contamination caused by toxic chemicals, historically used in firefighting foams at the site, has spread beyond the airport boundaries. This has identified that some of the off-airport testing locations recorded polyfluoroalkyl substances (PFAS) levels in surface water above the current Australian Government guidelines. Based on current information available it is unclear how far this contamination has spread.

It is noted that the Environment Protection Authority (EPA) Victoria has conducted a preliminary risk assessment of data provided by Melbourne Airport about levels of PFAS at the airport and in surrounding waterways including Arundel Creek, Steele Creek, Deep Creek, Jackson Creek and Maribyrnong River.

As a precautionary measure the EPA currently recommends anglers don’t fish in the Maribyrnong River upstream of the Calder Freeway to Deep Creek at Bulla, and within all of Arundel Creek at this stage.

Based on the initial risk assessment, EPA also recommends, again as a precaution, people avoid swimming in the water and keep pets away from these waterways while additional testing is conducted.

Given that the Airport is sited on Commonwealth land, there are obvious limitations to the powers of the EPA, and other State Government and other stakeholders including Council.

Given the implications for the natural environment and potential human health it is imperative that this matter is addressed as a matter of urgency.
The Master Plan outlines relevant future strategies in relation to managing water quality that exists at Melbourne Airport.

Strategies proposed in the Master Plan:

- Deliver passive treatment facilities and expand green infrastructure to achieve a measurable improvement in the water quality of Arundel Creek.
- Implement potential future expansion stages of the Steele Creek North development.
- Monitor the quality and flow rate of sewerage by expanding the number of monitoring stations and using the infrastructure capital project to reline ageing pipe infrastructure.

Whilst these are useful in the longer term the Master Plan Action Plan must be altered to better reflect the nature of the issue at hand. What the Master Plan highlights is that the environmental monitoring program has not adequately addressed this matter.

The Master Plan includes the current monitoring regime: Table 16-4 the APAM’s ongoing environmental monitoring program. The specified frequency of some matters related to land and water management and off site impacts requires a review.

- Stormwater quality - monitored Quarterly
- Groundwater quality - monitored Annually
- Stream health monitoring surveys - Annually

The draft Master Plan must be altered to:

- better reflect the seriousness of the off-site contamination.
- show the development of more detailed strategies that address the issue in the short term, and
- outline how long term solutions will be implemented.

Although the EPA’s jurisdiction at Melbourne Airport is limited, it is understood that the EPA is organising a multi-agency working group including Melbourne Water, Southern Rural Water, DHHS, Agriculture Victoria, Victorian Fisheries Authority, DELWP and relevant Councils to conduct testing of water, soil, plant and aquatic life to better understand any public risks that exist in the waterways.

Council would be willing to participate in the development of the strategies, outlined in the Masterplan, attend any relevant stakeholder meetings, and assist in any monitoring.

**MVCC – Position**

*Revise the draft Master Plan to ensure better monitoring of environmental issues and clearly articulate mitigation outcomes.*
Attachment 2
28 June 2019

Manager - Planning and Government Relations
Essendon Fields Airport
Level 2, 7 English Street
ESSENDON FIELDS VIC 3041

ESSENDON FIELDS AIRPORT PRELIMINARY DRAFT MASTER PLAN

Thank you for the opportunity to review and respond to the recently exhibited Essendon Fields Airport Preliminary Draft Master Plan (PDMP).

Please be advised that at the Ordinary meeting of Council held on 25 June 2019, Council endorsed its Submission to the PDMP. Please find a copy for your review. At the meeting it was resolved that Council write to relevant State and Commonwealth Government Ministers in relation matters contained within the Submission.

Council also notes the recent announcements in relation to Melbourne Airport, and the potential revision of priorities for a new runway. The construction of a new north to south runway in advance of an east to west alignment would alter the key assumptions embedded with the PDMP.

The relationship between Melbourne Airport and Essendon Fields Airport has been identified in Council’s Submission (p23) which states that further work prior to the introduction of an Airport Environments Overlay 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.

Following your review Council is seeking further discussions with you in order to progress matters identified within the Submission.

Should you have any enquires please contact me on 9243 1121.

Yours sincerely

Director Asset Planning and Strategic Projects
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 ........................................................................................................ 34
12. INFRASTRUCTURE SERVICES ....................................................................................... 35
13. ENVIRONMENTAL MANAGEMENT .................................................................................. 37
14. ECONOMIC/LAND USE CHANGE ................................................................................ 38
Landside Operations ........................................................................................................ 38
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.:
The PDMP states that EAPL “encourages the State, Moonee Valley City Council and Moreland City Council to consider the introduction of Airport Environs 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 Environs 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 EAPL 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 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.

