

# Master Plan 2022



Supplementary Report  
Submission to the Minister

**MELBOURNE AIRPORT**

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## 1 Introduction

### 1.1 Background

Australia Pacific Airports (Melbourne) Pty Ltd (APAM) is the airport-lessee company for Melbourne Airport under the Airports Act 1996 (the Airports Act). APAM has prepared this Supplementary Report to accompany and support the submission of the Draft Melbourne Airport Master Plan 2022 to the Commonwealth Minister for Infrastructure, Transport and Regional Development and Local Government (the Minister). More specifically, this report has been prepared to satisfy the consultation requirements of the Airports Act relating to the preparation of the Draft Master Plan.

The Draft Melbourne Airport Master Plan 2022 is the culmination of over two years of work by APAM. It sets out APAM's long-term vision for the development of the airport, in accordance with the requirements of the Airports Act and incorporates input and feedback from a wide range of stakeholders.

Public exhibition for the Preliminary Draft Master Plan 2022 was undertaken concurrently with the Preliminary Draft M3R Major Development Plan (M3R MDP). The engagement activities described in this supplementary report outline the processes that provided information about and addressed concepts for both the documents. The aim of the concurrent exhibition process was to minimise confusion through the delivery of an integrated engagement method.

Pursuant to the Airports Act, the Preliminary Draft Master Plan 2022 was placed on exhibition for public comment from 1 February to 16 May 2022. The exhibition period was extended to 71 business days (or 104 calendar days) to ensure participation opportunities in recognition of the volume and complexity of the material being presented across the two documents. Following the exhibition period, APAM prepared the Draft Master Plan. APAM has made updates to reflect its consideration of the submissions received in relation to the exhibited Preliminary Draft Master Plan, including editorial and formatting modifications where required.

APAM seeks approval of the Master Plan from the Minister in accordance with the Airports Act.

### 1.2 Statutory Framework

Part 5, Division 3 of the Airports Act sets out the legislative requirements relating to the preparation and approval of Master Plans for Commonwealth leased airports, including Melbourne Airport. This includes specific requirements relating to:

- Contents of Master Plan (Section 71)
- Public comment and advice to State etc (Section 79)
- Consultations (Section 80)
- Approval of Draft Master Plan by Minister (Section 81)

The Draft Melbourne Airport Master Plan 2022 has been prepared in accordance with these requirements, as outlined in this report.

### 1.3 Purpose and Scope of Supplementary Report

This Supplementary Report has been prepared to assist the Minister and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) in the formal consideration of the Master Plan 2022.

The purpose of this Supplementary Report is to:

- Demonstrate compliance with the relevant requirements of the Airports Act relating to the preparation and content of Master Plans
- Address the relevant requirements of the Airports Act relating to exhibition of the Preliminary Draft Master Plan
- Address the relevant requirements of the Airports Act relating to submission of a Draft Master Plan to the Minister for approval
- Demonstrate that APAM has had due regard to the comments raised in the submissions that were received during public exhibition of the Preliminary Draft Master Plan.

## 2 Statutory Requirements for Consultation

This section outlines the statutory requirements for consultation under the Airports Act and how APAM met those requirements.

The Preliminary Draft Master Plan was placed on exhibition for public comment from 1 February to 16 May 2022. Public Exhibition was extended beyond the 60 day statutory requirement by APAM, in agreement with DITRDCA, to ensure participation opportunities as noted in section 1.1.

### 2.1 Advice to State etc under Section 79(1A)

In accordance with Section 79(1A) of the Act, the following persons were notified in writing of the Preliminary Draft Master Plan:

**Table 1: Persons notified in accordance with Section 79(1A)**

Name	Position / Organisation
<b>The Hon Barnaby Joyce</b>	Minister for Transport, Infrastructure and Regional Development
<b>The Hon. Richard Wynne</b>	State Minister for Planning
<b>Mr John Bradley</b>	State Secretary Department of Environment, Land, Water and Planning
<b>Ms Sheena Frost</b>	CEO Hume City Council
<b>Ms Fiona Blair</b>	CEO Brimbank City Council
<b>Mr Maurie Heaney</b>	Acting CEO Melton City Council
<b>Ms Cathy Henderson</b>	CEO Moreland City Council
<b>Ms Helen Sui</b>	City of Moonee Valley
<b>Ms Celia Haddock</b>	Maribyrnong City Council

Written advice was also provided to an extensive list of additional Commonwealth, State, local government, and other relevant contacts over and above the statutory requirement outlined in **Error! Reference source not found.** above. Advice was provided to this extensive additional list to ensure awareness was raised across a broad platform. Copies of the letters sent are provided in Appendix 1.

## 2.2 Certificate under Section 79(1B)

Section 79(1B) of the Act requires the Draft Master Plan submitted to the Minister to be accompanied by:

- (a) a copy of the advice given under subsection (1A); and*
- (b) a written certificate signed on behalf of the company listing the names of those to whom the advice was given.*

Copies of the letters sent in accordance with Section 79(1A) are provided at Appendix 1.

The Section 79(1B)(b) written certificate is provided at Appendix 2.

## 2.3 Public Notice under Section 79(1)

In accordance with Section 79(1) of the Act the following was undertaken:

- A notice was published in the Herald Sun newspaper on 1 February 2022 – a copy of the notice is provided at Appendix 3.
- Hard copies of the Preliminary Draft Master Plan were made available for inspection and to take-away free of charge at:
  - Melbourne Airport Management, Level 2, Terminal 4, Melbourne Airport; and
  - Local libraries of the Cities of Brimbank (Keilor library), Hume (Broadmeadows, Craigieburn, Sunbury, Gladstone Park and Tullamarine libraries), and Hobsons Bay (Altona library) and Brimbank Council offices (inspection only).
- An electronic copy of the Preliminary Draft Master Plan was made available on the airport's website along with supporting information.

## 2.4 Certificate under Section 79(2)

Section 79(2) of the Act states:

*If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by:*

- (a) copies of those comments; and*
- (b) a written certificate signed on behalf of the company:*
  - (i) listing the names of those members of the public; and*
  - (ii) summarising those comments; and*
  - (iii) demonstrating that the company has had due regard to those comments in preparing the draft plan; and*
  - (iv) setting out such other information (if any) about those comments as is specified in the regulations.*

Copies of the comments and submissions received are provided at Appendix 4a and 4b.

The Section 79(2) written certificate is provided at Appendix 5.

Section 5 of this report demonstrates how APAM has had “due regard” to the comments (submissions) received regarding the Preliminary Draft Master Plan.

## 2.5 Statement under Section 80(2)

Section 80 of the Airports Act 1996 relates to consultations prior to public exhibition of the Preliminary Draft Master Plan. Section 80(1) states:

*This section applies if:*

*(a) an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and*

*(b) before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following subparagraphs:*

*(i) a State government;*

*(ii) an authority of a State;*

*(iii) a local government body;*

*(iv) an airline or other user of the airport concerned;*

*(v) any other person.*

Section 80(2) states:

*The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:*

*(a) listing the names of the persons consulted; and*

*(b) summarising the views expressed by the persons consulted.*

APAM undertook extensive consultations prior to public exhibition to ensure strong community ties and stakeholder understanding of proposed development plans as documented in the Preliminary Draft Master Plan 2022. A key component of developing the Draft Master Plan 2022 has been ensuring APAM's ongoing commitment to being a responsible member of the communities in which it operates to inform stakeholders.

APAM undertakes frequent and proactive communication with the communities that surround the airport, as well as the broader Victorian community. This inclusive approach will continue with the implementation of the final Master Plan 2022 and Melbourne Airport's Third Runway (M3R).

Consultation and engagement prior to public exhibition comprised a range of methods including public forums, online engagement, newsletters and in-person briefings. Those consulted came from a wide spectrum including:

### **Commonwealth Government**

- Department of Infrastructure, Transport, Regional Development, Communications and the Arts (formally Department of Infrastructure, Transport, Regional Development, and Communications)
- Department of Climate Change, Energy the Environment and Water (formally Department of Agriculture, Water and the Environment)
- Airservices Australia
- CASA



- Members of Parliament

### **State Government**

- Department of Environment, Land, Water and Planning
- Department of Transport
- Department of Health
- EPA
- Members of Parliament

### **Local Government**

- Hume City Council
- Brimbank City Council
- Melton City Council
- Maribyrnong City Council

### **Other**

- Airlines (Qantas, Virgin, Rex)
- Planning Coordination Forum (PCF)
- Melbourne Airport Community Airport Consultation Group (CACG)
- School councils
- Airline Advisory Group (AAG)
- Parallel Runway Operations Steering and Implementation Group (PROSIG)
- Airport neighbours

The Section 80(2) written statement is provided at Appendix 6.

A table summarising the views expressed by the persons consulted prior to public exhibition is provided at Appendix 7.

## **3 Public Exhibition Engagement Activities**

### **3.1 Overview**

Melbourne Airport's purpose is to create connections that matter, while continuing to develop a world-class airport that generates economic, social and employment benefits for Victoria. Our vision – what we are striving for - is to be Australia's favourite airport destination, and that supports Melbourne's international status as a liveable city and attractive travel destination. Achieving this vision is only possible with the contribution of a wide variety of stakeholders and communities.

APAM recognises that effective community engagement is vitally important to delivering better and more sustainable airport planning outcomes through a process that engenders trust. Reflecting this, stakeholder and community engagement has been a key component in the development of the Draft Master Plan 2022 and planning for Melbourne Airport's Third Runway (M3R).

Proactively engaging with APAM's broad and diverse communities and stakeholders to understand potential impacts, opportunities, needs, queries and concerns is essential to ensure effective planning, delivery and implementation of Melbourne Airport's future development plans

as highlighted in the Draft Master Plan 2022. As such, APAM has committed to frequent and proactive communication with the communities that surround the airport, as well as the broader Victorian community, and other stakeholders.

In addition to the statutory requirements for consultation described in Section 2, APAM delivered the largest and most extensive airport public engagement program undertaken in Victoria to support the public exhibition process for the Preliminary Draft Master Plan 2022 and ‘Melbourne Airport’s Third Runway’ (M3R) Major Development Plan (MDP).

Given the primary driver of the new Master Plan 2022 is updated plans for a third runway, APAM made the decision to exhibit the Preliminary Draft Master Plan 2022 concurrently with the Preliminary Draft M3R MDP to ensure the community had access to all possible information about both. This approach served to reduce confusion due to duplicated engagement processes. This included expert assessments of issues such as health and social impacts, which were included in the Preliminary Draft M3R MDP document exhibited alongside the Preliminary Draft Master Plan 2022.

In recognition of the volume of information being presented, the exhibition period was extended from 60 to 71 business days (104 total) from 1 February 2022 to 16 May 2022, over and above the statutory requirements of the Act outlined in Section 2.

This Section provides a detailed overview of APAM’s extensive range of additional engagement activities during the public exhibition period.

### **3.1.1 Engagement Objectives and Principles**

The objectives of the engagement process for the Preliminary Draft Master Plan were to:

- Inform the development of the Draft Master Plan and raise awareness of airport planning
- Build the capacity of stakeholders and communities to make informed submissions
- Encourage and facilitate well-informed written submissions in accessible formats
- Acknowledge and respect the diversity of views about the future of Melbourne Airport
- Broaden engagement participation to extend beyond near-neighbours of Melbourne Airport.

The following principles guided how engagement was conducted. They ensured engagement activities were delivered in a way that supported the above engagement objectives.

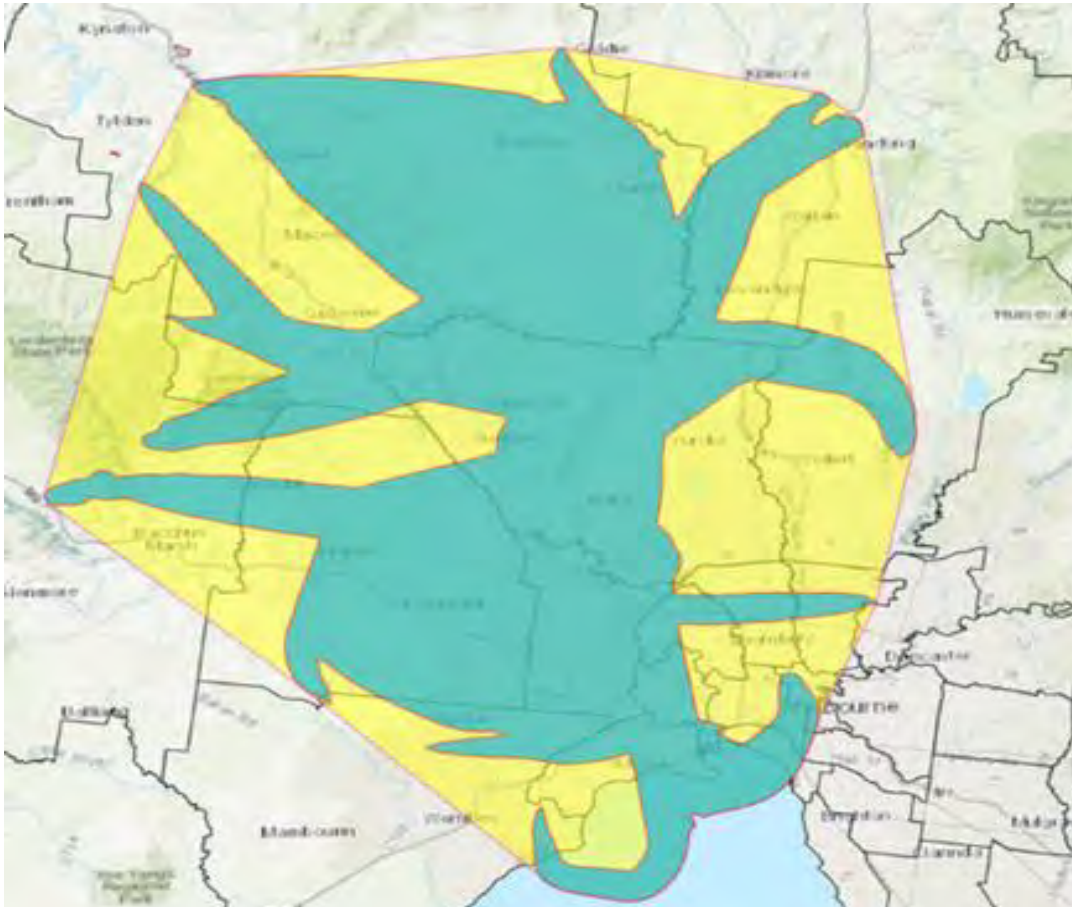
- Explain the engagement objectives and opportunities to influence decisions
- Respect the views and opinions of all community members
- Share information about project activities and hard decisions
- Provide feedback about the outcomes of community engagement
- Ensure engagement activities are inclusive and equitable
- Provide technical information in clear, concise and accessible language
- Engage with impacted and interested community members
- Conduct engagement in a timely manner
- Understand the community and stakeholders we are engaging with
- Measure the outcomes of engagement to support continual improvement

### **3.1.2 Stakeholder overview**

Stakeholders are individuals or organisations which affect, or can be affected by, project decisions. All groups and individuals (internally and externally) affected by or having an interest

in the project could be a stakeholder - but not all stakeholders will need to be engaged at the same level.

APAM developed a composite noise model for the geographical extent of likely community interest and/or impact related to proposed changes to the airport's operation (including as a result of M3R implementation). The extent of this area is shown below - the catchment includes almost one million households.



**Figure 1: Catchment area of likely community interest and/or impact related to proposed changes to the airport's operation**

While noise impact modelling guided engagement and communication planning, ensuring that awareness of the Master Plan 2022 and M3R MDP was raised well beyond this boundary was essential. Communication activities sought to reach the greater Metropolitan Melbourne area and areas of regional Victoria. These included areas covered by lower threshold 'noticeability' modelling.

