

13 April 2004

YARRA PARK 5 YEAR PARKING AGREEMENT – 2004 REVIEW

Division City Assets & Services

Presenter Vince Haining, Group Manager Parks & Recreation

Purpose

To present the outcome of the fourth annual review of the Yarra Park 5-Year Parking Agreement undertaken by the Yarra Park Consultative Parking Committee for consideration by Committee, as required under the Agreement.

Time Frame

The review of the Agreement is to occur annually as provided in the Agreement.

Finance

This report highlights a forecast revenue decrease on budget of \$200,000 for the 2004/05 financial year.

Legal

Yarra Park is reserved as a public park under the *Crown Land (Reserves) Act 1978*. The use of Yarra Park for parking vehicles has been permitted pursuant to an agreement dated 29 March 2000 between the responsible Minister and Council.

Sustainability

Connected and Accessible City

As this review does not recommend any changes to the Agreement, there is no sustainability impact in relation to this theme.

Inclusive and Engaging City

There is no significant sustainability impact.

Innovative and Vital Business City

There is no significant sustainability impact.

Environmentally Responsible City

As this review does not recommend any changes to the Agreement, there is no sustainability impact in relation to this theme.

Recommendation

That the City Services, Community and Cultural Development Committee recommend Council:

- note that the Yarra Park Parking Consultative Committee recommends no change be made to the current maximum number of vehicles able to park in Yarra Park (5,700) as part of the fourth annual review of the Yarra Park Parking Agreement (“Existing Agreement”);
- note that the Yarra Park Parking Consultative Committee recommends no change be made to the charge for vehicles to park in Yarra Park (\$6.00) as part of the fourth annual review of the Existing Agreement;
- resolve to seek agreement from the State Government to extend the Existing Agreement for a period of 6 months in light of the Council caretaker period protocol considerations; and
- by instrument of delegation sealed by the Council under Section 98(1) *Local Government Act 1989*, delegate to the Chief Executive Officer or the person from time to time acting in that position, the authority to negotiate and enter into an agreement to extend the Existing Agreement in accordance with this resolution and to do all things incidental and ancillary to the same.

Attachment:

1. Sustainability Assessment

13 April 2004

YARRA PARK 5 YEAR PARKING AGREEMENT – 2004 REVIEW

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Presenter Vince Haining, Group Manager Parks & Recreation

Purpose

1. To present the outcome of the fourth annual review of the Yarra Park 5-Year Parking Agreement undertaken by the Yarra Park Parking Consultative Committee for consideration by Committee, as required under the Agreement.

Background

2. Parking has been allowed in Yarra Park (North) for events held at the Melbourne Cricket Ground (MCG) for over 50 years and for major events held at the Melbourne and Olympic Park (MOP) since construction of the Melbourne Park Tennis Centre in 1988.
3. *The Crown Land (Reserves) Act 1978*, under which Yarra Park is reserved, only allows parking in the Park for activities occurring within the Park or for activities outside the Park as specifically agreed by the Committee of Management for the park (Melbourne City Council) and the Minister responsible for Crown land (Minister Delahunty).
4. Neither the Melbourne Cricket Ground (MCG) nor Melbourne and Olympic Parks (MOP) are included with the reservation of Yarra Park. Therefore, car parking can only legally occur in Yarra Park for events at the MCG and MOP venues with the specific approval of the City of Melbourne and the Minister.
5. Current approval for parking in Yarra Park for events at the MCG and certain events at MOP venues (the Tennis Centre, the Multi Purpose venue and Olympic Park) is provided under an Agreement executed in 2000 between the City of Melbourne and the Minister for a period of 5 years, expiring 29 March 2005.
6. The Agreement provides for an annual review to assess the need to amend the Agreement as a consequence of changes in the Sports and Entertainment Precinct relating to parking demand, parking provision and public transport use. The Agreement calls for a Consultative Committee of key stakeholders to carry out the review and provide advice to Council.
7. In 1998 Council commissioned an independent report on the health of the trees in Yarra Park, which indicated that the level of parking was causing soil compaction and root damage that would likely lead to earlier tree death. Revised parking practices were then introduced and recent assessments by Council's arboriculturalists indicate that the condition of trees has improved as a consequence of the introduction of these revised practices.