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 (CACG) 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 Environments 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:

Airport West should be supported by:

- 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 EAPL’s stated objective to rationalise and consolidate aviation activity and support services into a central location.
- EAPL 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. EAPL 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 has 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
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>2039 ANEF</th>
<th>2033 ANEF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20</td>
<td>25</td>
</tr>
<tr>
<td>East (Strathmore &amp; Pascoe Vale)</td>
<td>743</td>
<td>89</td>
</tr>
<tr>
<td>North (Strathmore Heights, Strathmore &amp; Gowanbrae)</td>
<td>232</td>
<td>410</td>
</tr>
<tr>
<td>North West (Airport West)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>South (Essendon North, Essendon &amp; Strathmore)</td>
<td>1420</td>
<td>232</td>
</tr>
<tr>
<td>South West (Airport West)</td>
<td>500</td>
<td>74</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2895</td>
<td>805</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.
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 ie.:

- 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”.

Disclaimer: This map was prepared by Council officers, using details available in the published PDMP. Discussions held with EAFL indicate that this map generally reflects the anticipated changes to a higher ANEF.
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 Environs 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 Environs 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 $5bn 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 CityTulla 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 Wirraway 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 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 PDMP 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 Wirraway 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.
Attachment 3
The discussion paper includes the option to revise the Delivering Jobs and Investment chapter in Plan Melbourne 2014 to ensure the significance and roles of the National Employment Clusters as places of innovation and knowledge-based employment are clear. How can Plan Melbourne 2016 better articulate the significance and roles of the National Employment Clusters as places of innovation and knowledge-based employment?

It is noted that there are no National Employment Clusters identified in Moonee Valley. Council submits that the precinct made up by Airport West Activity Centre and Essendon Fields provides an excellent opportunity to cluster investment and employment growth and should therefore be identified in Plan Melbourne as an Emerging National Employment Cluster.

Council’s commitment to the creation of this cluster is underpinned by its Economic Development Strategy. A key Theme (Theme 5: Creating jobs for everyone) within this strategy is to encourage the aviation industry to expand and develop in Essendon Fields and Airport West. Furthermore, in March 2014, the previous State Government announced the Metropolitan Planning Authority will prepare a new framework plan for Airport West and Essendon Fields to support its transition into a new aviation and employment precinct. Council has since invested a considerable amount of resources into reviewing its existing structure plan for the Airport West Activity Centre in order to inform the overall framework plan and would like to see the current State government confirm its continued support for the development of the Essendon Fields Technology Precinct.

Currently, the Airport West and Essendon Fields precincts accommodate over 600 actively trading enterprises, including several head offices of nationally significant companies. This includes a wide representation from diverse industry sectors such as construction, manufacturing, retail, aviation and transport. Together, the two precincts account for 27 per cent of all jobs within Moonee Valley.

Essendon Fields is in a formative, but rapid, growth phase; attracting a wide range of core tenants and support services and is expected to become Melbourne’s largest business community. It is projected to generate 15,000 new jobs and an estimated $300 million in investment over the next decade. The current tenancy mix houses one of the largest retail transport hubs and is building an integrated logistics and specialised transport services capability. It has a significant retail sector comprising of DFO and large format supermarkets, an emerging professional services sector and a diverse leisure and tourism sector. Recently Essendon Fields announced the construction of a $60 million hotel development that would create 70 new long term employment opportunities with 330 created through the construction phase.

The area contains significant vacant and underused land parcels earmarked for aviation, retail, commercial and industrial development with the potential for significant economic growth and employment opportunities for the North West region of Melbourne, due to its size, location and existing private investment. The widespread industry development in Essendon Fields will provide significant flow on benefits to businesses in the Airport West Activity Centre.
In Airport West, the rezoning of land to Commercial 1 and Commercial 2 from an industrial zone will help to facilitate the evolution of the activity centre to include more office and commercial services, community facilities and recreation uses. Given their ideal proximate location to Essendon Fields, these new businesses will have the opportunity to work synergistically, with the expected larger scale businesses in Essendon Fields to bring further investment into the region.

Moonee Valley City Council would be supportive in particular of the creation of a National Employment Cluster that focused on education, research and development in the aviation industry at Essendon Fields, with Airport West Activity Centre expected to form a complementary role. This would differentiate the precinct from other key employment areas in Melbourne and generate further opportunities for innovation and investment in north western Melbourne.