Specific stakeholders who would likely be interested and impacted by this project have been grouped into stakeholder categories in the

Table 2.

**Table 2: Stakeholder Groups**

Stakeholder group	Stakeholders
<b>Commonwealth Government</b>	<ul style="list-style-type: none"> <li>• Department of Infrastructure, Transport, Regional Development, Communications and the Arts</li> <li>• Department of Agriculture, Water and the Environment (former)</li> <li>• Department of Climate Change, Energy, the Environment and Water</li> <li>• Civil Aviation Safety Authority</li> <li>• Airservices Australia</li> </ul>
	<b>Members of Parliament</b>
	<ul style="list-style-type: none"> <li>• The Honourable Barnaby Joyce MP – Minister for Infrastructure, Transport and Regional Development (former)</li> <li>• The Honourable Catherine King MP – Minister for Infrastructure, Transport, Regional Development and Local Government</li> <li>• The Honourable Sussan Ley MP – Minister for the Environment (former)</li> <li>• The Honourable Tanya Plibersek MP – Minister for the Environment and Water</li> <li>• The Honourable Dr Jim Chalmers MP – Shadow Treasurer (former), Treasurer</li> <li>• The Honourable Anthony Albanese MP – Leader of the Opposition (former), Prime Minister</li> <li>• The Honourable Dan Tehan MP – Minister for Trade, Tourism and Investment (former)</li> <li>• Senator the Honourable Don Farrell – Shadow Minister for Sport and Tourism (former), Minister for Trade and Tourism</li> <li>• The Honourable Bill Shorten MP – Member for Maribyrnong</li> <li>• The Honourable Tim Watts MP – Member for Gellibrand</li> <li>• Rob Mitchell MP – Member for McEwen</li> <li>• Josh Burns MP – Member for Macnamara</li> <li>• Maria Vamvakinou MP – Member for Calwell</li> <li>• Daniel Mulino MP – Member for Fraser</li> <li>• The Honourable Brendan O'Connor MP – Member for Gorton</li> </ul>



- Adam Bandt MP – Member for Melbourne

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**State Government**

- Department of Environment, Land, Water and Planning
- Environment Protection Authority
- Department of Transport
- Department of Health (Western Health)
- Department of Education (School Building Authority)
- Department of Treasury and Finance
- Department of Jobs, Precincts and Regions

**Members of Parliament**

- The Honourable Martin Pakula MP – Minister for Trade, Minister for Tourism, Sport and Major Events
- The Honourable Jill Hennessey MP – Member for Altona
- Josh Bull MP – Member for Sunbury
- The Honourable Ben Carroll MP – Member for Niddrie
- The Honourable Melissa Horne MP – Member for Williamstown
- The Honourable Danny Pearson MP – Member for Essendon
- Katie Hall MP – Member for Footscray
- Lizzie Blandthorn MP – Member for Pascoe Vale
- The Honourable Robin Scott MP – Member for Preston
- The Honourable Richard Wynne MP – Minister for Planning
- Natalie Suleyman MP – Member for St Albans
- Sarah Connolly MP – Member for Tarneit
- Danielle Green MP – Member for Yan Yean
- Ros Spence MP – Member for Yuroke
- Members of the Legislative Council
- Sheena Watt MLC – Northern Metropolitan Region
- Nazih Elasmr OAM MLC – Northern Metropolitan Region
- Samantha Ratnam MLC – Northern Metropolitan Region
- Craig Ondarchie MLC – Northern Metropolitan Region
- Fiona Patten MLC – Northern Metropolitan Region
- Cesar Melhem MLC – Western Metropolitan Region
- The Honourable Ingrid Stitt MLC – Western Metropolitan Region
- Bernie Finn MLC – Western Metropolitan Region
- Kaushaliya Vaghela MLC – Western Metropolitan Region
- Dr Catherine Cumming MLC – Western Metropolitan Region
- Mark Gepp MLC – Northern Victoria
- The Honourable Wendy Lovell MLC – Northern Victoria
- Tim Quilty MLC – Northern Victoria
- Tania Maxwell MLC – Northern Victoria

	<ul style="list-style-type: none"> <li>• The Honourable Jaclyn Symes MLC – Northern Victoria</li> </ul>
<b>Local Government</b>	<ul style="list-style-type: none"> <li>• Hume City Council</li> <li>• Brimbank City Council</li> <li>• Maribyrnong City Council</li> <li>• Hobsons Bay City Council</li> <li>• Macedon Ranges Shire Council</li> <li>• City of Melbourne</li> <li>• Moonee Valley City Council</li> <li>• City of Yarra</li> <li>• City of Port Phillip</li> <li>• City of Stonnington</li> <li>• Wyndham City Council</li> <li>• Melton City Council</li> <li>• Mitchell Shire Council</li> <li>• City of Whittlesea</li> <li>• City of Moreland</li> <li>• Darebin City Council</li> <li>• City of Stonnington</li> </ul>
<b>Consultative Groups</b>	<ul style="list-style-type: none"> <li>• Melbourne Airport Community Aviation Consultation Group (CACG)</li> <li>• Planning Coordination Forum (PCF)</li> <li>• Victorian Chamber of Commerce and Industry</li> <li>• Infrastructure Partnerships Australia</li> <li>• Australian Logistics Council</li> <li>• Metropolitan Transport Forum</li> <li>• Business Council of Australia</li> <li>• Victorian Farmers Federation</li> <li>• Australasian Land and Groundwater Association</li> <li>• Professional Environmental Womens’ Association</li> <li>• Business Associations</li> </ul>
<b>Airlines/ operators</b>	<ul style="list-style-type: none"> <li>• Airlines</li> <li>• On-airport companies, businesses and support services</li> </ul>
<b>Local community</b>	<ul style="list-style-type: none"> <li>• Near neighbours</li> <li>• Residents and businesses within projected impact areas</li> <li>• Schools and early years centres within projected impact areas</li> <li>• Health and community centres within projected impact areas</li> <li>• Hard-to-reach community members</li> </ul>
<b>Airport users</b>	<ul style="list-style-type: none"> <li>• Passengers</li> <li>• Airport workforce</li> </ul>



### **3.1.3 Prior engagement (before public exhibition)**

APAM has engaged continuously with its stakeholders on the development of the Master Plan 2022 and third runway development since the completion of Master Plan 2018 public engagement process.

APAM engaged with airlines, industry representatives, representatives from all levels of government, Victorian business and tourism bodies, statutory authorities, passengers, and local organisations and communities through a program of regular meetings, briefings and forums. APAM also engaged with its established consultation forums (including the Planning Coordination Forum and Community Aviation Consultation Group).

#### **3.1.3.1 Orientation change engagement**

In mid-2019, APAM announced to community and stakeholders that it was reviewing its decision to construct a parallel east-west runway as the airport's third runway as described in the Master Plan 2018.

Engagement activities were undertaken to support the planning review undertaken into the third runway orientation. A summary of key engagement activity in this period included:

- 226 people participating in online and face to face engagement events
- 2790 visits to dedicated engagement website
- 20 community workshops held in 14 locations
- Four “Meet the planner” sessions
- Two direct mailouts to approximately 330,000 households to advise of the review, engagement workshops and final decision
- Media coverage on TV, radio, daily and local newspapers
- Information on [my.melbourneairport.com](http://my.melbourneairport.com)
- Alerts sent to approximately 3,000 people on the Melbourne Airport database
- Commonwealth, Victorian and local government briefings
- A range of CACG, PCF and community group presentations and briefings.

Following this, in November 2019, APAM announced that it was planning for the third runway to be oriented north-south via the M3R project.

#### **3.1.3.2 Preliminary engagement during the coronavirus (COVID-19) pandemic**

The public exhibition, originally planned to take place in 2020, was delayed due to the global Coronavirus (COVID-19) pandemic in March 2020. In 2021, APAM decided to further delay public exhibition until early 2022.

Following this decision, APAM maintained updates and engagement with its stakeholders through existing channels such as the Melbourne Airport website, social media channels and CACG and PCF forums.

In 2021, APAM undertook preliminary engagement with the hard-to-reach community (including members from Culturally and Linguistically Diverse (CALD) communities, young people, young families, and elderly citizens) to build awareness and provide information about the Preliminary Draft Master Plan and M3R MDP, and also seek feedback on the engagement program.

Six online focus groups were held between September and October 2021. Participants had the opportunity to hear about the draft plans, ask questions of technical staff and give feedback on the engagement program and information material.

40 people participated across seven online focus group sessions. There was general support from the participants and a range of suggestions which led to the following changes to the engagement program:

- Redesign of the promotion flyer to add in more visual cues, with addition of two more languages, and inclusion of a QR code, a project hotline and a dedicated email address
- Use of multiple radio channels to promote the engagement program in seven community languages
- Support for community members that speak languages other than English to submit their submissions in their own languages
- Incorporation of a mix of online and in-person events to cater for different needs.

## **3.2 Engagement and communications methodology**

The engagement methodology was developed in consideration of:

- The engagement objectives and design principles described in Section 3.1
- Feedback and lessons learned from prior engagement activities
- COVID-19 impacts - a COVID-safe plan was developed and followed to ensure staff and public safety risks were managed.

To maximise participation opportunities, engagement activities were undertaken through a mix of in-person and online forums, including; pop-ups, library talks, meet-the-planner sessions, focus groups and online information sessions.

### **3.2.1 Formal Public Exhibition engagement during the coronavirus (COVID-19) pandemic**

The formal public exhibition occurred outside Victorian lockdown periods, but during the global coronavirus (COVID-19) pandemic with public health orders in force and changing throughout.

Although Melbourne ended its lockdown in late 2021, the State was recording over 22,000 positive cases per day in January 2022. The pandemic impacted availability of suitable venues (with density limits imposed by the State health authority), and potentially participation levels of face-to-face events (due to sickness, being a close contact of a contracted case, or fear of contracting the virus). In the first two months of the public exhibition some community members were reluctant to attend in-person event and community events were limited. As such, APAM could not organise pop-up sessions to co-host at community markets/ library events. APAM made changes to locations of some events as some restrictions eased. These changes have been detailed in Section 3.4.1.

### **3.2.2 Information provided during Public Exhibition**

Engagement activities and communications encompassed both the Master Plan 2022 and the M3R MDP. Recognising that the two are inextricably linked, all events facilitated both the Master Plan and M3R project to ensure that participants had ample opportunity to understand the full breadth of proposed changes and potential impacts. This approach appears to have been validated by the significant number of submissions on the Preliminary Draft Master Plan 2022 that discuss the planning context of the M3R project.


### **3.2.3 Online engagement tools**

A dedicated online engagement and communications platform (Virtual Visitor Centre) was developed to house all Master Plan and M3R information, provide opportunities to ask questions, register to attend engagement advents and write and submit submissions to the approval processes.

This platform also included access to a bespoke 'Noise and Flight Path Tool' which allowed stakeholders to explore potential noise and amenity effects from a nominated address to assist their understanding of current (2019) and forecast noise. Further description of these two online engagement and communications platforms is provided below:



**Table 3: Overview of online engagement tools used**

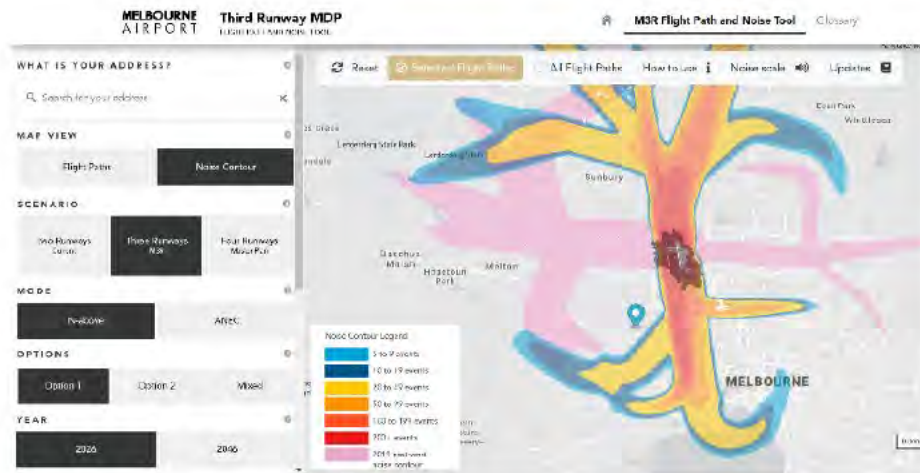
Approach	Description
<b>Virtual Visitor Centre</b>	<p>The Virtual Visitor Centre (<a href="https://www.melbourneairport.com.au/runway">https://www.melbourneairport.com.au/runway</a>) replicated a traditional drop-in information session format on a website, with visitors able to access all project information and register for engagement activities. The site was live throughout the public exhibition period and remains online and available for the public to access.</p> <p>The Virtual Visitor Centre includes:</p> <ul style="list-style-type: none"> <li>• The Preliminary Draft Master Plan 2022</li> <li>• The Preliminary Draft M3R MDP</li> <li>• Event calendars that outlined all the public engagement events, with registration link</li> <li>• Videos of online information session recordings</li> <li>• Information boards that highlight key facts</li> <li>• A video animation explaining the M3R project</li> <li>• Videos from CEO and Chief of Infrastructure</li> <li>• Link to interactive flight path and noise tool</li> <li>• Supporting fact sheets and chapter summaries</li> <li>• Q&amp;A tool and FAQ list</li> <li>• Link to the web portal for lodging submissions</li> <li>• Translated documents in seven key languages</li> <li>• Contact information (phone and email)</li> </ul> <p>The link to the Virtual Visitor Centre was promoted through a top banner image displayed on Melbourne Airport’s website.</p> <p>Visitors could contact the project team via the centre to ask for project information or register for engagement events.</p> 

**Figure 2: Screenshot of the Virtual Visitor Centre**

**Noise and Flight Path Tool**

A Noise and Flight Path Tool was designed to illustrate current (2019 two-runway), projected (three-runway) and ‘ultimate’ (four-runway) noise impacts and flight paths, as described in the Preliminary Draft Master Plan and M3R MDP. An interactive map allows users to learn about the possible changes in overflights and noise levels at their property or place of interest.

The link to the Noise and Flight Path Tool can be accessed through the Virtual Visitor Centre and Melbourne Airport’s website. The tool was shown to participants at in-person events using a digital device and promoted through all online information sessions. Upon request some community members were given bespoke information packets with screenshots and explanations of results for their location.



**Figure 3: Screenshot of the Noise and Flight Path Tool**

**3.2.4 Engagement activities**

A total of 53 engagement sessions were held both online and in-person. Online sessions were held through the online meeting platform Zoom. Locations of in-person engagement (pop-ups, meet-the-planner, town halls and library talks) were selected by APAM staff based on existing airport impacts, potential future impacts and where there was demand. An overview of engagement activity formats used is provided in the table below.

