

24 February 2021

The Hon Daniel Andrews MP
Premier of Victoria
1 Treasury Place
EAST MELBOURNE VIC 3002

Dear Premier

Re: Integrated Planning – Chain of Parks / Suburban Rail Loop Project

I write following your Government's announcements in late 2020 regarding several significant decisions on the Suburban Rail Loop Project. These announcements include the identified location of a new station at Sir William Fry Reserve in Cheltenham, the 'area under consideration' for the train stabling yards at the Delta Site in the Kingston Green Wedge, and the decision by the Planning Minister to proceed with an assessment of the project under the Environmental Effects Act 1978.

Our Council, at its Council Meeting on 27 January 2021, passed several resolutions regarding the Suburban Rail Loop (SRL) Project (refer attached). These resolutions follow the strong community feedback our Council has received regarding the SRL announcements. The resolutions:

- Reject and express disappointment with the Government's proposed location of the stabling yard and reinforce the distress and concern this has caused our community.
- Emphasise the fundamental importance of the Sandbelt Open Space - Chain of Parks Project to the greater South East Melbourne community, and the vital role it plays in the Kingston Green Wedge.
- Reinforce to the Government and the SRL the role Council plays as a key stakeholder and the importance of further engagement on key decisions involving the SRL project.

Our Request

This letter outlines the importance of an integrated and policy aligned response by your Government to the SRL project given its significant role in shaping the structure of the City of Kingston. Our Council would therefore look directly to your Government to provide immediate support in:

1. Revisiting the decision, in partnership with Council and the community, to find an alternative site for the stabling yard that does not conflict with the Sandbelt Open Space - Chain of Parks Project.
2. Co-ordinating an opportunity to meet with yourself and Ministers Allan, D'Ambrosio, Wynne and the SRL CEO, to arrange a site tour to reinforce the significant progress of the Chain of Parks Project.
3. Immediately delivering your election commitments on the Chain of Parks by acquiring land and providing enabling infrastructure, such as the proposed recycled water project, which is well advanced in its planning.
4. Ensuring that a whole-of-Government approach be immediately commenced to precinct planning for the SRL Cheltenham Station, involving Development Victoria (relating to the former Hightt Gas Works Site), the owners of the Southland Shopping Centre, the community and Council.

5. Arranging a direct community consultation process with the communities of Cheltenham, Heatherton and Clarinda. Such consultation needs to clearly explain the intentions of the SRL project, prior to any final decisions being made on infrastructure site selection. This necessarily should cover:
 - Initial work undertaken by the SRL that has informed the consideration regarding the location of the proposed rail infrastructure;
 - The form and scale of the planned rail infrastructure and its relationship with established sensitive land uses and any consideration given to the mitigation of off-site impacts; and
 - Considerations relating to the implications for the Clarinda and Heatherton communities associated with the potential closure of Old Dandenong Road.

Alignment with Strategic Planning Policy

Our Council appreciates your strong familiarity with South East Melbourne and the Kingston Green Wedge, but we are very concerned with recent 'piecemeal' approach being taken within your Government which in our view lacks alignment with planning policy and State Government commitments, including:

- PLAN Melbourne is clear through Map 21, profiling the Sandbelt Chain of Parks Project and through Policy 6.4.2 identifying the need to 'Strengthen the integrated metropolitan open space network' and it reinforces 'Opportunities for additions to existing parks have been identified through planning schemes'.

Kingston's Planning Scheme has had a Public Acquisition Overlay applied on the Delta Site for almost 30 years, and our Scheme clearly identifies how the PLAN Melbourne's 'critical' open space objective will be met.

- Minister Wynne's endorsement of the Kingston Green Wedge Management Plan through Amendment C143 in October 2015, and this was confirmed through your Government's 2018 election commitment of \$25 million towards the Chain of Parks. The endorsement and election commitment are viewed by our community as an historical 'turning point' and a clear State Government commitment to join with Kingston to deliver the Chain of Parks.

After putting up with sand extraction and landfilling for decades the community maintains the highest of expectations that the parkland promised for so many years will be delivered.

Kingston has experienced firsthand - through the Level Crossing Removal Program and the construction of the Mordialloc Freeway - how aligning strategic objectives can deliver significant community outcomes. Our Council has, through these projects 'stepped up' to allocate several million dollars and substantial organisational resources to working to ensure a holistically planned and integrated approach is pursued. The same collaborative approach with the community and Council for the SRL project is required, and must respect the importance of the well-established planning work in the Kingston Green Wedge which aligns with the much-anticipated community benefit outcomes.

Kingston's Commitment – Chain of Parks

Our previous Mayor wrote to Minister D'Ambrosio (copying key Ministers and our Local Members of Parliament) to reinforce the importance of 'unlocking' the \$25 million election commitment to the Chain of Parks (see attached).

Aligned with our partnership, through supportive funding on a range of 'placemaking' enhancements to the Level Crossing Projects, Council has reinforced to Minister D'Ambrosio the very significant financial commitment to the regional Chain of Parks project we have made. Our commitment includes:

- Rehabilitating and opening of the 34-hectare Spring Road Reserve in Dingley Village in 2016.
- Land purchases in Clarinda and Dingley Village totalling approximately \$4 million to enhance and protect existing Chain of Parks parkland.
- The current construction of the 4-hectare Elder Street South Park at a cost of \$2 million in Clarinda.

- Working with Cleanaway on the rehabilitation and redevelopment of the Victory Road Landfill to create a 31-hectare park in Clayton South.
- Completion and adoption of a very clear 'roadmap' for the Green Wedge Chain of Parks Trail through its Masterplan which was adopted in March 2020.

As illustrated, Council has completed and planned investments, which exceed \$22 million, from our Green Wedge capital reserve fund to directly deliver the Chain of Parks for South-East Melbourne. We have used ratepayers' money to invest in these projects because we have the full support of the Kingston community on this issue.