8. In May 1998 the Council adopted the Yarra Park Parking Management Strategy which recommended action to improve traffic and pedestrian movement in Yarra Park. It also called for gradual reduction in the number of car spaces in the park (6,200 at that time, now set at 5,700), as alternative spaces became available elsewhere in the Sports and Entertainment Precinct. The Strategy also recommended major new community information programs on public transport options as well as alternative car parking availability. The development of this strategy achieved a major increase in the awareness of Yarra Park as a major parkland for all Melburnians.

Issues

Council Request for Reduction of Maximum Capacity Parking Figure

9. When considering the annual review in April 2003 Council resolved to *“propose to the State Government that the maximum number of vehicles able to park in Yarra Park under the Yarra Park Parking Agreement be 5,210”*.
10. In response to Council’s request, the Department of Sustainability and Environment, on behalf of the Minister, advised that the Council’s request to reduce the maximum capacity parking figure by 490 was not supported.
11. Information provided from Federation Square management on parking statistics since the opening of their car park, indicates no correlation between major football events at the MCG and parking numbers at Federation Square. However Federation Square management is awaiting the construction of the proposed new pedestrian bridge between Yarra Park and Birrarung Marr to determine whether the car park will become more accessible to the major sporting venues.

Initiatives undertaken to promote public transport

12. An important element to gaining further reductions in parking in Yarra Park will be achieved by obtaining higher utilisation of public transport. The 5 Year Agreement commits the parties to promoting the use of public transport to access the precinct as a means of reducing demand for parking in Yarra Park. Through the city marketing campaigns visitors are encouraged to park in the CBD and walk or use public transport to the MCG.
13. Examples of recent progress toward this objective include the following:
 - 13.1. continuation of the successful inclusion of a “free tram ride to the tennis” into tickets for the Australian Open;
 - 13.2. “Kick on in the City” – encouraging patrons of sporting and entertainment events to travel to the event by public transport and to visit the city after the event;
 - 13.3. “Car Parks dot CoM” – an Internet facility listing all private car parks, their respective locations, capacities costs and other details. Also identifying Safe City Car Parks rating;
 - 13.4. promotion by Secure Parking of discounted parking at 101 Collins Street in conjunction with the car park owners;
 - 13.5. agreement from the AFL to incorporate public transport information into the “Footy Record”;
 - 13.6. in conjunction with AFL, introduction of free trams (Routes 48, 70 and 75) on Grand Final day;
 - 13.7. continuation of the incorporation of reduced cost Met Card option into Hawthorn Football Club season ticket; and

13.8. discussion on further expansion of integrated ticketing with both Richmond and Carlton Football Clubs.

Parking Numbers

14. The number of cars parked in Yarra Park in 2003 totalled 309,368 down from 471,000 in 1999 primarily as a result of fewer AFL games played at the MCG and more recently major capital works at the MCG and in Yarra Park. A summary is provided in the following table.

Year (calendar)	No. of AFL Games	Total No. of Events	No. of Cars Parked in Yarra Park	Annual % Change
1999	66	140	471,000	
2000	49	167	390,000	-20.7%
2001	49	129	315,000	-23.82%
2002	45	133	357,000	13.3%
2003	43	132	309,368	-13.4%
2004 (projected)	46 (projected)	134 (projected)	315,000 (projected)	1.8%

Revenue and Expenditure

15. Revenue has fluctuated with the reduction of events and changes in fees as shown in the following table.

Year (financial)	Parking Fee (incl. GST) (Fee commencement)	Fees Collected (excl. GST)	Budget
1999/2000	\$5.00 (Dec 98)	\$2,529,093	\$2,678,000
2000/2001	\$5.50 (July 00)	\$1,660,086	\$2,418,000
2001/2002	\$6.00 (Jan 02)	\$1,952,345	\$1,968,000
2002/2003	\$6.00	\$2,214,079	\$1,994,079
2003/2004	\$6.00	\$2,026,000 Projected	\$2,226,668

16. The cost of maintaining Yarra Park is part of the “whole of region” cost to Council of CityWide managing Region 1. The cost of managing Yarra Park is estimated to be about \$350,000 per year. This does not include any capital costs.