**Table 4: Engagement activities**

Approach	Description	Intended participants
<b>Pop-up</b>	16 pop-ups were held in locations that received passing foot traffic (e.g. parks, airport terminals and local events) with the objective to reach out to the public in places they already visit and congregate. This strategy also captured people who may not otherwise be compelled to attend a more formal/registered event.	<ul style="list-style-type: none"> <li>Near neighbours</li> <li>Residents within the noise impact catchment</li> </ul>



Approach	Description	Intended participants
	<p>The purpose of the pop-ups was to raise awareness of the Master Plan and M3R, and public exhibition engagement opportunities - and provide an opportunity to talk directly to airport staff.</p> <p>Materials were distributed including maps, project flyers and fact sheets. Mobile tablets and laptops with access to the Virtual Visitor Centre and the interactive Noise and Flight Path Tool were shown to assist participants in understanding the potential impacts of the M3R project.</p> <p>Each pop-up session was two hours long and staffed by Melbourne Airport subject matter experts and engagement teams.</p> <p>Pop-ups were set up with a branded marquee, a pull-up banner, a Melbourne Airport branded podium and project area maps. No capacity limits were applied.</p> <p>Three different pop-up formats were held:</p> <ul style="list-style-type: none"> <li>• Seven at local reserves or community events</li> <li>• Four at the Sunbury Road aircraft viewing area</li> <li>• Five in airport terminals. At the in-terminal pop-ups, free coffee vouchers were given out to encourage people to take project information.</li> </ul>	<ul style="list-style-type: none"> <li>• Interested community members</li> </ul>



**Figure 4: Photo of a pop-up at the Sunbury Rd Viewing Area**

Approach	Description	Intended participants
<p><b>Online information session</b></p>	<p>Thirteen online information sessions were held to provide key information on specific aspects of the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R MDP. Online sessions could accommodate up to 100 participants.</p> <p>Each session included a presentation given by APAM staff and technical experts, and a Q&amp;A session where participants were encouraged to seek clarification - which allowed for greater exploration of key topics of interest. All online sessions were recorded and made available through the Virtual Visitor Centre to ensure people who couldn't participate could still access this detailed information and answers to questions.</p> <p>Online sessions covered the following topics:</p> <ul style="list-style-type: none"> <li>• Master Plan 2022 overview</li> <li>• Sustainability</li> <li>• Health impacts</li> <li>• Social impacts</li> <li>• Heritage</li> <li>• Transport</li> <li>• Airspace architecture</li> <li>• Aircraft noise</li> <li>• Draft runway operating plan</li> <li>• Ecology</li> </ul> <p>While some topics were specific to the Preliminary Draft M3R MDP, they included the opportunity to ask questions and learn more about the Preliminary Draft Master Plan 2022.</p> <p>Each session ended with a 'call to action' encouraging participants to make a submission, join other engagement activities and/or read further information on the Virtual Visitor Centre.</p> <p>Online information sessions were two hours in length and held via Zoom meeting platform. Prior registrations were requested.</p>	<p>All stakeholders</p>

Approach	Description	Intended participants
		

**Figure 5: Screenshot of the Virtual Visitor Centre page where all Online Information Sessions were recorded and uploaded to**



**Figure 6: Screenshot of an Online Information Session**

<p><b>Library talk</b></p>	<p>11 library talks were held in community meeting spaces across Melbourne. The library talks were two-hour topic-based presentations from APAM staff on various aspects of the Preliminary Draft Master Plan and/or M3R MDP.</p> <p>These talks were mirrored in the online information sessions to ensure alternative access routes for the same information. The library talks were designed to be informative presentations from subject matter experts and allowed time for questions and answers at the end. APAM identified key topics of interest for these sessions:</p> <ul style="list-style-type: none"> <li>• Project overview</li> <li>• Sustainability</li> <li>• Health impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Near neighbours</li> <li>• Residents within the noise impact catchment</li> <li>• Interested community members</li> </ul>
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Approach	Description	Intended participants
	<ul style="list-style-type: none"> <li>• Social impacts</li> <li>• Heritage</li> <li>• Transport</li> <li>• Airspace architecture</li> <li>• Aircraft noise</li> <li>• Draft runway operating plan</li> <li>• Ecology</li> <li>• Environmental management framework</li> </ul> <p>While some topics were specific to the Preliminary Draft M3R MDP, they included opportunity to ask questions and learn more about the Preliminary Draft Master Plan. Each session could accommodate up to 30 participants. Fact sheets were given out at the Library Talks and hard copy maps and documents made available.</p> <p>Prior registrations were requested, but walk-ins were permitted subject to density/participation limits.</p> 	
<p><b>Meet the Planner</b></p>	<p>The six 'meet the planner' sessions were a series of one-to-one meetings with technical specialists from APAM, which allowed participants to ask detailed, specific questions. These sessions provided opportunity for people to discuss private and sensitive matters (such as their individual property or personal circumstances). Some participants indicated their questions in advance and so APAM staff were able to</p>	<ul style="list-style-type: none"> <li>• Near neighbours</li> <li>• Residents within the noise impact catchment</li> </ul>

Figure 7: Image of a library talk



Approach	Description	Intended participants
	<p>prepare bespoke and detailed information ahead of the meeting.</p> <p>Participants were required to register to attend these sessions and were allocated 30-minutes each. Questions that couldn't be answered in that time were followed up by email. Participants could register online, or through the project phone line.</p> <p>All sessions were attended by an APAM staff member, technical specialists as/when required, and engagement staff.</p> <p>They were held every fortnight on Tuesdays from 12pm-8pm starting 22 February 2022. Appointments were both in person and online. Each session could accommodate up to 13 meetings.</p>	<ul style="list-style-type: none"> <li>Interested community members</li> </ul>
<p><b>Hard-to-reach Focus groups</b></p>	<p>Three focus groups were held to target cohorts identified as hard-to-reach - young people, young families, elderly and Culturally and Linguistically Diverse (CALD) community. Focus groups were limited to 15 participants.</p> <p>The focus groups were designed to concentrate on topics that people were most concerned about:</p> <ul style="list-style-type: none"> <li>Master Plan</li> <li>Health impacts</li> <li>Social impacts</li> <li>Airspace, flight paths and noise</li> </ul> <p>Focus groups participants were recruited through existing networks and Community Champions (who were recruited prior to public exhibition), Council networks, representative groups, service providers and organisations.</p> <p>Fifty-dollar gift cards were given to encourage participants and to help reduce barriers to participation. Prior registration was required.</p>	<ul style="list-style-type: none"> <li>Hard-to-reach community members (young people, young family, CALD communities)</li> </ul>
<p><b>Lunchtime Express</b></p>	<p>Five 'lunchtime express' online information sessions were held to provide a short general Master Plan and M3R overviews by an APAM team member, followed by Q&amp;A. These sessions were designed to encourage participation from people working online and were provided in response to community feedback</p>	<p>All stakeholders</p>

Approach	Description	Intended participants
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requesting online sessions at different times (outside of weekends and evenings).

The sessions were promoted through Melbourne Airport’s social media platform with the link to the session. No registration was required to attend.



**Figure 8: Screen capture of the Lunchtime Express promotion**

<p><b>Town Hall</b></p>	<p>A ‘Town Hall’ format meeting was held in the Jack McKenzie Community Centre in Bulla during the evening of March 9. APAM staff presented key information about various aspects of the Preliminary Draft M3R MDP. The location was chosen due to significant community interest from Bulla, and with respect to feedback that the mailout had not been received in the area.</p> <p>The Town Hall was designed to be an informative presentation from subject matter experts and allowed time for questions and answers at the end. APAM presented general information about the project and included some specific impacts to Bulla. We identified key topics of interest for these sessions:</p> <ul style="list-style-type: none"> <li>• Airport planning history</li> <li>• The M3R project</li> <li>• The Airports Act major project approval process</li> <li>• Impact assessment objectives</li> </ul>	<ul style="list-style-type: none"> <li>• Near neighbours</li> <li>• Residents within the noise impact catchment</li> <li>• Interested community members</li> </ul>
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Approach	Description	Intended participants
	<ul style="list-style-type: none"> <li>• Impact assessment details:</li> <li>• Flight paths</li> <li>• Operating modes</li> <li>• Noise in Bulla</li> <li>• Social and health</li> <li>• Property planning and values</li> <li>• Guidance about how to lodge a submission and attend further information sessions</li> </ul> <p>This session was attended by 50+ participants. Fact sheets were given out and hard copy maps and documents made available.</p> <p>Prior registrations were requested, but walk-ins were permitted subject to density/participation limits.</p>	

### 3.2.5 Communication and promotion methods

APAM recognises the need for best practice engagement, and as such went much further than the statutory requirement to raise awareness of the proposals.

Through a combination of paid advertising, traditional media and social media, APAM attempted to ensure as many people as possible were aware of the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R MDP - and how they could contribute to the process.

Dedicated Master Plan and M3R communication channels were established in addition to the existing Melbourne Airport communication channels. An outline of each channel is provided below.

**Table 5: Communication Channels**

Approach	Description
<b>Virtual Visitor Centre</b>	<p>Virtual Visitor Centre is a dedicated project web portal and interactive engagement platform.</p> <p>The Virtual Visitor Centre (<a href="https://www.melbourneairport.com.au/runway">https://www.melbourneairport.com.au/runway</a>) was developed to house information relating to the Master Plan 2022 and M3R project. It can be accessed directly or via the main Melbourne Airport website homepage.</p> <p>A total of 64924 unique users visited the Virtual Visitor Centre.</p>
<b>Email address</b>	<p>A dedicated project email address was set up to for questions to be asked and answered about the Preliminary Draft Master Plan (<a href="mailto:newrunway@melair.com.au">newrunway@melair.com.au</a>). All emails received were reviewed by APAM staff and received responses.</p>

A total of 308 enquiries were received through email (this excludes email submissions). These emails were generally related to noise impacts and requests for information about process

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**Phone**

Melbourne Airport’s reception phone number was used to capture initial contacts as a dedicated project hotline throughout the engagement period. The phone number was printed on key project collateral and on Melbourne Airport’s website and the Virtual Visitor Centre.

A phone log was used to record all phone calls relating to the Master Plan 2022 and M3R project received through the phone number that related to the Master Plan project. APAM staff responded to all phone inquiries and followed up by providing further information/ or organising follow-up meetings as requested.

A total of 124 phone inquiries were recorded. Follow-up calls or any phone calls that were directed to staff phone numbers were not recorded.

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**Letter to landowners residents**

Properties located in/near a new Public Safety Area (established for the proposed runway and detailed in the Master Plan) were notified by direct mail.

Maps showing the Public Safety Areas proposed for opening of the new runway, and how they are expected to change over the ensuing 20-year period as air traffic increases were included in the letter. Occupants were encouraged to review the Preliminary Draft Master Plan and M3R MDP online and/or ask questions through email or any engagement activities.

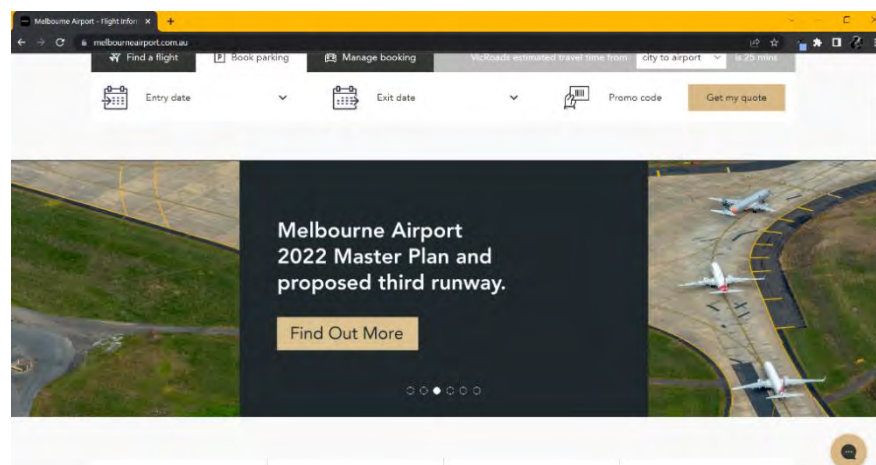
Further direct mail outs were sent as part of the promotion channels described in next section.

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**Melbourne Airport’s website**

In addition to the dedicated Virtual Visitor Centre, Melbourne Airport’s website ([www.melbourneairport.com.au](http://www.melbourneairport.com.au)) was used to promote the exhibition.

Throughout the public exhibition period, a prominent project banner was displayed on the home page to direct web visitors to view project information. The website home page reached 256,347 users during engagement period.



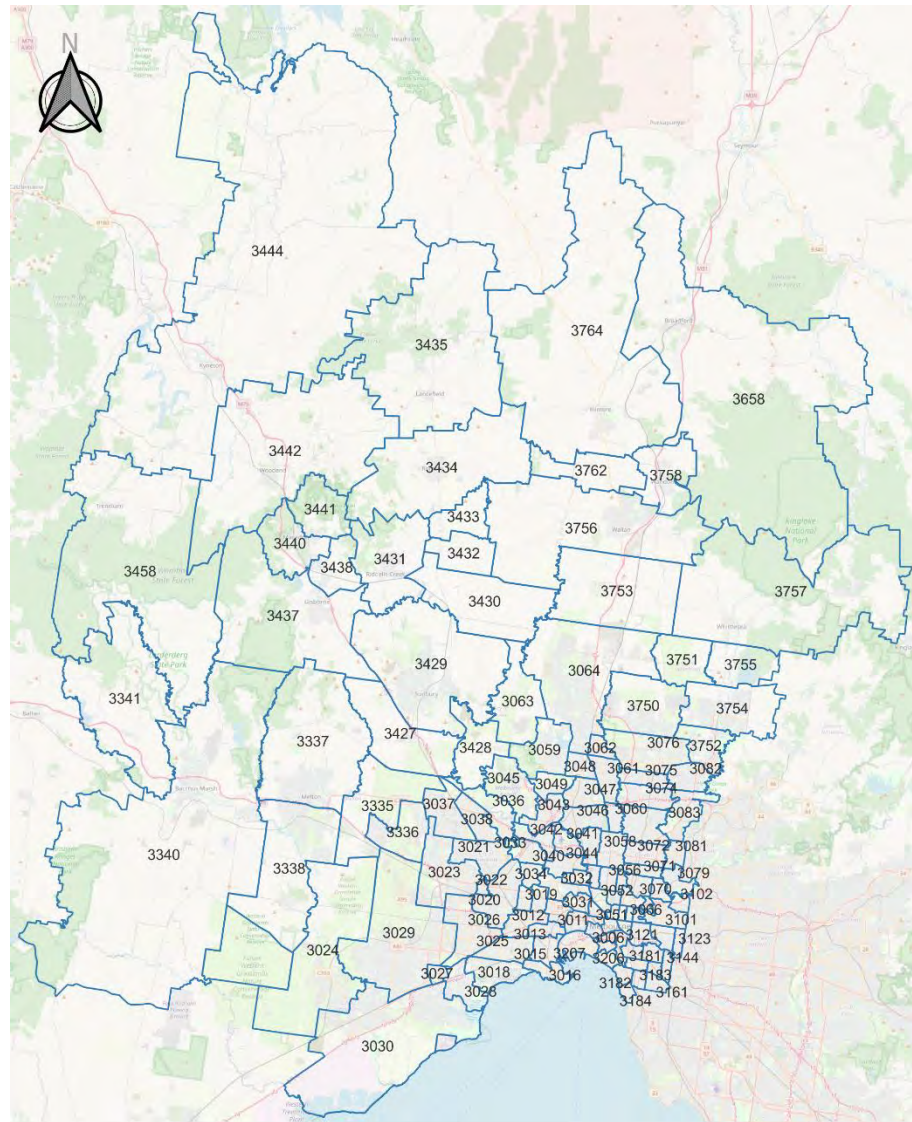
**Figure 9: Screenshot of the project banner on Melbourne Airport's website**



**Direct Mailout**

In the first week of public exhibition, a flyer with information in seven languages was mailed to more than 980,400 homes in Melbourne’s north, west and inner east. The flyer outlined some key features of the Preliminary Draft Master Plan and M3R project - and included a QR code linking to the Virtual Visitor Centre, Melbourne Airport website, consultation email address and phone number so people could access more information.

The mailout was distributed using Australia Post’s unaddressed mail booking service. In deciding on a distribution area, APAM used the catchment area described in Section 3.1.



**Figure 10: Distribution area of the mailout**

A few weeks into public exhibition some residents in Bulla indicated they had not received the flyer, which prompted APAM to commit to a second mailout in that area. Property owners were sent a letter from Chief of Infrastructure Simon Gandy directing them to information on M3R and the Draft Master Plan 2022, with encouragement to engage with the consultation and approval process. This resulted in several extra submissions, directly referencing the letter. A sample of

the letter is included in Appendix 8. APAM also undertook a targeted briefing for Bulla residents two weeks later, with 50 Bulla residents attending.