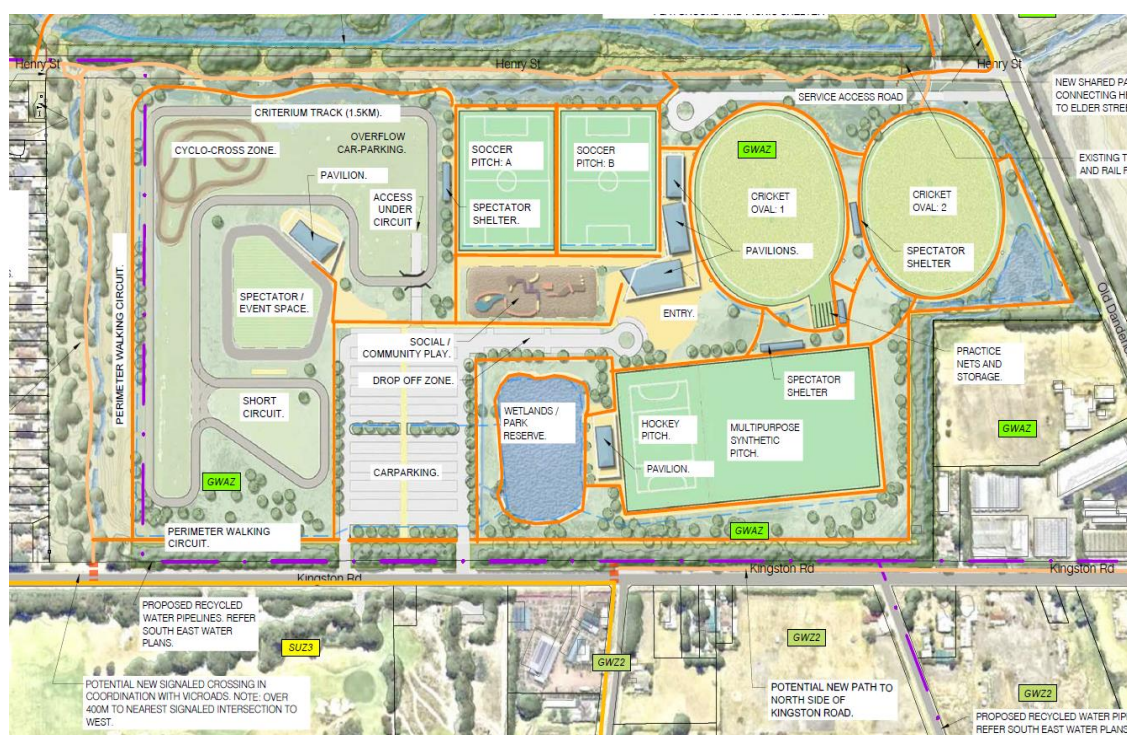
With the above progress Council has been making on delivering the Chain of Parks, it will be clear why the stabling announcement on land identified for acquisition for parkland by your Government (Parks Victoria) has drawn such significant opposition.

SRL Stabling – 'Area under consideration'

In our letter to Minister D'Ambrosio in September 2020, we also highlighted the 'Creating the Sandbelt Parklands for Local Families' media release by your Government in the leadup to the 2018 State election which reinforced:

- *A re-elected Andrews Labor Government will create 150 MCG's worth of continuous green open space across the bayside suburbs, making sure local families have access to great local parks.*
- *The Sandbelt Parklands has been talked about for nearly 90 years, but only Labor will deliver it.*
- *A re-elected Labor Government will deliver a 355-hectare chain of parks from Warrigal Road in Moorabbin to Braeside Park in Dingley Village.*

We made clear in this letter that, in order to match Council's commitment in delivering the Chain of Parks, our priority for your Government was to 'immediately act on providing planning certainty for the land at 91-185 Kingston Road, Heatherton (Delta Site) also under the Public Acquisition Overlay' by purchasing the land for parkland. This land is immediately north of the Kingston Heath Golf Club and represents the second largest of the sites identified to provide for the '150 MCG's of Parkland' as promised. Our Chain of Parks Masterplan was subject to extensive community consultation last year and widely shared across your Government. The following vision to meet community needs was presented for the site and as you will appreciate is in stark contrast to the recent announcement regarding train stabling yards.



With the exponential demand presented by the increased female participation in sport, unprecedented population growth in the municipalities of Bayside, Glen Eira, Kingston, Monash and Stonnington and limited - if not non-existent - remaining recreational land supply, the above outcome has received widespread stakeholder support and aligns directly with our Green Wedge planning. This vision also importantly represented the 'future' as anticipated by adjacent landowners, be they the residents of Nicholas Grove and neighbouring streets in Heatherton, Kingston Heath Golf Club or surrounding businesses who have put up with extraction and rehabilitation activities for several decades.

For this reason, our Council has resolved to work to identify an alternative site for the stabling yards and would seek your Government's commitment to progressing the consideration of an alternative site for the train stabling as a priority.

Sir William Fry Reserve – Cheltenham SRL Station

The recent Council resolution also reinforces the importance of considering in a strategic way the needs of the community at the proposed Cheltenham SRL station at Sir William Fry Reserve in Cheltenham. Council acknowledges this site as the location for the station but also appreciates the critical 'existing' open space role played by this reserve, a role which will continue to change given the level of recent and planned development around it.

Our Council considers that the 'station site' cannot be viewed in isolation and immediate strategic planning work needs to be advanced between the SRLA, Development Victoria (given Government ownership of the former Highett Gas Works Site), the owners of Westfield Southland, Council and our community to develop an 'integrated' plan between the corridor from Cheltenham through to Highett. This integrated strategic work must be considered through a lens that:

- Focuses on a replacement open space provision for the required land at Sir William Fry Reserve; and
- Builds upon the significant work through Mentone and Cheltenham by the LXRP in developing a shared user walking / cycling path.

Our Council does not believe this work should be delayed whilst EES processes are conducted, particularly given the need to ensure integration with planning by Development Victoria for the Gas Works site. This is particularly so given previous planning for this significant site occurred prior to the decision to utilise a large amount of open space on the Sir William Fry Reserve for the new station.

Our Council has demonstrated a significant commitment to working with your Government across a broad range of Infrastructure Projects and I wish to reinforce our continued desire to ensure the city shaping decisions now presented through the SRL project, reflect an integrated and policy aligned State Government response.

Yours sincerely



Cr Steve Staikos
MAYOR

Attachs

cc: The Hon Tim Pallas MP, Treasurer of Victoria
The Hon Jacinta Allan MP, Minister for Transport
Infrastructure and the Suburban Rail Loop
The Hon Richard Wynne MP, Minister for Planning
The Hon Martin Pakula, Member for Keysborough

Nick Staikos, Member for Bentleigh
Meng Heang Tak, Member for Clarinda
Tim Richardson, Member for Mordialloc
Brad Rowswell, Member for Sandringham
Sonya Kilkeny, Member for Carrum

12.4 Notice of Motion No. 4/2021 - Crs Saab & Davies - Suburban Rail Loop

Moved: Cr Saab

Seconded: Cr Davies

Following the announcement of the Delta land on the Sandbelt Parkland (also known as the Chain of Parks) as the State Government's preferred location for the rail stabling yard needed for the Suburban Rail Loop we move that Council writes to the Premier, Daniel Andrews, Suburban Rail Loop Authority, the Minister for Planning, Richard Wynne, the Minister for Energy, Environment and Climate Change, Lily D'Ambrosio and the Minister for Transport and Infrastructure, Jacinta Allan to advise them that:

- Council absolutely rejects and expresses its disappointment with the government's proposed location of the stabling yard, acknowledging the distress and concern for which our community has responded to the announcement on land that was long earmarked for the chain of parks.
- The preservation of the, Sandbelt Open Space Chain of Parks project in the Kingston Green Wedge is fundamentally important to the Kingston Council and community and to the wider South East Melbourne, for which this has for five decades been planned to provide regional parkland.
- Council requests that the Government formally acknowledge Council as a key stakeholder and requests that they engage further on key decisions that will impact City of Kingston residents.