17. Parking management costs are tied to the size and number of events. The four-year average of Secure Parking managing parking in Yarra Park is \$632,000 per annum.

Current 5 Year Agreement

18. In order to determine when Yarra Park is available for parking for sporting events, and to ensure that Yarra Park and its trees remain sustainable in the long term, the Agreement sets a maximum parking capacity and limits the frequency of opening Yarra Park for parking. These principles are in line with the Yarra Park Parking Management Strategy adopted by Council in May 1998. The current situation is:

Notional Capacity

- 18.1. the total Agreement maximum capacity is 5,700 car parking spaces (reduced from 6,200 under the previous Parking Agreement);

Frequency of Opening

- 18.2. Yarra Park is only opened for parking for events at the MCG (where the arena and one or more of the stands is used), and for large events (single or combined expected attendance greater than 10,000) at MOP venues; and

Parking Fee Parity

- 18.3. comparison of fee differential with car parking charges at MOP car parks as the Agreement states that “the parties agree in principle that parking fees should continue to be increased over time until parity with the parking charges at other venues in the precinct is reached”.

Annual Review of 5 Year Agreement

19. As provided for under the Agreement, the fourth annual review has been carried out in conjunction with the Consultative Committee of key stakeholders between February and March 2003. The Consultative Committee comprises representatives of the Minister responsible for Crown Land, the Melbourne Cricket Club, Australian Football League, Melbourne and Olympic Park Trust, MCG Trustees, Richmond Football Club, East Melbourne Group and Yarra City Council.
20. The key parts of the Agreement where the views of the Consultative Committee member organisations are sought at the annual review, is whether the parking fee should be increased, and/or whether the maximum parking capacity figure for Yarra Park should be reduced.
21. The Consultative Committee noted the advice from MOPT representatives, was that the car parking fee structure at MOP venues will change at 1 April 2004, to a Day Rate of \$6.00 (currently \$5.00) and a Evening Rate of \$9.00 (currently \$8.00) All rates are inclusive of GST. This compares with council’s charge for \$6.00 (at any time) for parking in Yarra Park.
22. The views of the majority of the Consultative Committee members was that no further increase of the parking fee should occur at this time as the \$6.00 is the same as the day and time charge of MOP, and that inconvenience and restrictions have been experienced by the public due to the MCG redevelopment and other major works projects.
23. In relation to the maximum parking capacity figure, the views of the majority of the Consultative Committee members were that the capacity should remain at 5,700. This is because the redevelopment works at the MCG and Olympic Park, together with the replacement of the Melbourne M41 water main project are currently affecting the availability of parking areas in Yarra Park and also the number of spaces at MOP venues.

Development of a New Agreement

24. The current Agreement was executed in 2000 between the City of Melbourne and the Minister for a period of 5 years, and expires on 29 March 2005.
25. Council would normally commence development of the new Agreement in July 2004 (subject to obtaining funding in the 2004/2005 budget). This process involves extensive community and stakeholder consultation, and will provide the opportunity to consider all options in relation to the future of parking in Yarra Park.
26. As the process for developing a new Agreement will be consultative, with clear divergent views and strong public and stakeholder interest, the undertaking of the process leading into a Council election raises “caretaker” protocol considerations.
27. Extending the existing Agreement for a 6 month period will facilitate avoidance of this difficulty.

Relation to Council Policy

28. Councils’ “Towards 2006 – Sports Policy (2003- 2005)” and “Environmental Sustainability Plan - Growing Green” both call for the phase out of vehicle parking on parkland within specified time frames.
29. Councils’ “Parks Policy” (1997) requires car parking on parkland to be reduced, as alternatives become available. Council’s “Tree Policy” (1998) commits Council to protect its trees from developments or other activities that threaten their health.
30. Council’s approved Yarra Park Parking Management Strategy (May 1998) calls for the current Parking Agreement to be reviewed to reduce the number of parking spaces provided in Yarra Park as purpose built parking is developed. The Strategy also calls for enhanced communication of parking information and a precinct needs approach to parking management and the promotion of public transport.