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**Newspaper Advertising**

In addition to notice in the Herald Sun on February 1 advising of the exhibition period for the Preliminary Draft Master Plan 2022 and M3R MDP, APAM also purchased front page advertising on the Star Weekly Brimbank North West and Star Weekly Sunbury Macedon Ranges newspapers every second week, for the duration of the public exhibition period, totalling 12 advertisements.

This advertising was designed to drive engagement in the impacted area by particularly highlighting proposed changes to flight paths required for the new runway with a ‘call to action’ for residents to “find out more”.

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**Radio Advertising**

To help raise awareness of the engagement period across greater Melbourne, APAM undertook a significant radio advertising campaign.

Two fortnight-long blocks of advertising aired on four of Melbourne’s most popular radio stations (3AW, Nova100, Gold 104 and Kiss FM). In total 290 radio spots were delivered with estimated campaign reach of 2.4 million people aged 18+.

The spread of radio stations was designed to reach a wide range of demographics and was spread throughout the day. The advertising highlighted changes to flight paths, and the likelihood that people may notice more aircraft near their homes and workplaces. It included a ‘call to action’ directing people to the website for more information.

45 second spot script:

*To keep Victoria connected Melbourne Airport is planning to build a third runway to ensure Melbourne is able to cope with future demand as the city continues to grow. This new north-south runway will support the community and deliver significant economic benefits to the state - providing thousands of jobs, giving local producers better access to overseas markets and reducing delays for travellers. It will also require a change to flight paths, so when the new runway opens you may see more planes flying over your home or workplace. To find out more and to have your say, visit Melbourne Airport dot com dot A-U.*

APAM also commissioned SBS radio to produce a series of non-English language advertisements, for broadcast during foreign language programming. A total of 32 spots were commissioned. These advertisements were voiced in Chinese (traditional and simplified), Arabic, Greek, Italian, Vietnamese, Turkish and Somali. These languages were selected based on ‘Language Spoken at Home’ data from Australian Bureau of Statistics in the catchment area (described in Section 3.1).

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**Online Advertising**

Throughout the public exhibition period APAM advertised on [realestate.com.au](http://realestate.com.au) to ensure that potential home purchasers were aware of the changes being proposed. This campaign delivered more than 3.7 million impressions across greater Melbourne and resulted in more than ten thousand clicks on the Melbourne Airport Virtual Visitor Centre.



This advertising was supplemented by social media promotion for specific engagement events, which reached a total of 171,439 people across 16 different events. APAM also used non-sponsored posts on its social media channels to help drive participation in the engagement process.

To help drive further engagement APAM commissioned a second round of online advertising in April. This delivered 8,613,116 impressions across Google Display Ads, the Herald Sun and The Age, which resulted in 4,839 clicks on the Melbourne Airport Virtual Visitor Centre. A further 1,536,881 impressions were delivered across social media platforms, (1,003,963 on Facebook and 532,918 on Instagram), pointing people to specific public information events.

<b>Media Coverage</b>	<p>APAM recognised the value of using traditional media outlets to help raise and build awareness of the public exhibition and worked to leverage this wherever possible.</p> <p>To ensure maximum exposure, the airport held a media launch for the consultation on the day before the start of formal public exhibition.</p> <p>This resulted in extensive coverage on all Melbourne-based television news bulletins, local radio stations, the Herald Sun and the Age, Star Weekly newspapers as well as numerous online publications.</p> <p>Across the three days from January 31, it is estimated that television coverage of the Master Plan and M3R projects reached more than 5.84 million people. (Source: Isentia).</p> <p>State-wide and local newspaper coverage in the following week helped increase public awareness in communities close to the airport and further afield.</p> <p>The earned and externally generated media coverage reached millions of people across Victoria, across a broad range of demographics- helping to drive awareness of APAM’s proposal, and the public exhibition process.</p> <p>In April 2022 APAM embarked on a second media push, encouraging people to explore the online noise tool and highlighting changes to flight paths in suburbs further away from the airfield. This attracted coverage from state-wide outlets such as the Channel 7 and the Herald Sun.</p>
<b>Media release</b>	<p>APAM used monthly passenger figure media releases to keep the Master Plan and M3R MDP in the forefront of news reporters’ awareness, while the concerns of community groups received coverage from outlets such as the Guardian and Star Weekly.</p>
<b>Others</b>	<p>Towards the end of public exhibition, APAM partnered with Airservices Australia to take Channel 7 into the control tower, with both APAM staff and the Melbourne Airport Community Action Group highlighting the extent of forecast noise impacts.</p>




**Table 6 Earned media coverage**

Date	Source	Author	Title
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<b>31/01/2022</b>	7 News	Liz Hobday	Melbourne Airport runway plan takes off.
<b>31/01/2022</b>	The New Daily	Liz Hobday	Melbourne Airport runway plan takes off.
<b>31/01/2022</b>	Yahoo News	Unknown	Melbourne Airport runway plan takes off.
<b>01/02/2022</b>	Brimbank Star Weekly	Tara Murphy	Runway plan is revealed
<b>01/02/2022</b>	Brimbank Star Weekly	Tara Murphy	Council encourages residents to have their say
<b>01/02/2022</b>	Herald Sun	Kieran Rooney	Ready for the future of travel
<b>01/02/2022</b>	Herald Sun	Kieran Rooney	Noise levels to soar with new runway
<b>01/02/2022</b>	Launceston Examiner	NA	Third Runway Plan takes off
<b>01/02/2022</b>	Herald Sun	Kieran Rooney	Melbourne Airport's third runway will increase plane noise north, south of Tullamarine
<b>01/02/2022</b>	CAPA	NA	Melbourne Tullamarine Airport announces plans to construct third runway
<b>01/02/2022</b>	Sunbury and Macedon Ranges Star Weekly	Oliver Lees	Runway plan is revealed.
<b>01/02/2022</b>	The Age	Michael Fowler	Airport to open third runway before 2030.
<b>01/02/2022</b>	The Australian	Robyn Ironside	Airport's promise to residents on runway.
<b>08/02/2022</b>	Brimbank and North West Star Weekly	No author listed	Airport's big plans for the future.
<b>08/02/2022</b>	Brimbank and North West Star Weekly	Tara Murphy	Brimbank Council encourages residents to have their say.
<b>08/02/2022</b>	Brimbank and North West Star Weekly	Tara Murphy	Sessions on airport plans.
<b>08/02/2022</b>	Melton and Moorabool Star Weekly	Tara Murphy and Sarah Oliver	Plans for third runway take off
<b>08/02/2022</b>	Northern Star Weekly	Oliver Lees	Airport vision takes off
<b>11/04/2022</b>	Brimbank and North West Star Weekly	Max Hatzoglou	Infrastructure lifts housing market

<b>12/04/2022</b>	Sunbury and Macedon Ranges Star Weekly	Elsie Lange	Moves on airport noise metric
<b>12/04/2022</b>	Brimbank and North West Star Weekly	Max Hatzoglou	VTAG calls for new noise metric
<b>17/04/2022</b>	Herald Sun	Kieran Rooney	Airport wants flight path feedback
<b>19/04/2022</b>	Brimbank and North West Star Weekly	Max Hatzoglou	Projects drive housing market
<b>10/05/2022</b>	Sunbury and Macedon Ranges Star Weekly	Elsie Lange	Hume supports a third runway
<b>14/05/2022</b>	Brimbank and North West Star Weekly	Max Hatzoglou	Mayor says runway is a 'health risk'
<b>16/05/2022</b>	Brimbank and North West Star Weekly	Max Hatzoglou	Final day to enter feedback on the proposed third runway

Table 7: Realestate.com.au advertising results

Image	Impressions	Clicks
 <p>Melbourne Airport's new runway will mean new flight paths.</p> <p>FIND OUT MORE</p> <p>MELBOURNE AIRPORT</p> <p>(on click linked to Virtual Visitor Centre)</p>	1,234,236	1,876
 <p>MELBOURNE AIRPORT</p> <p>Melbourne Airport's new runway will mean new flight paths.</p> <p>FIND OUT MORE</p> <p>(on click linked to Virtual Visitor Centre)</p>	1,234,314	2,559
 <p>MELBOURNE AIRPORT</p> <p>New runway. New flight paths.</p> <p>Find out how Melbourne's new runway will affect you.</p> <p>Details</p> <p>(on click linked to Virtual Visitor Centre)</p>	921,545	4,949

**Table 8: Melbourne news bulletins viewers on 31 January 2022 (Source: Oztam)**

TV Channels	Viewers
Nine News	322,000
Seven News	280,000
ABC News	179,000
Ten News	91,000
Nine Afternoon News	86,000
Seven Afternoon News	unknown
SBS News	unknown
<b>Total TV viewers (estimate)</b>	<b>958,000</b>

**Table 9: Melbourne Airport Media Releases**

Date	Source	Title
30/01/2022	Media Release	Melbourne Airport's proposed Master Plan and third runway
14/03/2022	Media Release	Melbourne Airport passenger performance February 2022
13/04/2022	Media Release	Melbourne Airport passenger performance March 2022
13/05/2022	Media Release	Melbourne Airport passenger performance April 2022

\*All Media Releases included a mention of the consultation underway and deadline for submissions

A summary of the media releases distributed by APAM which promoted the public exhibition period for the Master Plan and M3R MDP are provided in the table below.

**Table 10: Media releases during public exhibition**

Date	Source
31/01/2022	Melbourne Airport's proposed third runway on public exhibition
16/04/2022	The future's looking up. Melburnians urged to check future flight paths. [Includes promotion of the noise tool]
21/04/2022	Melbourne residents encouraged to join the conversation on Melbourne Airport's proposed third runway

### 3.2.6 Communication Information materials

To complement the core Preliminary Draft documents (Master Plan 2022 and M3R MDP), which are voluminous and technical by necessity, a range of accessible and concise resources were developed and distributed online, through print and at face-to-face events. Examples of these can be found at Appendix 8.

**Table 11: Communications materials**

Materials	Description
<b>FAQs</b>	A list of Frequently Asked Questions was produced (and updated as new topics of interest emerged).
<b>Fact sheets</b>	<p>Fact sheets explaining key aspects of the of the proposals were developed.</p> <p><b><u>Master Planning at Melbourne Airport:</u></b></p> <ul style="list-style-type: none"> <li>• Changes since the 2018 Master Plan</li> <li>• Airport safeguarding</li> <li>• Airside development</li> <li>• Economic contribution of the airport</li> <li>• Melbourne Airport Master Plan history</li> <li>• What is a Master Plan?</li> <li>• Overarching plan for the airport</li> <li>• Airport Operations:</li> <li>• Public Safety Areas</li> <li>• Historic runway use</li> <li>• Predicted Mode availability Option 1</li> <li>• Predicted Mode availability Option 2</li> <li>• Runway naming convention</li> <li>• Proposed operating Modes</li> </ul> <p><b><u>Airspace Operations:</u></b></p> <ul style="list-style-type: none"> <li>• Prescribed airspace</li> <li>• Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO)</li> <li>• How are aircraft allocated to runways?</li> <li>• Aircraft operating at Melbourne Airport</li> <li>• Process for airspace finalisation</li> <li>• Melbourne Basin</li> <li>• Approach procedures</li> </ul> <p><b><u>Noise:</u></b></p> <ul style="list-style-type: none"> <li>• Aircraft noise</li> </ul>



Materials	Description
	<ul style="list-style-type: none"> <li>• Aircraft noise sources</li> <li>• Noise Abatement Procedures</li> <li>• Noise and Flight Path Monitoring System (NFPMS) &amp; Complaints</li> <li>• N-above contours</li> </ul> <p><b><u>M3R Project:</u></b></p> <ul style="list-style-type: none"> <li>• Heath impacts</li> <li>• Impacts on communities</li> <li>• Construction</li> <li>• Changes to infrastructure</li> <li>• Social impacts</li> <li>• Greenhouse gas emissions</li> <li>• Wildlife hazards and aircraft</li> <li>• MDP process</li> <li>• Why we need a third runway</li> <li>• What happens after Public Exhibition?</li> <li>• Heritage (Indigenous and European)</li> </ul>

**Information boards** Key information boards were designed to provide a snapshot of key project information in simple language with graphical aids.

These information boards were uploaded to the Virtual Visitor Centre.

Examples of the information boards:



Figure 11: An example of the key information board

<b>Chapter summaries</b>	A total of 29 documents summarising the contents of the Preliminary Draft Master Plan 2022 and M3R MDP into single-page documents
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Materials	Description
	were produced to succinctly assist members with sourcing and understanding key information.
<b>Documents</b>	<p>Full hard copies of the Preliminary Draft Master Plan 2022 and M3R MDP were provided at:</p> <ul style="list-style-type: none"> <li>• Melbourne Airport’s office reception</li> <li>• Local libraries <ul style="list-style-type: none"> <li>○ Broadmeadows Library</li> <li>○ Craigieburn Library</li> <li>○ Sunbury Library</li> <li>○ Tullamarine Library</li> <li>○ Gladstone Park Community Library</li> <li>○ Keilor Library</li> <li>○ Altona Library</li> </ul> </li> </ul>

### 3.2.7 Communications for Culturally & Linguistically Diverse Communities (CALD)

#### 3.2.7.1 Translated documents

Melbourne Airport is situated in one of the most culturally diverse regions in Victoria. In order to assist accessibility in these communities, APAM translated key documents into languages prevalent in the CALD communities most affected by the M3R MDP. Key project information was translated into seven community languages that were identified as the most common in the catchment area based on data from Australian Bureau of Statistics (detailed in Section 3.1). They were:

- Chinese (Traditional)
- Chinese (Simplified)
- Greek
- Turkish
- Italian
- Vietnamese
- Arabic
- Somali.

The translated information was made available on the Virtual Visitor Centre, sent to community organisations that were connected to multicultural communities; media outlets; and also sent to anyone who requested translated materials through email or phone.

People were also encouraged to make a submission in their own language and APAM committed to translating them into English; however, no non-English submissions were received.

#### 3.2.7.2 Community Champions

APAM recruited six 'Community Champions' in 2021. This role exists to help raise awareness of the Master Plan and M3R MDP amongst hard to reach, diverse and under-represented communities - with emphasis on assisting to recruit participants for hard-to-reach focus groups and encouraging people to make a submission.

Community Champions were self-nominated and had expressed an interest in helping APAM promote engagement activities to their networks. An incentive was provided to the Community Champions to compensate for time and effort.

A briefing pack including all engagement activities (date and time), and a script to help explain the Master Plan 2022 and M3R MDP were provided to the Community Champions to support the engagement promotion.

Community Champion recruited participants to the hard-to-reach focus groups and promoted the Master Plan 2022 and M3R MDP through their own networks.

### 3.3 Engagement Participation

#### 3.3.1 Overview

A total of 54 public engagement sessions was held from 1 February to 16 May 2022, with 816 people attending these events.

The table below provides a snapshot of key participation metrics for online and in person engagement events.