Further that Council:

1. Undertake to work towards identifying an alternative site for the stabling yard to be put forward to the Suburban Rail Loop Authority.
2. Call on the Suburban Rail Loop Authority and the State Government to conduct a proper and meaningful information and consultation process with the Cheltenham, Heatherton and Clarinda communities prior to any final decision on the site.
3. Request that the State Government work closely with Council and the community, in particular the directly affected local residents of Cheltenham, Heatherton and Clarinda, to ensure their needs and concerns are adequately represented and to recognise that the proposed station, the Sir William Fry Reserve and the Rail Stabling Yard have much wider implications and flow-on adverse impacts to surrounding residents in and beyond the City of Kingston.
4. Undertake, through the Environmental Effects Statement process, to recognise and articulate the concerns and issues raised by the community about the current proposed location and its damaging impact on the natural environment including the local flora and fauna and on the amenity of surrounding residents.
5. Recognise the historic struggle undertaken by residents and by Councillors to protect this site from inappropriate development including from putrescible landfill and a concrete crusher.
6. Crucially, will do its best to ensure that the Sandbelt Open Space, Chain of Parks concept incorporated into the planning scheme in 1994, emphasised in the Kingston Green Wedge Management Plan of 2012, and the Chain of Parks Masterplan adopted by Council in 2020 will be delivered as originally intended.

7. Call on the State Government to deliver on their \$25 million 2018 election commitment to deliver the Kingston Green Wedge Chain of Parks starting with the immediate purchase of the Delta and Henry Street sites for parkland.
8. As a key stakeholder, Council has and will continue to provide detailed site-specific information and advice to the State Government in particular through the Environmental Effects Statement process, and will advocate for the project to be subject to a full EES for all stages of the project without exemptions.
9. Will invite Premier Daniel Andrews and Ministers Jacinta Allan, Lily D'Ambrosio and Richard Wynne for a site tour of the Delta parkland site and of the Chain of Parks and requests a meeting with the ministers and the Suburban Rail Loop Authority CEO.
10. Note community concerns on the closure of Old Dandenong Road and will seek State Government confirmation that any site to be finally used by the Suburban Rail Loop will not impact on access between Clarinda and Heatherton.

CARRIED unanimously

Box Hill

12:20

Cheltenham

1

WORKING TOGETHER

SUBURBAN RAIL LOOP

*Maximising community benefit
delivered by this city-transforming
project through strong partnership
with State and Local government.*

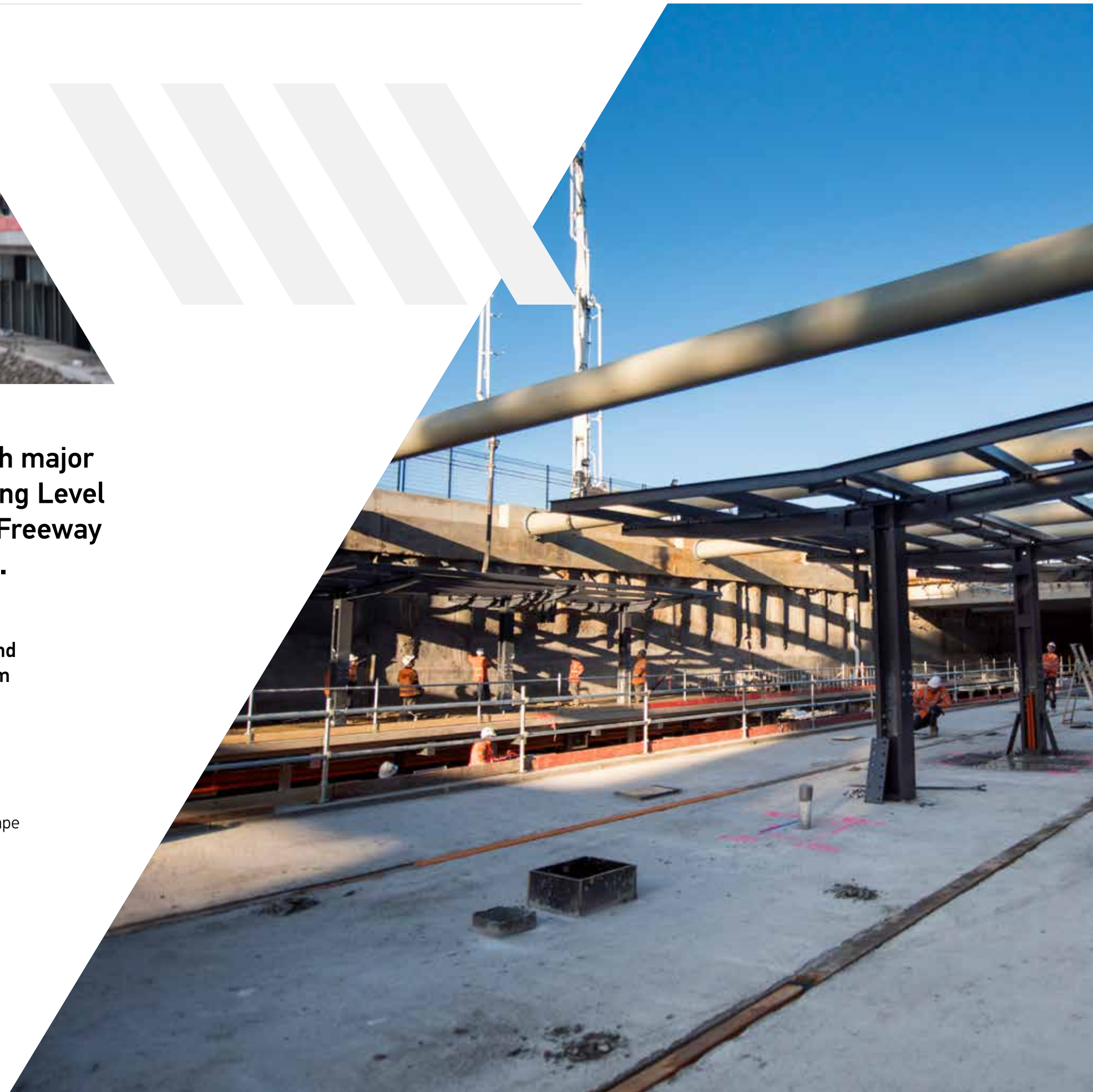


Kingston is undergoing rapid change with major infrastructure projects underway including Level Crossing Removals, the new Mordialloc Freeway and planning for the Suburban Rail Loop.

Strong partnerships between the Victorian Government, the City of Kingston, neighbouring councils, businesses and the community will ensure the best possible outcome from these city-transforming projects for generations to come.