Consultation

31. To facilitate consultation in reviewing the parking Agreement, the Agreement calls for a Consultative Committee to be established. The Consultative Committee comprises representatives of the Minister for Environment and Natural Resources (DENR), the Melbourne Cricket Club (MCC), Australian Football League (AFL), Melbourne and Olympic Park Trust (MOPT), MCG Trustees, Richmond Football Club (RFC), East Melbourne Association (EMA) and Yarra City Council.
32. The Consultative Committee met once as part of the fourth annual review and considered changes to parking fees, parking capacity and public transport initiatives in the Sports and Entertainment Precinct.

Government Relations

33. This review of the Agreement has been discussed with officers representing the Minister responsible for Crown Land (Minister Delahunty), who have not raised any concerns with the recommendations.

Recommendation

34. That the City Services, Community and Cultural Development Committee recommend Council:
 - 34.1. note that the Yarra Park Parking Consultative Committee recommends no change be made to the current maximum number of vehicles able to park in Yarra Park (5,700) as part of the fourth annual review of the Yarra Park Parking Agreement (“Existing Agreement”);
 - 34.2. note that the Yarra Park Parking Consultative Committee recommends no change be made to the charge for vehicles to park in Yarra Park (\$6.00) as part of the fourth annual review of the Existing Agreement;
 - 34.3. resolve to seek agreement from the State Government to extend the Existing Agreement for a period of 6 months in light of the Council caretaker period protocol considerations; and
 - 34.4. by instrument of delegation sealed by the Council under Section 98(1) *Local Government Act 1989*, delegate to the Chief Executive Officer or the person from time to time acting in that position, the authority to negotiate and enter into an agreement to extend the Existing Agreement in accordance with this resolution and to do all things incidental and ancillary to the same.

REPORT DETAILS
Yarra Park Parking Agreement – Fourth Annual Review – Committee Report

City of Melbourne Key Sustainability Aims	Impact (1)	Magnitude of Impact (2)	Likelihood of Occurrence (3)	Trigger (1x 2 x 3)	Description of Impact/s (DoI)
	Not applicable N/A Unknown 1 Positive 2 Negative -2 No impact N/I	High 3 Moderate 2 Minimal 1	High 3 Medium 2 Low 1	If Trigger => 8 or =<- 8 please complete DoI	Using the questions below as prompts, please describe the likely impacts associated with the proposal. Please quantify the impacts wherever possible.
1.Connected and Accessible City					
TRANSPORT INFRASTRUCTURE What effect will the proposal have on Melbourne’s transport infrastructure? <i>AIM: Ensure that the City’s transport infrastructure is world competitive and supports the Victorian economy (SD 1.1)</i>	N/A	-	-	-	To what extent will the proposal increase (or decrease) the number (or frequency) of transport connections (sea, air, water, road) between Melbourne and local, national and international locations? How will the proposal provide transport users with more (or fewer) transport options? How will the proposal lead to a reduction (or increase) in transport costs within or between Melbourne and its local, national and international markets?
COMMUNICATIONS INFRASTRUCTURE What effect will the proposal have on Melbourne’s information technology and telecommunications infrastructure? <i>AIM: Ensure information and communication infrastructure and capacity meets world standards, is competitive and serves community and city needs. (SD 1.2)</i>	N/A	-	-	-	Quantify or describe the increase in (or reduction) of the speed of telecommunication connections between Melbourne and local, national and international locations? How many more people/businesses will have access to telecommunications services and technology as a result of this proposal?