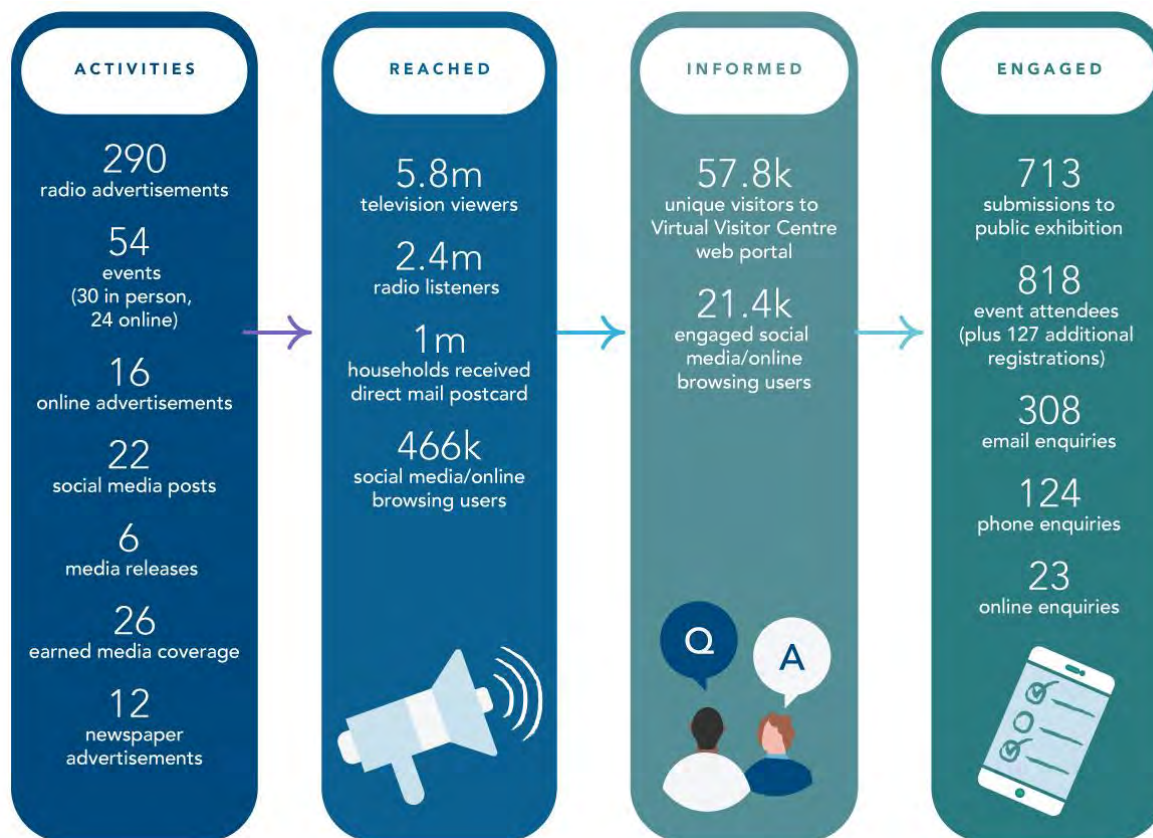


Figure 12: Total participation across all engagement and communications channels

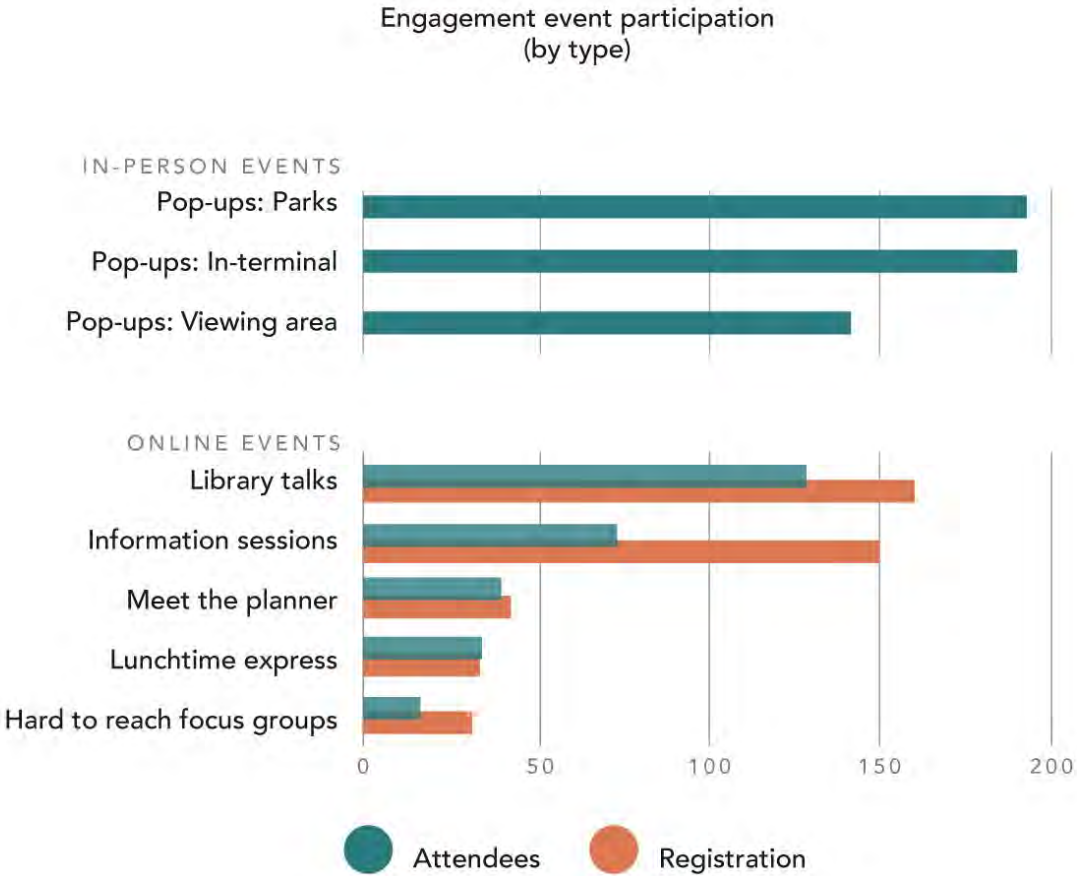
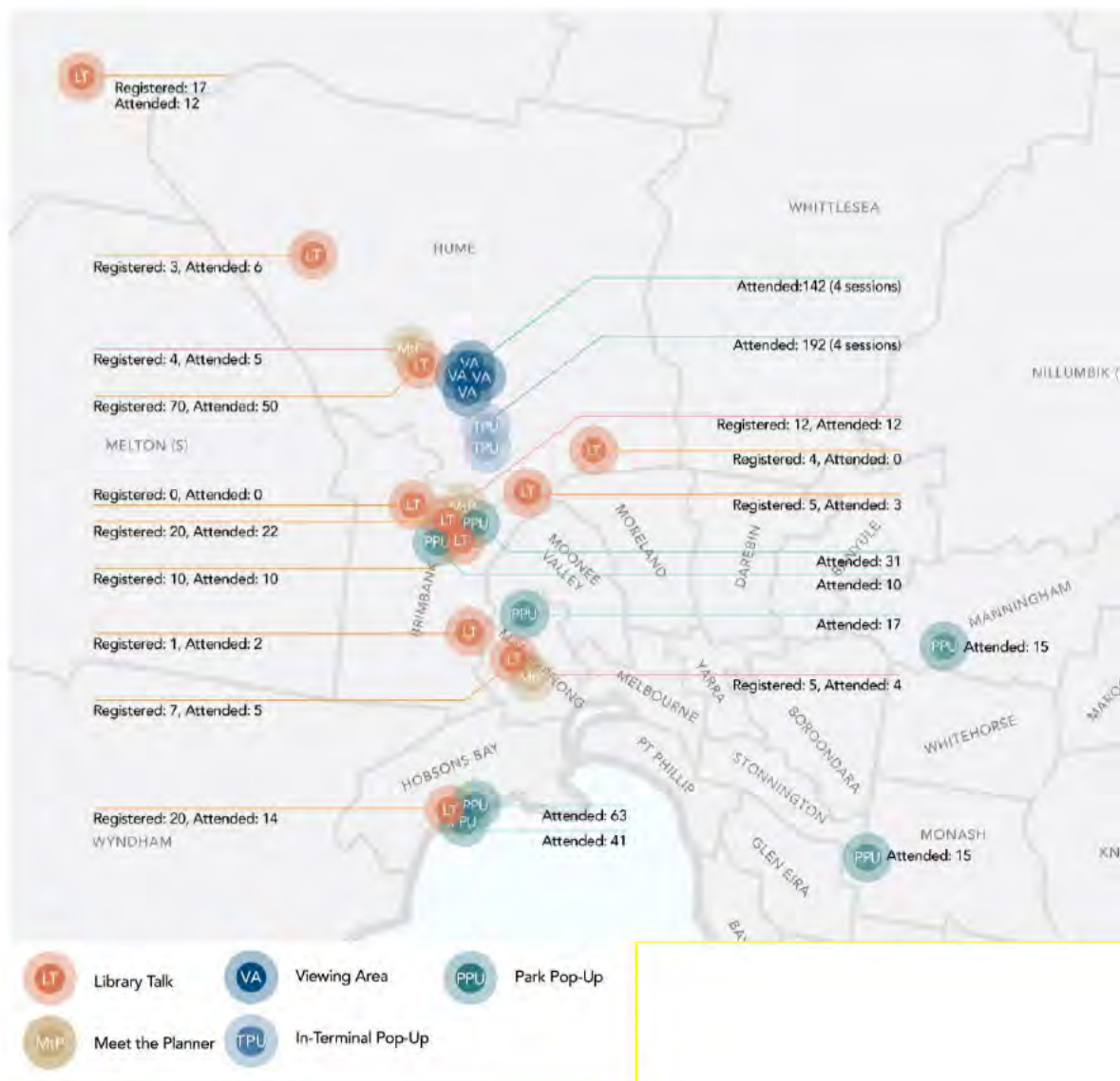


Figure 13: Engagement participation grouped by event types





**Figure 14 : Locations of face-to-face events**

The pop-up event format proved the most well attended, with approximately 524 people visiting the information stands and talking to Melbourne Airport staff. This format performed well to engage stakeholders who may not have otherwise known or been compelled to attend a registered event.

Library talks were the second most popular event (128 total attendees), followed by online information sessions (73 total attendees).

There was a noticeable difference in the rate of ‘no shows’ (people who registered for an event but did not attend), between online and in person sessions. On average approximately 50% of the registered online participants showed up, comparing to 80% for in-person sessions.

With 31,119 page views of the events calendar on the dedicated web portal, awareness of the availability of events is presumed to be high.

Further details of participation records for each key event type are provided in the following Sections. Each Section provides an overview of the engagement activities held - including dates, locations and attendance.

### 3.3.2 Virtual Visitor Centre

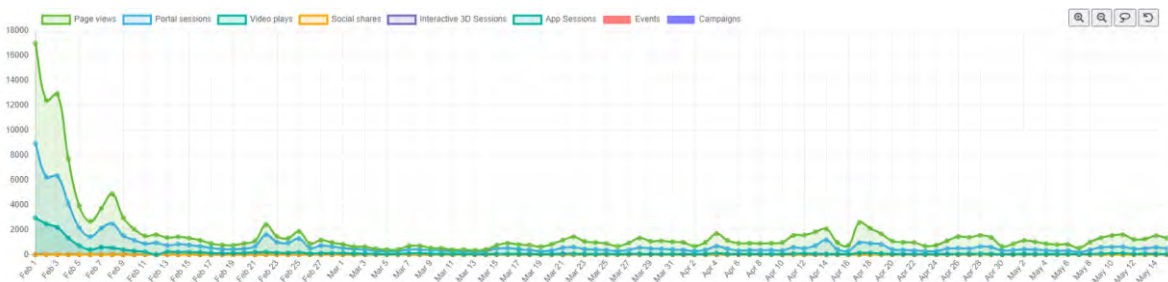
The Virtual Visitor Centre was a dedicated web portal designed to replicate a typical face to face “Drop in” style information session. It was a purpose-built online environment for all stakeholders to access the Master Plan and M3R MDP and all related documents and communication materials.

The figure below provides a snapshot of key usage metrics of the Virtual Visitor Centre during the public exhibition period from 1 February to 16 May 2022.



**Figure 15: Snapshots of key usage metrics of the Virtual Visitor Centre during the public exhibition period**

The figure below shows usage statistics throughout the public exhibition period. Website visitation peaked at the commencement of the public exhibition period with 8,951 portal sessions and 16,995 page views on Day 1 of public exhibition.



**Figure 16: Virtual Visitor Centre visitation throughout the engagement period**



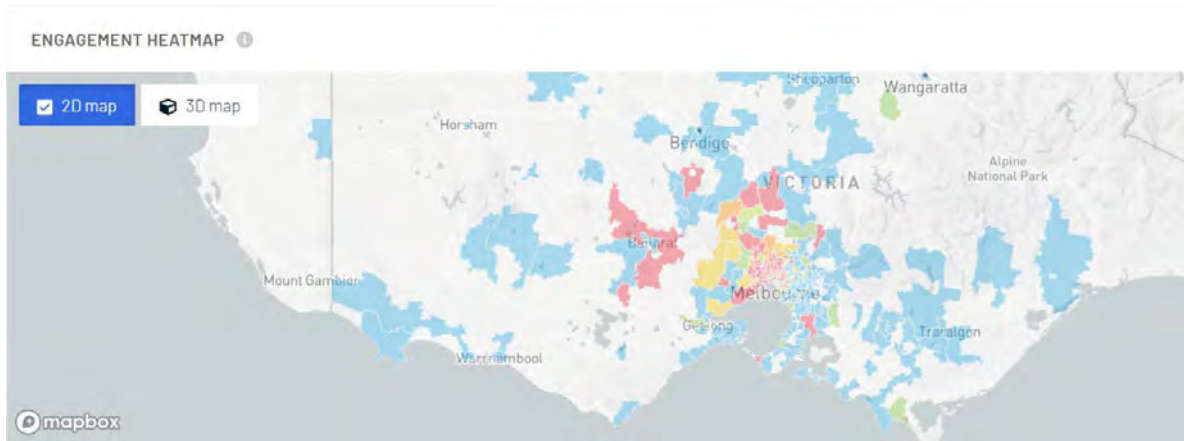


Figure 17: Heatmap showing the locations of Virtual Visitor Centre visitors

The Virtual Visitor Centre was deliberately designed to replicate the look of a traditional in-person “drop in” information session. Posters, documents, videos and other key pieces of project information were made accessible from specifically designed ‘hotspots’ around the home page (see images below).



Figure 18: Screenshot of the Virtual Visitor Centre (left view)



Figure 19: Screenshot of the Virtual Visitor Centre (right view)



Figure 20: Screenshot of the Virtual Visitor Centre (back view)

Hotspots comprised a poster, document, video or link to crucial Master Plan 2022 or M3R MDP information. The table below displays the top ten hotspot clicks directly from the Virtual Visitor Centre home page. It shows the total number of times any hotspot was clicked, grouped by unique title.

The Noise and Flight Path Tool was the most popular hotspot, followed by the Master Plan Map and Master Plan 2022 document itself. These three hotspots were all located on the table located at the centre of the home page.

Table 12: Top ten ‘hotspots’ clicks on the Virtual Visitor Centre

Hotspot	Type	Clicks
<b>Third Runway Flight Path and Noise Tool map</b>	Link to Noise and Flight Path Tool	9318
<b>Master Plan 2022 map</b>	Map	7880
<b>Master Plan 2022</b>	Document	6467
<b>Third Runway - Concept Design</b>	Video	6223
<b>Project Overview Master Plan 2022</b>	Information board	3796
<b>Melbourne Airport Airspace</b>	Information board	2944
<b>Third Runway Construction</b>	Information board	2718
<b>Have Your Say</b>	Link to feedback/submission page	2684
<b>M3R Major Development Plan</b>	Document	2674
<b>Melbourne Airport Events Calendar</b>	Information board, list of events (with registration links), link to event recording videos	2304

The table below displays the top page views, identifying the number of times each page was visited and the average time spent on that page. Multiple visits to a page by the same visitor are counted separately. The Noise and Flight Path Tool and Virtual Visitor Centre homepage were the most commonly visited sites, followed by the engagement events calendar.