A robust partnership between the Victorian Government, SRLA and the City of Kingston will:

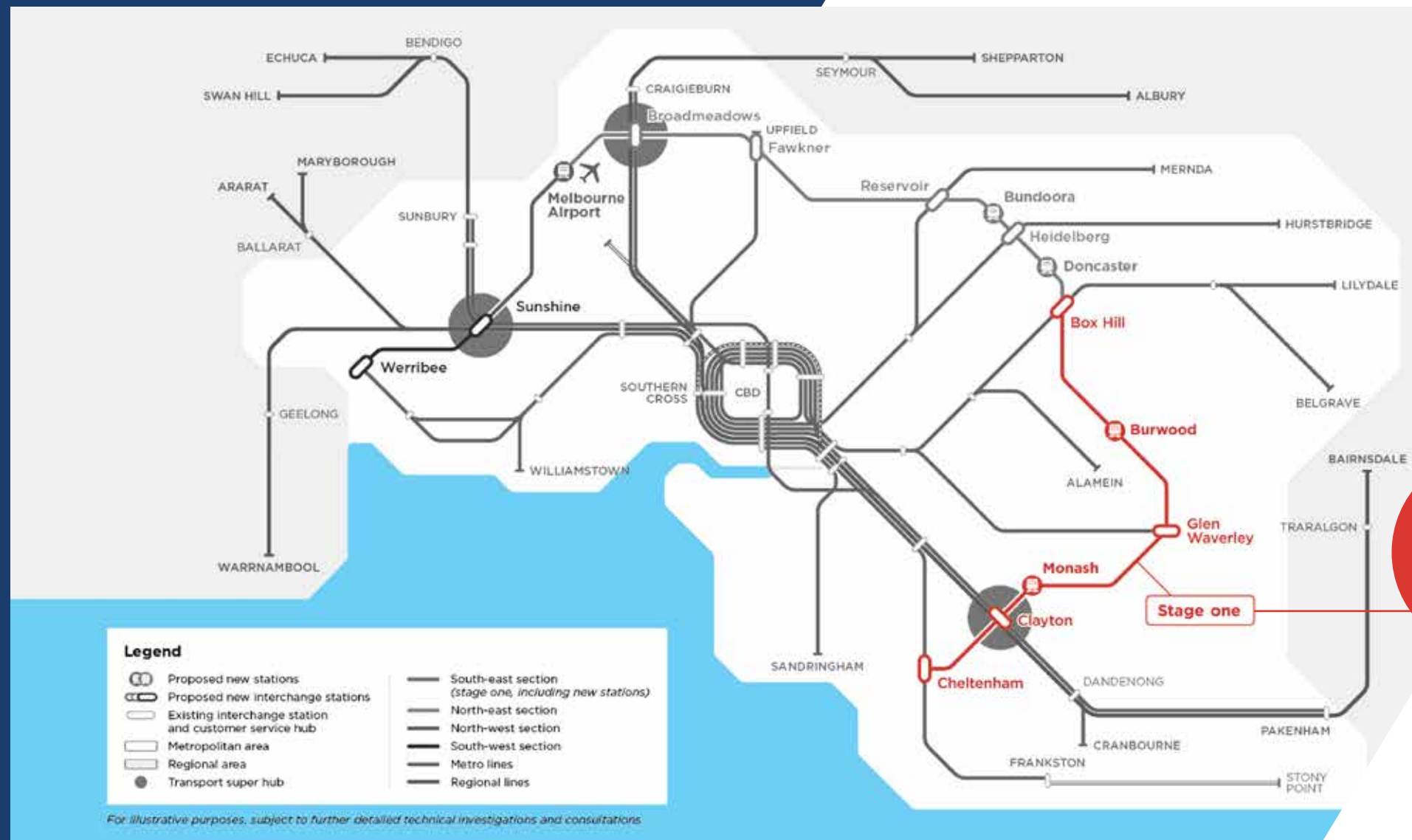
- Ensure best-practice design outcomes that responds to local landscape
- Share local knowledge & ensure Council's and community views are heard and responded to
- Align state, regional & local planning and priorities to achieve beneficial outcomes
- Protect community amenity through design outcomes & best practice construction management
- Provide an integrated transport system



The Suburban Rail Loop

- 90km rail tunnel connecting Melbourne's middle suburbs.
- Connect every major rail line from Frankston to Werribee lines
- Stage 1 - Cheltenham to Box Hill - construction starts 2022
- Connect to major health, education & employment centres.
- Create vibrant, safe, accessible places and spaces
- Bring jobs and people closer together outside the CBD
- Remove 200,000 vehicles from Melbourne's major roads

**Australia's
biggest ever
transformation
of public transport.**



The Suburban Rail Loop project (SRL) has the potential to deliver far-reaching community benefits for both Kingston and the surrounding region. The impacts stretch well beyond transport – including place making, jobs and infrastructure to create a 20-minute city.

**STAGE 1
STARTS
2022**

/ CONNECTIVITY
/ LIVEABILITY
/ PRODUCTIVITY

The City of Kingston has a strong track record of collaboration with the Victorian Government on major projects, particularly in transport.

- More than \$100million in joint-funded capital works projects in the past decade
- Contributed \$12million to Level Crossing Removal Projects to secure project upgrades including:
 - ✓ Extra open space at Mentone linking existing heritage gardens, retail precinct & new station
 - ✓ Expanded station forecourt & pedestrian connection linking Cheltenham Park, new station & retail centre
 - ✓ Increased parking within Cheltenham activity centre by expanding the multideck
 - ✓ Enhanced pedestrian bridge connecting Chelsea's civic and retail precincts
- Responded quickly to advocate for enhanced outcomes through key strategic documents - Cheltenham Structure Plan Review 2017, Mentone Station and Gardens UDF 2017, Southern Corridor Priority project outcomes 2019, CD9 Open Space Priority document 2017

Cheltenham Station
Expanded Cheltenham station forecourt and pedestrian connection linking Cheltenham Park, the new station and retail centre.



A Blueprint for a strong partnership



1. Collaboration & Partnership

- Achieve best community outcomes
- Develop positive working relationship
- Increase opportunities for project benefits
- Ensure a smooth process

How do we achieve it?

Develop agreed governance structure providing Council a meaningful seat at the table which clearly outlines project scope, Council's role and scope of influence, issues resolution process

Adopt partnership approach to deliver identified economic, social, community and transport infrastructure projects that meet existing and future needs

SRLA leads inter-council collaboration to deliver local & regional community benefits while avoiding duplication.

Seek State Government funding through SRLA to ensure Council is adequately staffed to support input into the project over its lifetime

Constructive deliberation of project issues with all parties to:

- Seek best outcomes for the project, precincts and impacted community
- Provide all required information for a considered outcome
- Involve decision makers and subject matter experts
- Consider issues holistically
- Honour their commitments throughout all stages of the project

2. Engage and Communicate Openly

- Informed decision making and feedback
- Channel efforts into areas that can be influenced (rather than spend time on areas that can't)
- Clear expectations
- Keep council and the community informed
- Enable meaningful community input

How do we achieve it?

Seek meaningful engagement opportunities with community to allow them input into the project.

Ensure timely, specific information is given to Council and the community on project design and construction impacts.

Establish agreed engagement framework between KCC and SRLA to ensure:

- Timely, comprehensive information sharing
- Transparency between organisations
- Minimise amount of information that cannot be shared with councillors and also the community

- Officers, senior management and Councillors are briefed regularly throughout the project
- Informed and transparent decision making at all levels of Council
- Council can adequately inform its community
- Information is shared with relevant stakeholders within organisations

All arms of government engaged to ensure awareness of any competing or complementary objectives/priorities.



3. Align Priorities and Planning

- Achieve outcomes that are locally & regionally beneficial
- Aim for win-win outcomes rather than sacrificing one priority to achieve another
- Achieve a shared vision
- Consider locally relevant issues

How do we achieve it?

Align Council and State priorities within the project scope, including adopted positions of Council, endorsed projects and plans, particularly relating to key projects including:

- Chain of Parks
- Protection of agricultural land
- Provision of regional sporting facilities
- Kingston Housing Strategy
- Provision of early years planning
- Seek to consider key Council priorities at all project stages*

*See priorities at end of booklet

Establish process to resolve issues where local and state priorities are not aligned (agreed alternative arrangements, compensation etc.)