<p>TRANSPORT AND ACCESSIBILITY What effect will the proposal have on the level of public transport and number of transport options/connections with the City of Melbourne?</p> <p><i>AIMS: Ensure a sustainable and highly integrated transport system services City needs and links key assets. (SD 1.5)</i></p> <p><i>Deliver and provide access to facilities and services to support those living in, visiting and working in the City. (SD 3.2)</i></p>	<p>N/I</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>What additional capacity (i.e no of people/services, kms) will there be for sustainable transport options such as walking, cycling and public transport?</p> <p>How will the proposal encourage increases (or declines) in pedestrian access, bicycle access and public transport connections between key services, public spaces and City assets?</p> <p>How will the proposal improve (or reduce) the mobility of Melbourne's visitors, workers and residents especially people with a disability, older people, people with children in prams and low -income earners?</p>
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2. Innovative and Vital Business City					
<p>DEVELOPMENT OF KEY BUSINESS SECTORS What effect will the proposal have on the number and type of businesses and level of business investment in the City of Melbourne?</p> <p><i>AIMS: Grow Melbourne’s competencies as a globally-recognised, entrepreneurial and competitive ‘Knowledge City’ (SD 2.1)</i></p> <p><i>Promote and extend the City’s role as Victoria’s principal centre for commerce, professional, business and financial services (SD 2.3)</i></p> <p><i>Develop and sustain a world class retail experience within the City core (SD 2.4)</i></p> <p><i>Enhance the City’s reputations as a ‘start up city’ by supporting the establishment and growth of small to medium sized businesses (SD 2.5)</i></p> <p><i>Develop sustainable industrial clusters in advanced manufacturing and logistics. (SD 2.6)</i></p>	N/A	-	-	-	<p>How many new businesses will be attracted to (or lost from) the City of Melbourne as a result of this proposal?</p> <p>Quantify or describe how the proposal will encourage increases in the number of start-up businesses and / or <u>business incubators</u> in the City of Melbourne?</p> <p>What level of business investment will the proposal attract to Melbourne?</p> <p>What will be the increase in turnover/revenue for businesses as a result of the proposal?</p> <p>What effect will the proposal have on Melbourne’s finance, retail, communications technology, biotechnology, environmental management, advanced manufacturing and tertiary education sectors?</p> <p>What number of more (or fewer) small to medium sized businesses will start up or relocate to Melbourne?</p> <p>How will the proposal encourage a greater variety of small to medium sized businesses in the City?</p>
<p>BUSINESS INNOVATION What effect will the proposal have on research and development in Melbourne?</p> <p><i>AIM: Foster a civic and business culture that encourages and supports innovation in the pursuit of opportunity (SD 2.2).</i></p>	N/A	-	-	-	<p>Quantify the amount or percentage increase (or decreased) levels of investment in research and development in Melbourne?</p> <hr/> <p>Quantify the amount or percentage increase (or decrease) in the level of R&D funding and / or venture capital available to Melbourne enterprises?</p> <hr/> <p>How many strategic alliances or industry/business clusters will be created (or lost) as a result of the proposal?</p>