Table 13: Top pages viewed (by the number of times each page was visited)

Page	Description	Views	Avg time (mm:ss)
<b>/melair/virtual/m3r</b>	Noise and Flight Path Tool	58654	00:35
<b>/melair/virtual</b>	Virtual Visitor Centre home page	58822	00:22
<b>/melair/event-calendar</b>	Lists all engagement events and details of how to register (if required)	31918	00:21
<b>/melair/virtual/feedback</b>	Submission home page	13200	00:31
<b>/melair/virtual/mp22-map</b>	Master Plan 2022 and third runway map displaying proposed design changes	8222	00:26
<b>/melair/virtual/feedback/m3r</b>	Specific submission form for M3R MDP	1956	00:59
<b>/melair/virtual/feedback/mp22</b>	Specific submission form for Master Plan 2022	542	01:35

The Virtual Visitor Centre hosted several videos providing overviews of key project information, and also hosted recordings from the online information session events.



The table below lists the top ten videos, based on the total number of plays, grouped by unique title.

**Table 14: Top ten videos played on the Virtual Visitor Centre**

Video	Plays
Third Runway - Concept Design	6674
Melbourne Airport Master Plan and Third Runway Project Overview	4962
Project Overview - Master Plan 2022	3012
Why we need a 3rd runway	2079
Project Overview – Third Runway Project	1748
Health 24/2/2022 – Online information session recording	48
Third Runway Overview 10/2/2022 - Online information session recording	27
Airspace Architecture (24/03/2022) - Online information session recording	24
Aircraft Noise (31/03/2022) - Online information session recording	20
Online Information Session Recordings	14

### 3.3.3 Noise and Flight Path Tool

A total of 58,654 views were recorded using the Noise and Flight Path Tool during the public exhibition period.

Throughout the engagement period, APAM received community feedback to improve usability of the tool. APAM made every effort to accommodate these suggestions. The table below outlines the iterations made to the tool during the public exhibition period.

**Table 15: iterations made to the Noise and Flight Path Tool during public exhibition**

Date	Description
31/01/2022	Flight path and noise tool launched
14/02/2022	Added altitude calculator to flight path functionality
18/02/2022	Added altitude calculator to map
27/03/2022	Added disclaimer for addresses potentially receiving increased noise events near airport Improved logic of altitude calculator to cover wider swathe of territory Updated wording on map annotations
07/04/2022	Added MP22 flight paths

Added east-west contours to noise tool to better reflect noise distribution  
 Added helpers on page load to guide user through tool

### 3.3.4 Online Information Session

Thirteen online information sessions were held during the public exhibition period, covering topics of interest to stakeholders and general overviews of key aspects of the Master Plan 2022 and M3R MDP.

Registrations were requested for the online sessions. In total 150 people registered for a session, with 73 participants attending. The most well-attended events were sessions related to the topic of aircraft noise (18), followed by ecology (12) and the Master Plan 2022 general overview (10). All sessions were recorded and can be viewed on the Virtual Visitor Centre.

**Table 16: Outcomes of Online Information Sessions**

Date	Topic	Registered	Attended	Other topics discussed
10/02/2022	Third Runway Plan	24	6	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Construction</li> <li>Air traffic volume</li> <li>Pandemic impacts on modelling assumptions</li> <li>Traffic and transport impacts</li> <li>Technologies of the new runway</li> </ul>
17/02/2022	Sustainability	5	2	<ul style="list-style-type: none"> <li>Curfew and noise abatement</li> <li>Air traffic volumes</li> <li>Ecology impacts and management</li> <li>Environmental management</li> <li>First Nations engagement</li> <li>PFAS</li> </ul>
24/02/2022	Health Impacts	5	3	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Noise modelling</li> </ul>
3/03/2022	Social Impacts	4	0	<ul style="list-style-type: none"> <li>Nil</li> </ul>
10/03/2022	Heritage	4	2	<ul style="list-style-type: none"> <li>Cultural heritage impact assessment</li> </ul>

Date	Topic	Registered	Attended	Other topics discussed
17/03/2022	Transport	11	2	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Transport impacts</li> </ul>
22/03/2022	Operating Plans	6	4	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Property impacts</li> </ul>
24/03/2022	Airspace Architecture	9	4	<ul style="list-style-type: none"> <li>• Noise impacts</li> <li>• Airport rail</li> <li>• Project benefits</li> <li>• Consultation process</li> </ul>
31/03/2022	Aircraft Noise	29	18	<ul style="list-style-type: none"> <li>• Noise impacts</li> <li>• Noise modelling</li> <li>• Air traffic volume</li> <li>• Flight path changes</li> <li>• Runway operations</li> <li>• Curfew and noise abatement</li> <li>• Compensation</li> <li>• Health impacts</li> <li>• MAEO</li> </ul>
7/04/2022	Environment	3	4	<ul style="list-style-type: none"> <li>• Noise impacts (wildlife, open space)</li> </ul>
21/04/2022	Ecology	27	12	<ul style="list-style-type: none"> <li>• Environmental impacts and mitigation (Greybox woodland, waterways, climate change, waste)</li> <li>• PFAS</li> <li>• Traffic and transport impacts</li> <li>• Social impacts</li> <li>• Noise impacts</li> <li>• Runway operations</li> </ul>
28/04/2022	Master Plan 2022	15	10	<ul style="list-style-type: none"> <li>• Compensation</li> <li>• Noise impacts</li> </ul>
5/05/2022	General questions and answers	8	6	<ul style="list-style-type: none"> <li>• Submission process</li> <li>• Construction</li> <li>• Noise impacts</li> </ul>



Date	Topic	Registered	Attended	Other topics discussed
				<ul style="list-style-type: none"> <li>• Noise modelling</li> <li>• Noise abatement</li> <li>• Weather impacts</li> <li>• Runway operations</li> <li>• Airport alternatives</li> <li>• Submission process</li> </ul>
Total – 13 events		150	73	

### 3.3.5 Library talk

Eleven library talks were held in libraries or event spaces of notable community gathering in locations within the noise impact catchment.

Registrations were requested for these in in-person sessions. In total, 160 people registered to attend a session, with 128 participants attending the event on the day. The most well attended event was a general Q&A session held in Bulla (50), followed by Operating Plans (22) and the Environment (14).

The table below lists each library talk held and in addition to the event topic, other matters discussed during the Q&A section.

**Table 17: Outcomes of Library Talks**

Date	Key topic	Location	Registered	Attended	Other topics discussed
12/02/2022	Draft Master Plan 2022	Broad-meadows	4	0	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
15/02/2022	Sustainability	Maidstone	7	5	<ul style="list-style-type: none"> <li>• Construction traffic</li> <li>• Noise impacts</li> <li>• Environmental impacts (Arundel Creek endangered species)</li> <li>• East-west vs North-south runway</li> <li>• Airport rail</li> <li>• First Nations engagement</li> <li>• Approval timelines</li> </ul>

Date	Key topic	Location	Registered	Attended	Other topics discussed
					<ul style="list-style-type: none"> <li>Airport operations and facilities</li> </ul>
26/02/2022	Health impacts	Keilor	10	10	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Social equity</li> <li>Social impacts</li> <li>Curfew and noise abatement</li> <li>Approval process</li> </ul>
1/03/2022	Social impacts	Tullamarine	5	3	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Health impacts</li> <li>Melbourne Airport ownership &amp; governance</li> <li>Environmental impacts (woodlands, climate change)</li> <li>Noise abatement</li> <li>Compensation</li> </ul>
9/03/2022	General information	Bulla	70	50	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Health impacts</li> <li>Vibration</li> <li>Social equity</li> <li>Noise abatement</li> <li>Compensation</li> </ul>
15/03/2022	Transport	Taylors Lakes	3	4	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Social impacts</li> <li>Compensation</li> <li>Noise abatement</li> <li>Transport (improvements)</li> </ul>
19/03/2022	Airspace architecture	Sunshine	1	2	<ul style="list-style-type: none"> <li>Noise impacts</li> <li>Flight path changes</li> </ul>
29/03/2022	Aircraft noise	Gisborne	17	12	<ul style="list-style-type: none"> <li>Health impacts</li> <li>Noise modelling</li> <li>Noise impacts</li> <li>Vibrations</li> </ul>

Date	Key topic	Location	Registered	Attended	Other topics discussed
					<ul style="list-style-type: none"> <li>• Air quality</li> <li>• Flight path changes and frequency</li> </ul>
12/04/2022	Operating plans	Keilor	20	22	<ul style="list-style-type: none"> <li>• Health impact assessment</li> <li>• Social impact assessment</li> <li>• Noise modelling and contours</li> <li>• Runway design and operations</li> <li>• East-west vs north-south runway</li> <li>• Considering other airport locations</li> <li>• Curfew and noise abatement</li> <li>• Weather conditions</li> <li>• Environmental impacts (PFAS)</li> <li>• Consultation process</li> </ul>
23/04/2022	Ecology	Sunbury	3	6	<ul style="list-style-type: none"> <li>• Environmental impacts</li> <li>• Environmental mitigation</li> <li>• Waste management</li> </ul>
26/04/2022	Environment	Altona	20	14	<ul style="list-style-type: none"> <li>• Environmental impacts (wetlands, migratory birds, climate change)</li> <li>• PFAS</li> <li>• Air quality</li> <li>• Flight path changes</li> <li>• Airspace architecture and operations</li> <li>• Noise impacts</li> </ul>

Date	Key topic	Location	Registered	Attended	Other topics discussed
					<ul style="list-style-type: none"> <li>• East-west vs north-south runway</li> <li>• Melbourne Airport ownership</li> <li>• Submission process</li> </ul>
<b>Total - 11 events</b>			160	128	

### 3.3.6 Pop-ups

Sixteen pop-ups were held in local parks or highly visited community locations (such as weekend markets), the Sunbury Road aircraft viewing area and in airport terminals.

These informal events attracted the greatest number of participants as they did not require registration, had no capacity limits and were designed to attract the interests of “passers-by” who may not have otherwise known or felt sufficiently interested to attend a registered event.

Project team members were asked to note the number of people they spoke to, however, passers-by may have also engaged with the display by viewing the information boards. These interactions have not been recorded.

Approximately 526 people are recorded as participating in a pop-up session, based on the number of people who stopped and discussed the propositions with a member of the project team. 192 people attended the park pop-ups, 192 people attended the in-terminal pop-ups and 142 people attended the Sunbury Road aircraft viewing area on the northern perimeter of the airport.

APAM also relocated three pop-ups, which were originally scheduled to take place as ‘walk throughs’ in the Terminal 4 car park at Melbourne Airport, due to low foot traffic. One session was relocated to Cherry Lake Farmers Market as a park pop-up, and two others to the Sunbury Road aircraft viewing area.

The tables below list each pop up, separated by type, and notes the key matters discussed with project staff.

**Table 18: Pop-ups at local parks**

Date	Location	Attended	Topics discussed
12/03/2022	Keilor Downs	10	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Flight path changes</li> </ul>
26/03/2022	Altona	63	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Alternative airports</li> </ul>



			<ul style="list-style-type: none"> <li>• Curfew</li> <li>• Noise impacts</li> <li>• Flight path changes</li> <li>• Property impacts</li> <li>• Airspace architecture</li> <li>• Airport rail</li> <li>• Job creation</li> <li>• Environmental impacts (birds)</li> </ul>
<b>3/04/2022</b>	Altona	41	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Curfew and noise abatement</li> <li>• Project benefits</li> <li>• Project support</li> </ul>
<b>6/04/2022</b>	Doncaster	15	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Project benefits</li> <li>• Project support</li> </ul>
<b>9/04/2022</b>	Avondale Heights	17	<ul style="list-style-type: none"> <li>• Flight path changes</li> <li>• Noise modelling</li> <li>• Transport impacts</li> <li>• Melbourne Airport facilities</li> </ul>
<b>29/04/2022</b>	Oakleigh	15	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Airport rail</li> <li>• Consultation process</li> <li>• Project support</li> </ul>
<b>30/04/2022</b>	Keilor	31	<ul style="list-style-type: none"> <li>• Noise impacts</li> <li>• Runway operating modes</li> <li>• Property prices</li> <li>• Alternative airports</li> <li>• East-west vs north-south runway</li> <li>• Safety</li> </ul>
<b>Total – 7 events</b>		<b>192</b>	



Table 19: Pop-ups at Airport terminals

Date	Location	Attended (estimate)	Topics discussed
5/03/2022	Terminal 4 Car Park	2	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Consultation process</li> </ul>
8/02/2022	Terminal 3	50	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Economic development (job opportunities)</li> <li>• Noise impacts</li> </ul>
1/03/2022	Terminal 4	50	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Alternative airports</li> <li>• Project support</li> </ul>
29/03/2022	Terminal 4	40	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> </ul>
12/04/2022	Terminal 1	50	<ul style="list-style-type: none"> <li>• General project information</li> </ul>
<b>Total – 5 events</b>		192	

Table 20: Pop-ups at the Sunbury Road aircraft viewing area

Date	Location	Attended (estimate)	Topics discussed
19/02/2022	Sunbury Road aircraft viewing area	30	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> </ul>
5/03/2022	Sunbury Road aircraft viewing area	50	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Flight path changes</li> <li>• Amenity impacts</li> <li>• Aircraft viewing area impacts</li> </ul>

2/04/2022	Sunbury Road aircraft viewing area	30	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Flight path changes</li> <li>• Runway capacity</li> <li>• Airspace architecture</li> <li>• Project support</li> </ul>
30/04/2022	Sunbury Road aircraft viewing area	32	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Flight path changes</li> </ul>
<b>Total – 4 events</b>		<b>142</b>	

### 3.3.7 Hard-to-reach focus groups

Three hard-to-reach focus groups were held with the intention of encouraging stakeholders who may experience greater barriers to participation to attend an event. These focus groups were incentivised by giving a gift voucher to all participants to try to encourage greater levels of participation. These sessions comprised of a presentation on a key topic, followed by a facilitated discussion with the group.

These sessions required registration and participants were asked to identify any support they may need to participate (e.g. interpreters or accessibility aids) and a team member contacted all participants prior to the event to confirm attendance and clarify any additional support needed.

In total, three focus groups were held online, with 32 people registered and 16 attending. Four sessions were originally advertised, but the last session was cancelled due to no registrations. Attendees included residents living near the airport, CALD community members, young family, older people and young people.

The table below lists each focus group held, event topic and other matters discussed during the facilitated group discussion.

**Table 21: Hard-to-reach focus groups**

Date	Key topic	Registered	Attended	Other topics discussed
16/02/2022	Health and social impacts	9	5	<ul style="list-style-type: none"> <li>• Approval process</li> <li>• Property value impacts</li> <li>• Pollution impacts</li> <li>• Health impacts</li> <li>• Noise impacts</li> <li>• Compensation</li> <li>• Curfew and noise abatement</li> </ul>

Date	Key topic	Registered	Attended	Other topics discussed
23/02/2022	Airspace architecture	15	4	<ul style="list-style-type: none"> <li>• Runway operations</li> <li>• East-west vs north-south runway</li> <li>• Role of Airservices</li> <li>• Noise impacts/ contours</li> <li>• Social impacts</li> </ul>
2/03/2022	Master Plan 2022	8	7	<ul style="list-style-type: none"> <li>• General airport operation</li> <li>• Ground transport</li> <li>• Economic impact</li> <li>• Noise impacts</li> </ul>
<b>Total – 3 events</b>		32	16	

### 3.3.8 Meet the planner

‘Meet the planner’ sessions were designed to provide a one-on-one opportunity for stakeholders to discuss the proposals with a member of the APAM planning team with respect to their individual interests.

In total, six meet the planner sessions were held. Of the 72 available time slots, 45 were registered and 41 people attended. The most popular sessions were online on 8 March 2022 and in Keilor on 22 March 2022, with 12 people attending each.

The table below lists each meet the planner session and the key matters discussed.