Work together to explore local strategic planning and projects that can be advanced/integrated into project scope.

Council to play a lead role in any transformational planning opportunities such as structure planning around station precincts.

Council retains its role as responsible and planning authority where planning is not associate with core project works.

Liaise with development community on major pipeline projects that may impact on precinct planning.

4. Invest in the Local Economy and Productivity

- Boost local & regional economic benefits
- Boost local businesses & job opportunities
- Support a sustainable economy
- Enhance connectivity with surrounding jobs precincts

How do we achieve it?

Encourage value creation to maximise employment within station catchment area.

Include commercial and co-working opportunities at station precincts.

Support diversified employment outcomes within planned precincts and through improved connectivity.

Improve connectivity and accessibility from new stations to new and existing business precincts (eg. Moorabbin Industrial) which have heavy reliance on vehicles through:

- Development of infrastructure that supports walking and cycling (eg. designated bike lanes)
- Provide improved and expanded bus connections between SRL and jobs precincts

Support local business through construction works by using local suppliers, job seekers and social procurement.

Explore opportunities to build relationships between the education, research and business sectors.

5. Support Community Infrastructure Needs

- Ensure community has required services
- Support community wellbeing
- Cater for future growth
- Protect community assets

How do we achieve it?

Detail forecasted growth from SRL project to map future demand for social/community infrastructure.

Deliver community infrastructure projects in collaboration with Councils to support growing population enabled by the project. Consider opportunities to:

- Provide appropriate community infrastructure within station precinct to support a 20-minute city and activate public spaces
- Invest in infrastructure on other sites that service the precinct and surrounding areas.
- Use materials from tunnel excavation in clean fill sites for Kingston's Green Wedge to support the Chain of Parks
- Provide additional community infrastructure rather than relying on future capacity built-in to existing facilities

Infrastructure needs could include early years, libraries, maternal child health care, flexible community hubs and multi-generational spaces, indoor and outdoor recreation and open space.

Require any value capture/planned growth opportunities to deliver infrastructure to meet projected demand & provide social affordable housing.

Ensure project scope includes recreational/open space opportunities and does not result in loss of open space or compromise identified open space/recreational planning projects.

Consider opportunities to deliver community infrastructure beyond core project via partnerships and joint funding applications.



6.

Create a Truly Integrated Transport System

- Provide equitable transport access for all
- Support 20-minute city of home, jobs, services, education & play
- Reduce reliance on cars & encourage physical activity

How do we achieve it?

Leverage project to create a frequent, reliable transport system that reduces car reliance/preference

SRLA collaboration with other transport providers to holistically address network connectivity improvements including timetabling, service frequency, route coverage and improvements to areas including Clayton South & Clarinda.

Create best practice, multimodal transport interchange at new Cheltenham station location providing direct connections between SRL, Frankston Railway Line and bus interchanges.

Project scope to include cycling and walking as key part of public transport travel journey, including:

- Providing cycle parking at station and surrounds
- Create new/improve pedestrian and cycle connections to link surrounding communities with new station and meet increased demand
- Adequate park and ride facilities for those who cannot avoid driving to station.

Improve connectivity between Sandringham Railway line and SRL/Frankston Railway line

Adopt universal design approach that provides accessibility for all age groups and abilities.

Create shared user path between Moorabbin and new SRL Cheltenham station



7.

Deliver Best Practice Urban and Sustainable Design Outcomes

- High-quality, locally appropriate design outcomes
- Create active people-centred spaces
- Protect locally significant places and landscapes
- Designs respond to the climate emergency

How do we achieve it?

Station, stabling and any above-ground rail infrastructure positively responds to local character and is integrated in sensitive areas with exemplary architectural, urban and landscape design responses.

Establish independent design review panel to consider the merits of the project.

Incorporate placemaking opportunities in project deliverables to enhance the area's amenity including:

- Convenient high amenity connections and streetscapes
- Exceptional architectural and landscape design responses
- Unique, safe spaces which implement CPTED principles, support social interaction and promote physical activity

- Maximising greening, canopy coverage and landscaping that supports biodiversity, comfort and amenity

Design stations, stabling, infrastructure and precincts to ensure no contribution to localised urban heat island effect and improve comfort in the public realm.

Achieve best practice environmental sustainability outcomes through the life of the project including design, construction, operation and maintenance to achieve zero net emissions, maximise alternative water use and enhance local biodiversity.

Ensure any local and state listed heritage places along the alignment are protected



8. Construction Management

- Assets & local amenity are protected/maintained to highest standards
- Businesses effectively plan for disruption
- Keep community informed

How do we achieve it?

Construction Management Plans provided to Council prior to works, detailing clear protocols for Environment Management Plans including:

- Traffic and parking management
- Public safety, security and amenity
- Stakeholder engagement
- Air quality and dust
- Stormwater and sediment control
- Waste material and re-use
- Noise management
- Asset protection

Engage with Council prior to construction activities to ensure local and site-specific factors are considered.

Establish a clear and trackable complaint resolution process

Engage with businesses impacted by works (directly and indirectly) via early engagement on how/ which information they want, giving maximum notice, seeking input and taking into consideration impacts on key business periods.

Agreed delivery process including detailed infrastructure dilapidation surveys, asset ownership/ maintenance, quality inspection protocols plus terms of handover/ ongoing maintenance.

KEY PRIORITIES

In all aspects of the SRL project, the following priorities should be considered and embraced:

- Climate change and sustainability
- Biodiversity protection and vegetation retention
- Strategic planning
- Urban and landscape design
- Housing Provision
- Water management
- Protection of the local economy
- Sports and recreation
- Community wellbeing and safety
- Transport
- Arts and culture
- Open Space
- Capital investment planning

CONNECTIVITY /
LIVEABILITY /
PRODUCTIVITY /





City of
KINGSTON

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8 September 2020

The Hon Lily D'Ambrosio MP
Minister for Energy, Environment and Climate Change
Level 16
8 Nicholson Street
EAST MELBOURNE VIC 3002

Email: lily.dambrosio@parliament.vic.gov.au

Dear Minister

Re: Commencing Chain of Parks Acquisitions

I write following our Council's recent briefing of our Local Members of Parliament whereby we reinforced that our highest priority is for your Government to now honour its 2018 election commitment and utilise its allocated *\$25 million (to review and establish the Sandbelt Parklands)* to purchase land identified for acquisition to form part of Kingston's Sandbelt Open Space - Chain of Parks Project. In the post COVID-19 recovery, the investment into transforming local open space could not be more critical to the health and wellbeing of our community.