<p>JOB CREATION What effect will the proposal have on the number and types of jobs available in the City of Melbourne?</p> <p><i>AIMS: Grow Melbourne’s competencies as a globally-recognised, entrepreneurial and competitive ‘Knowledge City’ (SD 2.1)</i></p> <p><i>Promote and extend the City’s role as Victoria’s principal centre for commerce, professional, business and financial services (SD 2.3)</i></p> <p><i>Develop and sustain a world class retail experience within the City core (SD 2.4)</i></p> <p><i>Enhance the City’s reputations as a ‘start up city’ by supporting the establishment and growth of small to medium sized businesses (SD 2.5)</i></p> <p><i>Develop sustainable industrial clusters in advanced manufacturing and logistics. (SD 2.6)</i></p>	<p>N/A</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>How many jobs will be created (or lost) as a result of the proposal? Will the jobs be long or short term?</p> <p>What types of job will the proposal generate?</p> <p>How many jobs opportunities will the proposal create (or remove) for the City’s key sectors (ie retail, finance, communications technology, biotechnology, environmental management, advanced manufacturing and tertiary education sectors)?</p>
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3. Inclusive and Engaging City					
COMMUNITY SERVICES What effect will the proposal have on the quality, quantity and accessibility of education, leisure, cultural, health and other community services? <i>AIM: Deliver and provide access to facilities and services to support those living in, visiting and working in the City. (SD 3.2)</i>	N/A	-	-	-	<p>What will be the increase (or decrease) in the range and number of education, leisure, cultural, health and other services available to the community?</p> <p>How will the proposal promote an improvement (or decline) in the quality of education, leisure, cultural, health and other services available to the community?</p>
ACTIVE AND ENGAGED COMMUNITY What effect will this proposal have on the development of a culturally diverse, healthy, equitable, active and involved community in Melbourne? <i>AIMS: Welcome and facilitate all sectors of the community to participate in City life (SD 3.1)</i> <i>Promote, celebrate and further develop Melbourne as a City for the Arts and a sporting capital with a rich and vibrant cultural life (SD 3.3)</i>	2	1	3	6	<p>How will the proposal increase (or decrease) the level of cultural activities within the public domain?</p> <p>How will the proposal encourage more (or fewer) people to participate (actively and / or passively) in cultural, leisure and/or recreational activities?</p> <p>How will the proposal lead to a reduction (or escalation) of health impacts and improvements (or declines) in community health?</p> <p>Will the proposal provide more (or fewer) stakeholders with the opportunity to participate in Council's decision making processes?</p> <p>Does the proposal reflect the multicultural nature of Melbourne's community?</p>
CULTURAL AND HERITAGE VALUE OF BUILT FORM What effect will this proposal have on the cultural heritage of Melbourne's neighbourhoods and buildings? <i>AIM: Protect Melbourne's distinctive physical character and ensure it continues to develop a 'strong sense of place and identity' (SD 3.5).</i>	N/A	-	-	-	<p>Will the proposal facilitate the protection (or loss) of buildings, precincts or areas of significant <u>cultural or heritage value</u> in Melbourne?</p> <p>Will the proposal be compatible with the existing built form and streetscape?</p>
TRANSPORT AND ACCESSIBILITY What effect will the proposal have on the level of public transport and number of transport options/connections with the City of Melbourne? <i>AIMS: Ensure a sustainable and highly integrated transport system services City needs and links key assets. (SD 1.5)</i> <i>Deliver and provide access to facilities and services to support those living in, visiting and working in the City. (SD 3.2)</i>	N/I	-	-	-	<p>What additional capacity (i.e no of people/services, kms) will there be for sustainable transport options such as walking, cycling and public transport?</p> <p>How will the proposal encourage increases (or declines) in pedestrian access, bicycle access and public transport connections between key services, public spaces and City assets?</p> <p>How will the proposal improve (or reduce) the mobility of Melbourne's visitors, workers and residents especially people with a disability, older people, people with children in prams and low -income earners?</p>

<p>WELCOMING AND SAFE PUBLIC SPACE What effect will the proposal have on the safety and amenity of the public environment eg streets, laneways, parks and gardens?</p> <p><i>AIMS: Welcome and facilitate all sectors of the community to participate in City life (SD 3.1)</i></p> <p><i>Enhance the quality of the existing public and private built form and further develop the City as an exemplary urban environment. (SD 3.6)</i></p>	<p>N/A</p>	<p>-</p>	<p>-</p>	<p>-</p>	<p>How will the proposal facilitate a reduction (or increase) in crime in the City's public spaces?</p> <p>How will the proposal improve (or undermine) public perception of safety in the City?</p> <p>How will the proposal improve physical safety?</p> <p>How will the proposal lead to an increase (or decrease) in the amenity of the public environment (eg toilets, seating, street furniture, tactile surfaces, signage)?</p> <p>What increase will there be in the amount and accessibility of public spaces available to meet the community's diverse needs?</p> <p>Is the proposal compatible with surrounding land use?</p> <p>Does it require a change in land use?</p>
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4. Environmentally Responsible City					
<p>ENERGY USE AND GREENHOUSE EMISSIONS What effect will the proposal have on energy consumption and <u>greenhouse gas emissions</u> associated with Council and/or community activities?</p> <p><i>AIM: Reduce greenhouse gas emissions generated in the City of Melbourne (SD 4.1)</i></p>	N/A	-	-	-	<p>By what percentage / amount will this proposal reduce (or increase) the Council's / or the municipality's total energy consumption?</p> <p>Quantify and/or describe improvements (or decline) in the energy efficiency of the Council's operations and/or community activities?</p> <p>Has the built form been designed to <u>maximise energy efficiency</u>?</p> <p>By what <u>percentage / amount (tonnes)</u> will this proposal reduce (or increase) total greenhouse gas emissions arising from Council and community activities?</p> <p>What will be the increase (or decrease) of availability of <u>renewable energy</u> for Council and/or community use?</p> <p>How will the proposal encourage (or discourage) the substitution of <u>high emission fuels</u>, with <u>lower emission alternatives</u>?</p>
<p>RESOURCE USE AND WASTE GENERATION What effect will the proposal have on the total quantity and type of waste, including <u>prescribed waste</u>, generated by Council and/or community activities?</p> <p><i>AIM: Encourage efficiencies in resource use and waste reduction within the City (SD 4.2)</i></p>	N/A	-	-	-	<p>How, and by what amount, will the proposal encourage (or discourage) greater rates of waste recovery, reuse and/or recycling?</p> <p>What will be the reduction (or increase) in the quantity of <u>non-renewable materials</u> used by the Council and/or the community?</p> <p>How, and by what amount, will the proposal encourage (or discourage) greater use of renewable, recyclable and recycled materials?</p> <p>By what percentage / amount will this proposal reduce (or increase) the total quantity of waste generated by Council activities and/or in the municipality?</p> <p>How and by what amount (tonnes/ litres) will this proposal reduce (or increase) the amount of <u>prescribed waste</u> generated by Council activities and/or in the municipality?</p>
<p>POLLUTION What effects will the proposal have on the use of hazardous materials and levels of pollution (air, noise, soil, and water) in the region?</p> <p><i>AIM: Encourage efficiencies in resource use and waste reduction within the City (SD 4.2)</i></p>	N/A	-	-	-	<p>How will the proposal result in an improvement (or decline) in local air quality (ie from <u>mobile or stationary sources</u>)?</p> <p>How will the proposal facilitate an improvement (or decline) in the levels of noise pollution effecting commercial and private residents?</p> <p>Will the proposal lead to a vehicle load increase/compaction of soil (or decrease) on sites?</p> <p>How will the proposal facilitate an improvement (or decline) in the <u>quality of stormwater run-off</u>?</p> <p>How will the proposal encourage (or discourage) the substitution of <u>non-renewable materials</u> and / or hazardous materials with resources that are <u>less environmentally harmful</u>?</p>