**Table 22: Meet the planner sessions**

Date	Location	Registered	Attended	Topics discussed
22/02/2022	Bulla	4	5	<ul style="list-style-type: none"> <li>• Specific personal circumstances</li> <li>• Noise impacts</li> <li>• Planning rules</li> <li>• General project information</li> <li>• Consultation process</li> </ul>
8/03/2022	Online	12	12	<ul style="list-style-type: none"> <li>• Specific personal circumstances</li> <li>• Noise impacts</li> <li>• Environmental impacts (native vegetation, tree removal, ecology)</li> <li>• Economic viability of the runway</li> </ul>

Date	Location	Registered	Attended	Topics discussed
				<ul style="list-style-type: none"> <li>• East-west runway changes</li> <li>• Plane spotting opportunities</li> <li>• Weather impacts</li> <li>• Construction timing</li> <li>• Airport rail</li> </ul>
22/03/2022	Keilor	12	12	<ul style="list-style-type: none"> <li>• Specific personal circumstances</li> <li>• Noise impacts</li> <li>• Property impacts</li> <li>• Health impacts</li> </ul>
5/04/2022	Online	5	5	<ul style="list-style-type: none"> <li>• Specific personal circumstances</li> <li>• Noise impacts</li> <li>• Noise abatement</li> <li>• Runway operations</li> <li>• Airspace architecture</li> <li>• Essendon Airport impacts</li> </ul>
28/04/2022	West Footscray	5	4	<ul style="list-style-type: none"> <li>• Specific personal circumstances</li> <li>• Environmental impacts</li> <li>• Noise impacts</li> <li>• Curfew and noise abatement</li> <li>• Compensation</li> <li>• Development opportunities</li> <li>• Flight path changes</li> <li>• Airspace architecture</li> <li>• Project benefits</li> <li>• Integration with Sunshine Precinct development</li> <li>• Role of Airservices Australia</li> </ul>
3/05/2022	Online	7	3	<ul style="list-style-type: none"> <li>• Specific matters about individual properties/personal circumstances</li> <li>• Health impacts (including pets)</li> <li>• Noise impacts</li> <li>• Flight path changes</li> <li>• Airspace architecture</li> </ul>
<b>Total – 6 events</b>		<b>5</b>	<b>41</b>	

### 3.3.9 Lunchtime express

Five 30-minute ‘lunchtime express’ online general information sessions were held to provide a general project overview by an APAM team member, followed by Q&A. These sessions were developed in response to some early stakeholder feedback that online sessions should be offered at different times (outside of weekends and evenings). Registrations were not required.

In total, 34 people attended a lunch time express session. Key matters discussed are shown in the table below.

**Table 23: Lunchtime express**

Date	Attended	Topics discussed
4/04/2022	9	<ul style="list-style-type: none"> <li>• Environmental management (contaminated land)</li> <li>• Runway operations</li> <li>• Aircraft viewing area impacts</li> <li>• Melbourne Airport facilities</li> <li>• Transport connections</li> </ul>
5/04/2022	9	<ul style="list-style-type: none"> <li>• Noise impacts</li> <li>• Noise abatement</li> <li>• Job opportunities</li> <li>• Flight path changes</li> <li>• Airspace architecture</li> <li>• Weather impacts</li> </ul>
6/04/2022	8	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> <li>• Job opportunities</li> </ul>
7/04/2022	4	<ul style="list-style-type: none"> <li>• General project information</li> <li>• Noise impacts</li> </ul>
8/04/2022	4	<ul style="list-style-type: none"> <li>• General project information</li> </ul>
<b>Total – 5 events</b>	<b>34</b>	

### 3.3.10 Public meetings and briefings

APAM hosted meetings and briefing sessions for stakeholders throughout the exhibition process. These meetings’ objectives centred around APAM staff presenting key information about the Master Plan 2022 and M3R MDP in a structured and formal setting. Q&A sessions were generally held at the end of these meetings.

The tables following outline the details of the meetings with key stakeholder groups.



Table 24: Local Government meetings

Date	Council	Location
2/02/2022	General LGA Briefings <ul style="list-style-type: none"> <li>• Moreland City Council</li> <li>• Moonee Valley City Council</li> <li>• City of Melton</li> <li>• City of Melbourne</li> <li>• Hobsons Bay City Council</li> </ul>	Melbourne Airport
3/02/2022	Macedon Ranges Shire Council	Online
4/02/2022	Hume City Council	APAM Boardroom and airfield tour – Melbourne Airport
7/02/2022	City of Maribyrnong	Online
7/02/2022	Yarra City Council	Online
8/02/2022	Brimbank City Council	APAM Boardroom and airfield tour – Melbourne Airport
17/02/2022	Hobsons Bay City Council	Online
15/03/2022	Moonee Valley City Council	Online
21/03/2022	City of Melton	Online
3/05/2022	City of Melton	APAM Boardroom and airfield tour – Melbourne Airport
22/06/2022	Yarra City Council	Online

Table 25: State Government meetings

Date	Entity or Member of Parliament	Location
10/02/2022	Office of Katie Hall MP	Electorate Office
17/02/2022	Natalie Suleyman MP	Electorate Office
28/02/2022	Department of Treasury and Finance	Online
01/03/2022	Cindy McLeish MP	APAM Boardroom and airfield tour – Melbourne Airport
02/03/2022	The Honourable Lizzie Blandthorn MP	Electorate Office
04/03/2022	Office of Josh Bull MP	Electorate Office
11/03/2022	The Honourable Ben Carroll MP	APAM Boardroom and airfield tour – Melbourne Airport
11/03/2022	The Honourable Steve McGhie MP	APAM Boardroom and airfield tour – Melbourne Airport
11/03/2022	The Honourable Ros Spence MP	APAM Boardroom and airfield tour – Melbourne Airport
16/03/2022	Victorian School Building Authority	Online
16/03/2022	Cindy McLeish MP	Online
18/03/2022	Josh Bull MP	APAM Boardroom and airfield tour – Melbourne Airport
30/03/2022	Office of the Premier	35 Collins Place, Melbourne

Date	Entity or Member of Parliament	Location
31/03/2022	The Honourable David Davis MP	Online
31/03/2022	Department of Health	Online
01/04/2022	The Honourable Natalie Hutchins MP	APAM Boardroom and airfield tour – Melbourne Airport
04/04/2022	The Honourable Richard Wynne MP	Online
11/04/2022	Natalie Suleyman MP	Electorate Office
11/04/2022	Office of The Honourable Martin Pakula MP Office of The Honourable Melissa Horne MP	121 Exhibition Street, Melbourne
12/04/2022	The Honourable Melissa Horne MP	Online
27/04/2022	The Honourable Sarah Connolly MP	APAM Boardroom and airfield tour – Melbourne Airport

Table 26: Federal Government meetings

Date	Entity or Member of Parliament	Location
31/01/2022	The Honourable Sussan Ley MP	Online
15/02/2022	Office of the Honourable Catherine King MP Office of the Honourable Anthony Albanese MP	Online
22/02/2022	Office of Maria Vamvakinou MP	Online
07/03/2022	Office of the Honourable Jim Chalmers MP	Online

Date	Entity or Member of Parliament	Location
16/03/2022	The Honourable Bill Shorten MP	APAM Boardroom and airfield tour – Melbourne Airport
21/03/2022	The Honourable Barnaby Joyce MP	Melbourne Jet Base
30/03/2022	Office of the Honourable Brendan O'Connor MP	Electorate Office
08/04/2022	Office of Senator the Honourable Don Farrell	Online
14/04/2022	Dr Daniel Mulino MP	APAM Boardroom and airfield tour – Melbourne Airport
04/05/2022	Josh Burns MP	Electorate Office
04/05/2022	Tim Watts MP	Online

APAM has several formal forums to facilitate the exchange of information between the airport and stakeholders. These forums are important for disseminating information and discussing a range of topics including the Master Plan and M3R MDP.

- **Planning Coordination Forum (PCF)**

Focuses on the strategic partnerships between the airport operator, Commonwealth, State and local planning authorities to shape the airport's current and future operations. The PCF works to integrate the airport's long-term planning approach, with other relevant urban and regional planning policies, to protect its long-term growth and curfew-free status. The Master Plan 2022 development and progress was discussed at the PCF meetings held from February 2019 to August 2022.
- **The Melbourne Airport Community Aviation Consultation Group (CACG)**

Focuses on community-related airport issues. The group provides opportunity for the community to discuss and express opinions regarding Melbourne Airport - particularly with regard to planning, development and operations - and disseminate information regarding the airport. Members include representatives from the community, government, and industry. The group is independent of the airport and has an independent Chair. The Master Plan was discussed by the CACG at the following meetings: 1 February 2022; 22 February 2022; 24 May 2022
- **Parallel Runway Operations Steering and Implementation Group (PROSIG)**

Regular meeting between APAM and Airservices Australia (Civil Aviation Safety Authority attendance optional) to navigate project and planning concerns shared between the parties that relate to the M3R project. Group considers and advises strategies for eventual production of airspace architecture (including flight paths) and operations, as well as ground movement of aircraft and provision of the Airport Rescue and Fire Fighting Service.

- Airline Advisory Group (AAG)

Group of airlines, Airservices Australia, Civil Aviation Safety Authority and APAM. Collectively considers the details of the M3R project – including demand, design and operating concepts.

The tables below summarise the details of these meetings that were held during the public exhibition period. Appendix 7 provides a comprehensive list of the meetings held and issues discussed at these meetings held both pre and during public exhibition.

**Table 27: CACG meetings**

Date	Location	Attended
1/02/2022	Online/ Quest Melbourne Airport	20
22/02/2022	Online/ Bendigo Room, Park Royal Hotel Melbourne Airport	19
24/05/2022	Online/ Quest Melbourne Airport	22

**Table 28: PROSIG meetings**

Date	Location	Attended
16/02/2022	Online	15
16/03/2022	Online	13
27/04/2022	Online	12

**Table 29: AAG meetings**

Date	Location	Attended
24/02/2022	Online	23
28/04/2022	Online	30



Table 30: Peak bodies/ organisations briefings

Date	Organisations	Location
01/02/2022	Victorian Chamber of Commerce and Industry	Melbourne Convention and Exhibition Centre
09/02/2022	Melbourne Airport Community Action Group member	Phone call
24/02/2022	Keilor Primary School Council	Online
24/02/2022	Airline Station Managers	Online
11/03/2022	Infrastructure Partnerships Australia	The Westin Hotel, Melbourne
25/03/2022	Australian Logistics Council	Online
06/04/2022	Metropolitan Transport Forum	Online
07/04/2022	Avalon Airport	Linfox House, 493 St Kilda Road, Melbourne
14/04/2022	Business Council of Australia	Online
20/04/2022	Broadmeadows Revitalisation Board	Online
26/04/2022	Planning Coordination Forum (PCF)	Online
27/04/2022	Victorian Farmers Federation	Online
02/05/2022	German – Australia Chamber of Commerce	Online
03/05/2022	Western Health Department of Environment, Land, Water and Planning Department of Health	Online

Date	Organisations	Location
04/05/2022	Australasian Land and Groundwater Association	Online and Cliftons Venues, 1/440 Collins Street, Melbourne
05/05/2022	Planning Coordination Forum	Online
09/05/2022	Tourism and Transport Forum Victorian Tourism Industry Council	Online
12/05/2022	RMIT University – Sustainable Airport Operations course	Online and RMIT Building 80, Swanston Street
19/05/2022	Professional Environmental Women's Association	JustCo, Level 19, 15 William Street, Melbourne

### 3.3.11 Social media

APAM utilised its existing Facebook and Instagram accounts and paid posts/advertisements to share and promote the Master Plan and M3R MDP public exhibition period.

In total 22 posts were made during the public exhibition period with a combined reach of 295,506 users, with 15,123 interactions (likes, shares or comments):

- **Facebook:** 12 posts were shared to promote the project, resulted in a total of 249,058 reach and 11,873 interactions.
- **Instagram:** 10 posts were shared to promote the project, resulted in a total of 46,448 reach and 3,250 interactions.

An overview of each post, its platform, content, reach and engagement are provided in the table below.

**Table 31: Overview of social media posts**

Date	Platform	Post content	Reach	Interacted
31/1/2022	Facebook	Melbourne Airport is moving ahead with plans to build a new north-south runway to ensure we have the capacity to keep serving Victoria for decades to come. Today we released our preliminary draft 2022 Master Plan, and preliminary draft Major Development Plan for Melbourne's	14,892	2,534

Date	Platform	Post content	Reach	Interacted
		Third Runway. Formal public exhibition will run until May 16. To find out more about Melbourne Airport's plans and to have your say visit <a href="http://www.melbourneairport.com.au/runway">www.melbourneairport.com.au/runway</a>		
8/2/2022	Facebook	As part of engaging our community, we have multiple information sessions around our planned Third Runway and 2022 Master Plan. There are a range of online and in-person session scheduled over the next two months, and anyone is encouraged to register and attend these sessions. More information <a href="https://caportal.com.au/melair/virtual">https://caportal.com.au/melair/virtual</a>   or to register here > <a href="https://www.eventbrite.com/cc/melbourne-airport-100689">https://www.eventbrite.com/cc/melbourne-airport-100689</a>	16,894	554
11/2/2022	Facebook	Do you want to know more about Melbourne Airport's third runway? We are hosting a series of in-person and online events to share more information about the project. We are holding a community information meeting tomorrow to talk about our Master Plan which will guide the development of Melbourne Airport over the next couple of decades. The meeting is being held at Broadmeadows Town Hall, 10 Dimboola Road, Broadmeadows from 11am to 1pm. Register here: <a href="https://bit.ly/3qFHILL">https://bit.ly/3qFHILL</a>	12,043	183
15/3/2022	Facebook	Want to know more about Melbourne Airport's third runway? We are hosting a series of in-person library talks to share more information about the project. The talks will cover a range of topics including aircraft noise, transport, environment and more. See below	30,837	1,085

Date	Platform	Post content	Reach	Interacted
		<p>event details. Register here for one of the talks <a href="https://bit.ly/36f7NG2">https://bit.ly/36f7NG2</a>.</p> <p>Event details</p> <ul style="list-style-type: none"> <li>• 19 March - Architecture Library Talk – Dempster Park Hall, Sunshine</li> <li>• 29 March - Aircraft Noise Library Talk – Gisborne Community Hall</li> <li>• 12 April - Operating plans Library Talk – Keilor Library</li> <li>• 23 April - Ecology Library Talk – Sunbury Library</li> <li>• 26 April - Environment Library Talk – Altona Library</li> </ul>		
4/4/2022	Facebook	<p>Did you know Melbourne Airport's new runway will require 4 MCGs worth of soil? Most of that we can source from on-site (and yes as Melbourne's Airport we'll be using Melbourne's standard unit of measurement)! You can find out more about the third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a>... Webinar ID: 854 8846 1098 Passcode: 147375</p>	39,931	1,592
5/4/2022	Facebook	<p>Did you know that Melbourne Airport's new runway will have a slight uphill slope? (Or downhill depending on which way the wind is blowing!) You can find out more about the third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a>... Webinar ID: 854 8846 1098 Passcode: 147375</p>	24,562	1,045

Date	Platform	Post content	Reach	Interacted
6/4/2022	Facebook	Did you know Melbourne's third runway will require changes to flight paths around the city? You can find out more about the third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a> ... Webinar ID: 854 8846 1098 Passcode: 147375	31,462	1,660
7/4/2022	Facebook	Did you know in 2019 over 174,000 tonnes of air freight departed Melbourne Airport. That is the same weight as over 310 million jars of Vegemite! Building a third runway will allow an increase of inbound and outbound freight for Melbourne. You can find out more about the airport's third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a> ... Webinar ID: 854 8846 1098 Passcode: 147375	19,430	783
8/4/2022	Facebook	Did you know Melbourne's new runway will be called 16R/34L? (Sorry, the boss said no to Runway McRunwayface). You can find out more about the third runway project at our last online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a> ... Webinar ID: 854 8846 1098 Passcode: 147375	22,646	1,013
29/4/2022	Facebook	Public submissions for Melbourne Airport's third runway plan and preliminary draft 2022 Master Plan	10,548	362