It is now more than two years since my predecessor, Cr Staikos, wrote updating you on the significant progress Council has made, in progressing its contribution to constructing the Chain of Parks and Trail (copy attached) and seeking your Government's immediate action on land assembly. As you are aware, the Public Acquisition Overlays in favour of Parks Victoria has been in place in this area since 1994. Beyond the initiatives previously outlined, Council has continued to actively lead significant planning and land purchase initiatives to deliver the Chain of Parks, evidenced by:

- In January 2019, Council purchased a further 3 hectares of land at 52 and 60 Victory Road, Clarinda at a cost of \$2.6 million to protect the interface of this land to the Chain of Parks.
- In April 2019, Council also purchased a further 3,659 square metres of land at 263-265 Spring Road, Dingley Village at a cost of \$1.3 million immediately adjacent to the new 34 hectare Spring Road Reserve it funded and opened in 2016.
- Over recent years we have also worked very closely with South East Water on what is now a comprehensive plan to bring 1,800 million litres per year of Class A recycled water from the Eastern Treatment Plant into Kingston.
- Rehabilitation of the Victory Road Landfill and successful negotiation with Cleanaway to deliver a 31 hectare core parkland on this former landfill in Clayton South anticipated to be open by mid-2022.
- A \$1 million investment to deliver the Elder Street South Park, in Clarinda, this important core parkland will be delivered on a council owned former landfill and will be open in early 2021. The park will then be further developed based on feedback from the local community with another \$1M set aside for this purpose.

- In March 2020 the Council adopted a detailed Green Wedge Chain of Parks Trail Masterplan following extensive community consultation.

A copy of the detailed Trail design together with recent aerial photography showing the transformation of the area over the last decade is included to very clearly illustrate that the time for planning is over and a very clear roadmap exists to commence the purchase of land identified under the Public Acquisition Overlay to implement the Chain of Parks and Trail projects.

The above projects continue to demonstrate that Council's use of our Green Wedge Reserve, which totals a recent and planned expenditure over the next few financial years of approximately \$22 million, strongly reinforcing our commitment to delivering on the Chain of Parks.

Priorities

It is clear through your Government's previous election commitments, and I refer to '*Creating the Sandbelt Parklands for Local Families*' media release and Request for costing of election commitment (attached), that the community can rightfully assume that your Government's allocation of \$25 million will now be expended. Recognising Council's significant work, our priorities as reinforced to our Local Members of Parliament are:

- Immediately acting on the long-established Public Acquisition Overlay (PAO) for land at 101 – 157 Old Dandenong Road, Heatherton that Cr Staikos reinforced in the 8 June 2018 correspondence.

We understand since this letter, the land has sold (with the purchaser being fully aware of the PAO) and our Council cannot overstate the importance of its immediate purchase by the State Government, prior to any representations being made to your Government or Council about land uses that depart from the Chain of Parks Plan.

- Immediately acting on providing planning certainty for the land at 91 – 185 Kingston Road, Heatherton (Delta Site) also under the Public Acquisition Overlay.

We reinforced to our Local MP's the critical role our Green Wedge must play in providing not only substantial areas of new passive recreation but also addressing now critical needs in relation to organised sport due in no small part to the increase in female participation. Our adopted Chain of Parks Masterplan outlines clearly the role the Delta site could play in supporting these regional needs as a new sporting precinct.

Council believes that given much of the planning work has now been completed by Council, as evidenced through its consultation process and adoption of the Kingston Green Wedge Chain of Parks Trail Masterplan, that the focus now needs to be on prioritising land assembly. The process recently outlined to our officers by the Department of Environment, Land, Water and Planning must be substantially 'fast tracked' to deliver the money set aside by the State Government to immediately purchase land.

Over recent years through the construction of the Dingley Bypass and Mordialloc Freeway, significant changes have already modified the environmental form of the Kingston Green Wedge. The Government has also recently introduced a Planning Scheme Amendment to facilitate the 24/7 filling of a site (in very close proximity to the residential parts of Clarinda) to support the delivery of the Melbourne Metro Rail Tunnel Project and we understand the Government is actively reviewing the alignment through Kingston's Green Wedge for the Suburban Rail Loop Project. Council has also made our position very clear in recent correspondence to you with respect to the Heidelberg Cement / Hanson Australia / Alex Fraser Clarinda Concrete Crushing Recycling Facility of the inappropriateness of this prohibited industrial use continuing beyond December 2023 in our Green Wedge.

The outcome, however, that our community seeks and your election commitment identifies, that '*the Sandbelt Parklands has been talked about for nearly 90 years, but only Labor will deliver it*', now requires your Government's immediate and decisive action. Any decisions made by the State Government in the future in Kingston's Green Wedge without clearly 'headlining' your prioritisation of the purchase of land to deliver the Chain of Parks will be not only viewed as inconsistent with intergenerational State and Local Government policy, but also an abandonment of your election commitments to Kingston residents.

I would ask that this letter is considered with the highest of priorities and I look forward to your Government's immediate action in now partnering with us on the many initiatives our Council has taken to delivering in our Green Wedge.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G Oxley', with a stylized, cursive script.

Cr Georgina Oxley
MAYOR

Attachs

cc: The Hon Tim Pallas MP, Treasurer of Victoria
The Hon Jacinta Allan MP, Minister for Transport Infrastructure
The Hon Richard Wynne MP, Minister for Planning
The Hon Martin Pakula, Member for Keysborough
Nick Staikos, Member for Bentleigh
Meng Heang Tak, Member for Clarinda
Tim Richardson, Member for Mordialloc
Brad Rowswell, Member for Sandringham
Sonya Kilkenny, Member for Carrum



City of
KINGSTON

8 June 2018

The Hon Lily D'Ambrosio MP
Minister for Energy, Environment and Climate Change
Level 16
8 Nicholson Street
East Melbourne Vic 3002

Dear Minister

**Re: Sandbelt Chain of Parks Project
Sale of 101 – 157 Old Dandenong Road, Heatherton**

I write to provide you an update on the progress the City of Kingston is making on the delivery of the regionally significant Sandbelt Chain of Parks Project¹ and to bring to your attention the pending sale of a parcel of land at 101 – 157 Old Dandenong Road, Heatherton that forms part of this project. This pending sale presents the Kingston community and the State Government with a promising opportunity, but also, if not acted on, a serious threat to the realisation of the long-held promise of the Chain of Parks.

Over recent years a number of major steps have been taken to progress the Sandbelt Chain of Parks Project with some of the key outcomes outlined below:

- The approval in October 2015 by Minister Wynne of Planning Scheme Amendment C143 that provided for the phasing out of landfill activities in the Kingston Green Wedge. As Minister responsible for the EPA, you will appreciate the significance of this issue to the well-established surroundings communities of Clarinda, Clayton South, Heatherton and Dingley Village.
- The collaboration with the Level Crossing Removal Authority in 2016 to use the soil from the Ormond, McKinnon and Bentleigh crossing removals to fast track the rehabilitation of a former landfill on Elder Street South in Clarinda. Council has committed \$1 million in its draft 2018/19 budget to create a new 3.1 hectare park link in the Sandbelt Chain of Parks.
- Working with landfill operator Cleanaway to secure not only the rehabilitation of the 30 hectare Victory Road landfill but its successful redevelopment as parkland over the coming few years.
- The rehabilitation by Council of the former landfill on Spring Road, Dingley Village and the successful opening of the 34 hectare Spring Road Reserve in 2016. We are currently constructing a path network and other user amenities to enhance this wonderful new community asset.
- Working in collaboration with your Government to obtain an allocation of \$300,000 in the 2018/19 State Budget to complete a feasibility study to assist in the business case to activate the existing Public Acquisition Overlay in favour of Parks Victoria over the 33 hectare Delta site, to create a new regional sporting facility.