<p>WATER CONSUMPTION What effect will the proposal have on the quantity of water consumed and disposed of by the Council and/or in the municipality?</p> <p><i>AIM: Encourage efficiencies in resource use and waste reduction within the City (SD 4.2)</i></p>	N/A	-	-	-	<p>By what percentage/amount will this proposal reduce (or increase) the Council's (or municipality's) total water consumption?</p> <p>How much <u>wastewater</u> will be generated annually by the proposal?</p> <p>How much waste or stormwater will be recovered and reused per annum (percentage/litres)?</p>
<p>FLORA AND FAUNA What effect will this proposal have on <u>flora</u> and <u>fauna</u> in the City of Melbourne on <u>private and public land</u> and in the aquatic environment?</p> <p><i>AIM: Protect and enhance the City's biodiversity (SD 4.3)</i></p>	N/A	-	-	-	<p>What will be the net increases (or decrease) in the total number of <u>native plant and animals</u> found within the City of Melbourne?</p> <p>What will be the increase (or decrease) in the number of species in the City of Melbourne?</p> <p>What will be the impact on the health and <u>habitat</u> of native vegetation and animals?</p>

Dol Enter question no. if triggered	
1. Connected and Accessible City	-
2. Innovative and Vital Business City	-
3. Inclusive and Engaging City	-
4. Environmentally Responsible City	-

FINANCE ATTACHMENT

YARRA PARK 5 YEAR PARKING AGREEMENT – 2004 REVIEW

The 2003/04 Mid Year Review forecast and the 2004/05 draft budget indicate a \$200,000 decrease from the 2003/04 Budget in the revenue from Yarra Park.

Joe Groher
Manager Financial Services

LEGAL ATTACHMENT

YARRA PARK 5 YEAR PARKING AGREEMENT – 2004 REVIEW

This report is for noting purposes only. There are no direct legal implications arising from the recommendations contained in this report.

Yarra Park is reserved as a public park under the *Crown Land (Reserves) Act 1978*. The use of Yarra Park for parking vehicles has been permitted pursuant to an agreement dated 29 March 2000 between the responsible Minister and Council.

The subject matter of the report and the recommendation are within the functions and powers of the Council.

Kim Wood
Acting Manager Governance Services