At present, both precincts are under-supplied with public transport and significant improvements in frequency, options and rapid transit services are needed to service the entire emerging cluster. Combined with the Airport West Activity Centre, the Essendon Fields development is anticipated to generate a significant increase in trips within Moonee Valley. This represents an opportunity for the creation of a transport hub at the northern end of the Essendon technology precinct which would provide integration between Essendon Fields and the Airport West Activity Centre.

Further comments on National Employment Clusters Council believes that the focus of planning for National Employment Clusters needs to be broader than just core institutions and businesses. Whilst Council recognises the importance of these features, additional factors also need to be considered when planning for the future of employment clusters.

Existing infrastructure, including public transport, road networks and digital infrastructure, are also critical to the success of an employment cluster. Institutions and businesses need an existing point of differentiation to attract significant and rapid investment from all sectors. For example, the Monash Employment Cluster has successfully leveraged off the Synchrotron in order to attract research and innovation companies that benefit from that anchor tenant. Similarly, the Parkville Employment Cluster is able to attract medical, education and pharmaceutical companies that compliment and support the existing concentration of hospitals and universities within the precinct.

Establishing a National Employment Cluster that does not have existing assets requires a significant amount of both private and public investment in order to enable the realisation of their full potential. This was clearly demonstrated in the Activity Centre Renewal Strategy which has seen the transformation of Dandenong CBD. The principle of building on existing assets to create a high yielding employment cluster can be applied to the Essendon Technology Precinct. This emerging National Employment Cluster will attract aviation, logistics and other allied service industries that benefit from their proximity to both Essendon and Melbourne Airport and those that provide services to these existing assets.

**Relevant Transport comments**

The Moonee Valley Integrated Transport Plan recognises that Melbourne’s north-west corridor is the key to State economic competitiveness given it connects the Airport with the CBD and the Port of Melbourne. Future congestion in this corridor is likely to place a
heavy burden on logistics and, consequently, the economy overall. There will also be significant increase in travel demand from residential growth in the north-west fringe of Melbourne. This demand will compound existing congestion on the rail and road networks. To ensure the corridor remains sustainable, the Airport Rail Link needs to be constructed between the CBD and Melbourne Airport. As such, Moonee Valley urges the State Government to study the feasibility of alternative options between Melbourne CBD and Melbourne Airport, which will concurrently serve our local community. This approach could potentially increase the range of public transport options that services the western suburbs that are grossly under-serviced by most modes of transport, but particularly heavy rail. Council has previously advised the State Government that its preference is for the Flemington Corridor Rail Link to extend to Melbourne Airport as this supports long term growth to the west of Melbourne without impacting the capacity of the Airport Rail Link. Council also requests that two extra stations be incorporated at East Keilor and Airport West as this will fill the gap in heavy rail in Moonee Valley.

Council supports upgrading tram routes to light rail. A priority should be the Airport West tram which could follow through to Melbourne Airport. This initiative should be a short term priority, as planning for tram extensions and improvements seem to be a gap in current planning. Council also requests that the consideration of extending tramlines be a short term priority.
Relevant Comments from Moonee Valley City Council To:

Submission: Plan Melbourne
6 December 2013

Council would like to highlight that Moonee Valley is well positioned to provide a key business centre in Melbourne’s inner northwest region, adjacent to several of Melbourne’s major freeways (Tullamarine, Calder, Western Ring Road and CityLink). Businesses in Moonee Valley enjoy close proximity to the CBD and the industrial hubs to the north and west of Melbourne. Moonee Valley is also well positioned to provide access to Melbourne Airport, the National Rail Freight Centre and the Port of Melbourne.

Council has undertaken an Industry Audit and Opportunities Study in order to develop a basis/blueprint for establishing two employment hubs in Essendon Fields and Airport West. The intention of the hubs is to create further employment opportunities for residents in the North West Priority Employment Area and build on already established industries in the region. This will also provide employment opportunities for the broader north western region and a complimentary way in working with both airports. In light of the above, Council proposes that there is significant potential to create synergies between the Airport West Activity Centre and Essendon Fields, to facilitate the development of an employment and innovation cluster within Moonee Valley.

Relevant Transport comments
Council believes that improved transport options to access Melbourne Airport are vital for Melbourne’s future. For example, the extension of the orbital bus route from the bus interchange at Airport West and two options for a tram/light rail line that follows the same alignment as the bus should be identified. With the light rail option, the tram could be extended along Matthews Avenues and connect to Essendon Train Station.

Plan Melbourne should also include provision for a dedicated bus lane on the Tullamarine Freeway to service Essendon Fields/Airport West, Melbourne Airport and Melbourne’s Central Business District.