¹ As referenced in the Kingston Planning Scheme and the Kingston Green Wedge Management Plan.

- Council has worked closely with VicRoads on the provision of cycling facilities along the Dingley Bypass completed in March 2016. Council is again now working VicRoads on the Mordialloc Freeway to explore opportunities to strengthen cycling networks and also very importantly expand wetland infrastructure along the Chain of Parks alignment.
- Council has also committed \$1 million in its upcoming budget to strengthen existing critical trail linkages that are established in Sandbelt Chain of Parks Area.

Council has repeatedly advocated for an overpass where the Mordialloc Freeway intersects with the Dingley Bypass to allow cyclist, pedestrian and equestrians using the Chain of Parks Trail to safely cross the Dingley Bypass. Currently the planned Chain of Parks Trail ends at a T-junction at the Dingley Bypass and we will continue to press this matter with VicRoads.

The above demonstrates the substantial shared commitment to delivering a truly city shaping project which is identified in Plan Melbourne as an emerging Regional Park.

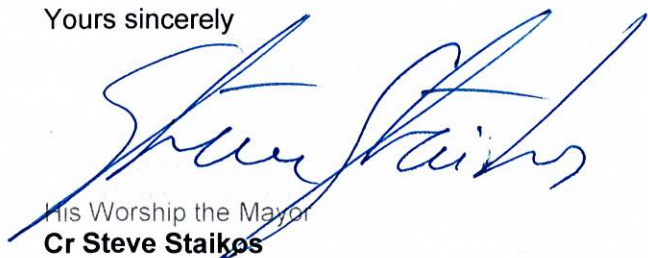
A legacy of the significant strategic planning that established the Sandbelt Open Space Project Development Plan was the inclusion of Schedule 2 to Public Acquisition Overlays into the Kingston Planning Scheme identifying Parks Victoria as an Acquiring Authority of key land parcels. This overlay was specifically included to identify those locations the Development Plan highlighted as Core Parkland that were not in Council ownership but critical to the Sandbelt Chain of Parks Project.

Council has become aware that the sale of land at 101 - 157 Old Dandenong Road, Heatherton (historically used as landfill) is well progressed and notes that this land is contained within Schedule 2 to the Public Acquisition Overlay. Although the sale of this land is not prohibited, Council does wish to flag with you the very clear strategic intent identified in the Kingston Planning Scheme held for this rehabilitated land and the role of Parks Victoria in securing this land for public open space. The Kingston community and particularly the residents of Clarinda, Clayton South, Heatherton and Dingley Village have endured years of distressing adverse amenity impacts from the landfills in the confident belief that this land would eventually be secured as core parkland for them by State Government and Council as designated by the Public Acquisition Overlay.

As this letter has canvassed the successful progression to date of the Sandbelt Open Space Project is due to a transformative partnership between the City of Kingston and the Victorian Government. Now, however, the time has come when Kingston Council believes it is appropriate for Parks Victoria to acquire 101 - 157 Old Dandenong Road, Heatherton as previously planned for by the State Government and Kingston Council in the Kingston Planning Scheme. To this end Council is requesting your assistance.

At your convenience, I would be pleased to meet with you to expand on the contents of this correspondence and the regional importance of this long planned for public acquisition.

Yours sincerely



His Worship the Mayor
Cr Steve Staikos

cc: Mr Hong Lim, Member for Clarinda
The Hon Martin Pakula, Member for Keysborough
Mr Tim Richardson, Member for Mordialloc

Rehabilitation of landfills / Delivering the Chain of Parks Project

28 April 2020



Rehabilitation of landfills / Delivering the Chain of Parks Project

16 April 2010



CREATING THE SANDBELT PARKLANDS FOR LOCAL FAMILIES

A re-elected Andrews Labor Government will create 150 MCGs worth of continuous green open space across the the bayside suburbs, making sure local families have access to a great local park.

The Sandbelt Parklands has been talked about for nearly 90 years, but only Labor will deliver it.

A re-elected Labor Government will deliver a 355 hectare chain of parks from Warrigal Road in Moorabbin to Braeside Park in Dingley Village, with walking and bike trails and adventure play areas for local kids.

The much-loved Seaford wetlands will get a \$5 million package of landscaping and environmental works, with upgrades to walking paths and facilities.

It's part of Labor's plan to create dozens of new parks across the state, equivalent to more than 170 Royal Botanic Gardens, for the suburbs that need them the most.

This unprecedented investment will turn Victoria into the parks capital of Australia

and ensure that every Victorian has a great local park, no matter where they live.

The Liberals are putting the interests of developers first, with plans to fast track 290,000 new homes in our city's outer suburbs without the public transport, hospitals, schools or parks that communities need.

Only Labor will make sure our city retains its place as one of the world's best places to live.

Labor will invest \$150 million to create more than 6,500 hectares of parkland and new walking and bike trails right across Melbourne, giving families great places to spend a day off.

This includes \$10 million to help local councils upgrade underutilised suburban space and local parks with new playgrounds, landscaping, toilets and picnic facilities, transforming them into better places for locals to enjoy.

Quote attributable to Minister for Energy, Environment and Climate Change Lily D'Ambrosio

"Labor will create thousands of hectares of new parks and bike and walking trails to make sure that no matter where you live, every family has a great local park to enjoy."

Quote attributable to Member for Bentleigh Nick Staikos

“The Sandbelt Parklands have been in the too hard basket for too long – only Labor will get on and deliver this project to give families in Moorabbin more open space, close to home.”

**Quote attributable to Member for
Keysborough Martin Pakula**

“Whether it’s taking the kids to the playground or providing a place to relax and switch off, this new park will make a real difference to local families.”

**Quote attributable to Member for
Mordialloc Tim Richardson**

“Under Labor, this will be a place for kids to explore, families to connect and locals to enjoy.”

**Quote attributable to Labor Candidate
for Clarinda Heang Tak**

“This new park will give locals even more opportunities to get active together.”

[DOWNLOAD THE MEDIA RELEASE](#)



[CONTACT](#) [PRIVACY](#)

Victorian
Labor

Authorised by Samuel Rae, ALP Victoria,
438 Docklands Dr, Docklands 3008

Labor Government Secures Kingston's Green Wedge

12 February 2020

Minister for Planning Richard Wynne has rezoned land in Melbourne's southeast to green wedge, getting on with a promise to protect green spaces and make communities more liveable.

The planning change means almost 366 hectares of land, which is currently used for rubbish tips, recycling and waste management, will be rehabilitated and used for parkland, market gardens, conservation and community facilities.

Mr Wynne said the land, which is outside the urban growth boundary, now had a clear direction which would allow the City of Kingston to follow through with their long-term parks plan.

The rezoning will shift waste industries from green wedge areas to industrial and commercially-zoned locations.

The northern section of Kingston's Green Wedge has been mined for sand, used for landfill and for waste management. The majority of these landfills will come to the end of their leases in the next five years or so, and will then be rehabilitated.

The City of Kingston, local action group Defenders of the Green Wedge and local members Martin Pakula and Hong Lim have lobbied for the change.

Mr Wynne said the City of Kingston would now be able to implement their long-term plans for the green wedge and realise the chain of parks proposal which was drafted in the 1970s.

Mr Wynne said landfill, waste transfer and recycling facilities are not suitable for green wedge areas, and this zone change will gradually make it a place for families and the community to enjoy.

The planning changes also add environmental overlays to the green wedge area so that future development is properly designed to avoid impact from landfill.

Comments attributable to Minister for Planning, Richard Wynne

"We said before the election that we would protect Melbourne's green wedges, and that's exactly what we're doing."

"The rezoning will turn this spot into one which families and the community can enjoy, making Kingston a more liveable place to be."

"The Andrews Labor Government believes in modern, state-of-the-art waste recovery and recycling facilities properly located in industrial areas, away from parklands and homes."

Comments attributable to Member for Clayton, Hong Lim

"This is a big win for our community. Together we've secured the long-term future and protection of the Kingston green wedge."



The Victorian Government acknowledges Aboriginal Traditional Owners of Country throughout Victoria and pays respect to their cultures and Elders past, present and emerging.

FROM THE OFFICE OF THE SECRETARY

12 November 2018

Request for costing of election commitment

Pursuant to section 2.70 of the 2018 Guidelines on the Caretaker Conventions, Australian Labor Party (Victorian Branch) has requested the Department of Treasury and Finance (DTF) undertake an election policy costing for the following election commitment:

034 – Creating a ring of new parkland in our growing suburbs

The election policy costing will be completed in accordance with DTF's Guidelines for managing requests from a political party for costing of its own policies (the policy costing guidelines) available at: <https://www.dtf.vic.gov.au/2018-election>

The election policy costing request is attached to the media release.

A further media release will be issued once the costing has been completed.



David Martine
Secretary
Department of Treasury and Finance

Consistent with the DTF policy costing guidelines, the contact for Parties requesting DTF costings is:

Mr Mark Johnstone
Email: costing.request@dtf.vic.gov.au

For media inquiries please contact: Mr Bruce Atherton
Telephone: 0404 097 654
Email: bruce.atherton@dtf.vic.gov.au

AUSTRALIAN LABOR PARTY - CARETAKER COSTING REQUEST

Name of policy: CREATING A RING OF NEW PARKLAND IN OUR GROWING SUBURBS	
Party requesting costing:	Australian Labor Party
Date of public release of policy	4 November 2018
Summary of policy:	A re-elected Andrews Labor Government will create new parklands, investing \$150 million to make sure that every Victorian family has a great local park, no matter where they live.
Description/scope of policy/assumptions:	<p>1) \$3.00 million to establish four new metropolitan parks in our growing suburbs</p> <ul style="list-style-type: none"> • \$1 million output funding in 19/20 for planning. • \$2 million in capital funding to plan and establish four new metropolitan parks in Jacksons Creek (Hume), Quarry Hills (Whittlesea), Upper Merri (Hume and Whittlesea) and Cardinia Creek South (Casey and Cardinia). <p>2) \$0.2 million to plan the Frankston Green Belt</p> <ul style="list-style-type: none"> • Output funding in 19/20 to review the use of existing open space between the Edithvale-Seafood wetlands to Mornington and the Mornington Peninsula Freeway to identify how to provide for greater open space connectivity. <p>3) \$26.8m to complete the acquisition and completion of Kororoit Creek Park, Werribee Township Park and Clyde Regional Park</p> <ul style="list-style-type: none"> • Capital funding for park infrastructure and further land acquisition. <p>4) \$1.5 million for planning and infrastructure for two metropolitan parks in Melton and Wyndham</p> <ul style="list-style-type: none"> • \$0.5 million in planning funding in 19/20 and \$1 million in capital funding. • This funding will go towards preparing management plans and provide initial park infrastructure for Werribee River Park and Toolern Regional Park. <p>5) \$0.2 million for a Feasibility Study for Wallan Regional Park</p> <ul style="list-style-type: none"> • Output funding in 19/20 for planning and a feasibility study. <p>6) \$25m to review and establish the Sandbelt Parklands - Chain of Parks</p> <ul style="list-style-type: none"> • Capital funding for land acquisition to establish the Sandbelt Parklands - Chain of Parks. <p>7) \$8.9 million for Suburban Trails</p>

AUSTRALIAN LABOR PARTY - CARETAKER COSTING REQUEST

	<ul style="list-style-type: none">• Output capped grant funding spread evenly over four years to construct priority trails from the northern regional trails strategy across Nillumbik, Moreland, Banyule, Darebin and Hume. <p>8) \$10 million to upgrade our underutilised open space and landscaping of public open space and for local parks</p> <ul style="list-style-type: none">• Output funding spread evenly over four years to make capped grants to upgrade underutilised open space. <p>9) \$5 million for new off the lead dog parks</p> <ul style="list-style-type: none">• \$0.5 million in output funding, spread evenly over four years, and \$4.5 million in capital funding to plan and establish up to 15 new dog parks across suburban Melbourne.• We will work with local councils to determine the locations of these parks. <p>10) \$35.8 million towards neighbourhood parks (“pocket parks”)</p> <ul style="list-style-type: none">• \$0.8 million in output funding spread evenly over four years in administrative funding for DELWP and \$35 million in capital funding to establish 25 “pocket parks” in suburban Melbourne. <p>11) \$20.3 million for the Plenty River Trail</p> <ul style="list-style-type: none">• Capital funding to deliver a 21 km trail as part of the Plenty Gorge Park Master Plan. <p>12) \$5 million for the Seaford Wetlands</p> <ul style="list-style-type: none">• Output funding of \$1.25 million per annum for four years to improve the amenity and useability of the Seaford Wetlands. <p>13) \$8 million to fund Zone 5 of Greening the Pipeline</p> <ul style="list-style-type: none">• Capital funding of \$8 million to build new open space between Lawrie Emmins Reserve and Skeleton Creek.• Funding is assumed to be capital, as works will be done on land owned by Melbourne Water. <p>Unless otherwise stated, assume administration costs are funded through internal re-prioritisation.</p>
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Output:

AUSTRALIAN LABOR PARTY - CARETAKER COSTING REQUEST

(note: component numbering relate to numbering on previous page)

	18/19 (\$m)	19/20 (\$m)	20/21 (\$m)	21/22 (\$m)	22/23 (\$m)	5YR TOTAL (\$m)
Component 1		1.0				1.0
Component 2		0.2				0.2
Component 4		0.1	0.1	0.1	0.1	0.5
Component 5		0.2				0.2
Component 7		2.2	2.2	2.2	2.2	8.9
Component 8		2.5	2.5	2.5	2.5	10.0
Component 9		0.1	0.1	0.1	0.1	0.5
Component 10		0.2	0.2	0.2	0.2	0.8
Component 12		1.3	1.3	1.3	1.3	5.0
Total operating impact		7.8	6.4	6.4	6.4	27.1

Capital:

	TEI (\$m)
Component 1	2.0
Component 3	26.8
Component 4	1.0

AUSTRALIAN LABOR PARTY - CARETAKER COSTING REQUEST

Component 6	25.0
Component 9	4.5
Component 10	35.0
Component 11	20.3
Component 13	8.0
Total	122.6

Note: tables may not add due to rounding.