Date	Platform	Post content	Reach	Interacted
		<p>close on May 16. Over the next few days our team will be out at the following locations to help answer any questions you might have. Please stop by for a chat!</p> <ul style="list-style-type: none"> <li>• Oakleigh: Allen Street Playground, Scotchman's Creek Trail, Friday 11am-1pm</li> <li>• Keilor: Cliff Harvey Lagoon Reserve, Saturday 10am-12pm</li> <li>• Aircraft Viewing Area, Sunbury Road. Saturday 2pm-4pm</li> </ul>		
11/5/2022	Facebook	<p>With just under a week to go until the public exhibition period on Melbourne Airport's third runway finishes, now is the time to have your say. Since February when the public exhibition began, the team has held face-to-face events at Keilor, Sunbury, Footscray, Altona, Bulla, Taylors Lakes, Broadmeadows, Gisborne, Doncaster, Oakleigh and Sunshine, as well as numerous online sessions. Melbourne Airport has received hundreds of submissions on its preliminary draft Master Plan and third runway proposal. The new runway will help reduce flight delays, promote airline competition, create jobs and support our local exporters. Thank you if you have already provided feedback. If you haven't provided your feedback and you want to, you can do so at <a href="http://www.melbourneairport.com.au/runway">www.melbourneairport.com.au/runway</a> before Monday 16 May.</p>	16,249	625
16/5/2022	Facebook	<p>Thank you to everyone who has taken part in our public exhibition of Melbourne Airport's third runway and shared their views by making a submission. The new runway will help reduce flight delays, promote airline competition, create jobs and support our local exporters. If you</p>	9,564	437

Date	Platform	Post content	Reach	Interacted
		want to provide your feedback but haven't yet, a reminder that submissions close tonight 16 May at 11:59pm <a href="http://www.melbourneairport.com.au/runway">www.melbourneairport.com.au/runway</a>		
<b>Total - Facebook</b>			<b>249,058</b>	<b>11,873</b>
<b>31/1/2022</b>	Instagram	Melbourne Airport is moving ahead with plans to build a new north-south runway to ensure we have the capacity to keep serving Victoria for decades to come. Today we released our preliminary draft 2022 Master Plan, and preliminary draft Major Development plan for Melbourne's Third Runway. Formal public exhibition will run until May 16. To find out more about Melbourne Airport's plans and to have your say visit <a href="http://www.melbourneairport.com.au/runway">www.melbourneairport.com.au/runway</a>	6,310	628
<b>18/2/2022</b>	Instagram	Want to know more about Melbourne Airport's 2022 Master Plan and Third Runway proposal? Drop in to the Sunbury Road viewing area between 11am and 1pm tomorrow to talk to our planning team (and grab an ice cream!) If you can't make it, log onto <a href="http://melbourneairport.com.au/runway">melbourneairport.com.au/runway</a> to find out more and have your say.	8,070	390
<b>10/3/2022</b>	Instagram	Want to know more about Melbourne Airport's third runway? We are hosting a series of in-person pop-ups to share more information about the project. The	4,957	389

Date	Platform	Post content	Reach	Interacted
		<p>event in the series will put you in touch with the team who are making the new runway and Master Plan happen. Register for one of the below events via the link in our bio.</p> <ul style="list-style-type: none"> <li>• 12 March – Brimbank Pop Up, 11am – 1pm</li> <li>• 26 March – Altona Park Pop Up, 11am – 1pm</li> <li>• 09 April – Canning Reserve Avondale Heights, 11am – 1pm</li> </ul>		
15/3/2022	Instagram	<p>Want to know more about Melbourne Airport's third runway? We are hosting a series of in-person library talks to share more information about the project. The talks will cover a range of topics including aircraft noise, transport, environment and more. See below event details. Register here for one of the talks <a href="https://bit.ly/36f7NG2">https://bit.ly/36f7NG2</a>.</p> <p>Event details</p> <ul style="list-style-type: none"> <li>• 19 March - Architecture Library Talk – Dempster Park Hall, Sunshine</li> <li>• 29 March - Aircraft Noise Library Talk – Gisborne Community Hall</li> <li>• 12 April - Operating plans Library Talk – Keilor Library</li> <li>• 23 April - Ecology Library Talk – Sunbury Library</li> <li>• 26 April - Environment Library Talk – Altona Library</li> </ul>	3,482	262
4/4/2022	Instagram	<p>Did you know Melbourne Airport's new runway will require 4 MCGs worth of soil? Most of that we can source from on-site (and yes as Melbourne's Airport we'll be using Melbourne's standard unit of measurement)! You can find out more about the third runway project at our online lunchtime express</p>	3,989	283

Date	Platform	Post content	Reach	Interacted
		<p>session... between 12:30 and 1pm today! Use the details below to join our free online session</p> <p><a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a>... Webinar ID: 854 8846 1098</p> <p>Passcode: 147375</p>		
5/4/2022	Instagram	<p>Did you know that Melbourne Airport's new runway will have a slight uphill slope? (Or downhill depending on which way the wind is blowing!) You can find out more about the third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session:</p> <p><a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a>... Webinar ID: 854 8846 1098</p> <p>Passcode: 147375</p>	3,595	265
6/4/2022	Instagram	<p>Did you know Melbourne's third runway will require changes to flight paths around the city? You can find out more about the third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session:</p> <p><a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a>... Webinar ID: 854 8846 1098</p> <p>Passcode: 147375</p>	4,674	330
7/4/2022	Instagram	<p>Did you know in 2019 over 174,000 tonnes of air freight departed Melbourne Airport. That is the same weight as over 310 million jars of Vegemite! Building a third runway will allow an increase of inbound and outbound freight for Melbourne. You can find out more about the airport's third runway project at our online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online</p>	3,601	232

Date	Platform	Post content	Reach	Interacted
		session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a> ... Webinar ID: 854 8846 1098 Passcode: 147375		
8/4/2022	Instagram	Did you know Melbourne’s new runway will be called 16R/34L? (Sorry, the boss said no to Runway McRunwayface). You can find out more about the third runway project at our last online lunchtime express session... between 12:30 and 1pm today! Use the details below to join our free online session: <a href="https://us06web.zoom.us/j/85488461098">https://us06web.zoom.us/j/85488461098</a> ... Webinar ID: 854 8846 1098 Passcode: 147375	4,425	245
29/4/2022	Instagram	Public submissions for Melbourne Airport’s third runway plan and preliminary draft 2022 Master Plan close on May 16. Over the next few days our team will be out at the following locations to help answer any questions you might have. Please stop by for a chat! <ul style="list-style-type: none"> <li>• Oakleigh: Allen Street Playground, Scotchman’s Creek Trail, Friday 11am-1pm</li> <li>• Keilor: Cliff Harvey Lagoon Reserve, Saturday 10am-12pm</li> <li>• Aircraft Viewing Area, Sunbury Road. Saturday 2pm-4pm</li> </ul>	3,345	226
<b>Total - Instagram</b>			<b>46,448</b>	<b>3,250</b>



### 3.4 Public engagement and communication outcomes

Key themes discussed throughout the engagement period focused primarily on:

- Aircraft noise impacts
- Flight path changes
- Health impacts
- Environmental and ecological impacts
- ‘Compensation’ interests expressed by people affected by the impacts of the M3R MDP

A detailed overview of key themes and matters of community interest raised in the submissions received can be found in Section 5: Discussion of Themes and Issues.

#### 3.4.1 Iterative changes to engagement approach to respond to feedback

APAM conducted a preliminary review of the first weeks of public engagement in March 2022 to identify any gaps and implement ways to address them. This resulted in changes and additions to the engagement program:

- The Terminal 4 carpark walk-through events were changed to park pop-up events to take advantage of greater passing foot traffic (this included a pop-up session at Cherry Lake Farmer’s Market and a pop-up at Sunbury Viewing Area)
- An additional Town Hall style briefing held in Bulla
- Additional paid advertising on social media platforms to boost engagement promotion
- Scheduling ‘lunchtime express’ online sessions to encourage increased participation
- Changes to the Noise and Flight Path Tool.

#### 3.4.2 Event feedback

Participants were given opportunity to complete an event evaluation form at events during the public exhibition period. These forms invited participants to evaluate, from a scale of 1 to 5 (1 being Poor, 5 being Excellent), four key questions about the event.

A total of 26 event evaluation forms were received. The question and average response provided by participants is listed below:

##### **Quality of information:**

- How well did we do in providing relevant information and answering your questions?
- Average response = 4 (good)

##### **Use of time:**

- How well did we use our time?
- Average response = 4 (good)

##### **Participation:**

- How well did we do on making sure everyone was involved?
- Average response = 4 (good)

##### **Organisation:**

- How well was the event run?

- Average response = 4 (good)

Of those who completed an evaluation form 40% heard about the event via word of mouth, 36% via social media (Facebook/Instagram) and 4% each via Eventbrite, Melbourne Airport website or email invitation.

### 3.4.3 Evaluation of objectives

The project engagement objectives listed in Section 3.1 were developed to guide planning and support for effective engagement and communications – with the intent to raise awareness of the public exhibition process and maximise participation.

A high-level review has been completed of the engagement and communications data described in this report in order to consider whether the desired outcomes of the engagement objectives have been met to the standard described by APAM.

Please note this is a subjective self-assessment based on the available information. APAM acknowledges that individual views may differ from those described.

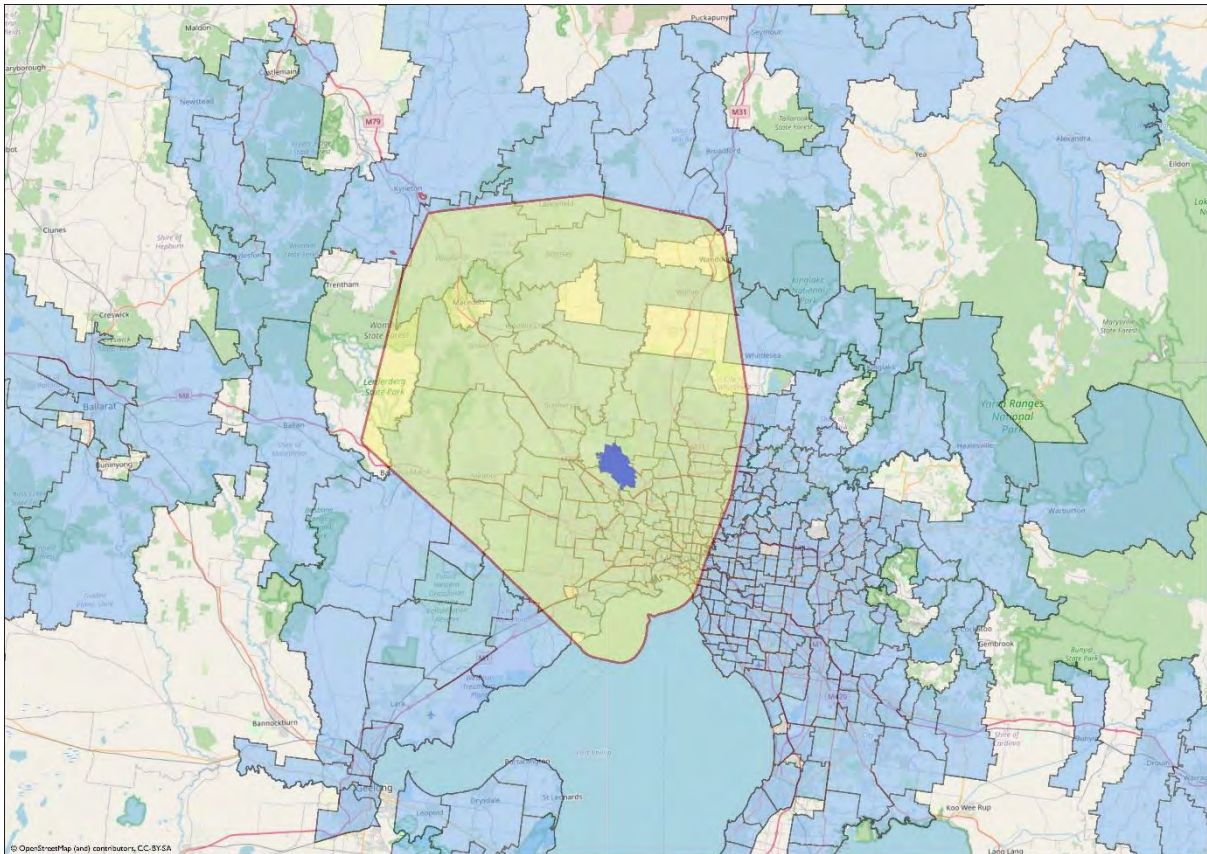
Table 32: Engagement outcomes

Objective	Outcome
<p><b>Inform the development of the Draft M3R MDP, Draft Master Plan and raise awareness of airport planning</b></p>	<ul style="list-style-type: none"> <li>• Reached: Over 1 million Victorian households were reached through direct letterbox mail, radio or print.</li> <li>• Informed: Almost 65,000 stakeholders sought further information via the Virtual Visitor Centre.</li> <li>• Engaged: 713 submissions for Master Plan 2022 were received during the public exhibition period, and 816 stakeholders attended an event, discussed the Master Plan or M3R MDP with APAM and/or made a formal submission.</li> </ul>
<p><b>Build the capacity of stakeholders and communities to make informed submissions</b></p>	<ul style="list-style-type: none"> <li>• The volume and quality of submissions received indicate that capacity to make informed submissions was reasonably high.</li> <li>• Submissions to Master Plan 2022 covered a wide range of themes.</li> <li>• A mix of communications tools were used to maximise opportunities for community members to access information, these included traditional channels (letters and phone calls) and digital approaches (Virtual Visitor Centre and social media promotions).</li> <li>• APAM tried to distil complex knowledge into easy-to-understand topic-based fact sheets. Fact sheets were provided in all engagement events to build public capacity to understand technical knowledge.</li> </ul>

Objective	Outcome
	<ul style="list-style-type: none"> <li>• Key project information was translated into seven community languages to ensure people who do not speak English as their first language have access to information.</li> <li>• Topic-based library talks were held to provide in-depth technical information of a certain topic and allow time for the public to ask questions to subject matter experts.</li> </ul>
<p><b>Acknowledge and respect the diversity of views about the future of Melbourne Airport</b></p>	<ul style="list-style-type: none"> <li>• Participants who completed an event evaluation form rated APAM 4 out of 5 (good) on the level of participation (extent to which participants were able to be involved) and quality of information (providing relevant information and answering questions) indicating a useful and respectful environment was provided to support participation.</li> <li>• APAM listened to feedback from stakeholders and community members and made adjustments to the engagement program throughout to respond to these changes.</li> <li>• APAM ensured all engagement events included sufficient time for questions and answers from the audience. This ensured two-way dialogue between APAM and the community. Participants rated APAM 4 out of 5 (good) on use of time.</li> </ul>
<p><b>Broaden M3R MDP and Master Plan engagement participation to extend beyond near neighbours</b></p>	<ul style="list-style-type: none"> <li>• Visitation data from the Virtual Visitor Centre shows attendance from participants throughout wide and diverse parts of metropolitan Melbourne and regional Victoria, well beyond near neighbours. Figure 2116, Data extracted from the Virtual Visitor Centre, shows postcodes of visitors to the website (blue), overlaid with the mail-out catchment area (yellow).</li> <li>• As shown in Section 3.3, engagement activities were held beyond “near neighbours” of the airport. APAM hosted in-person events as far as Gisborne and Chadstone. Online event participants came from across Victoria and even overseas.</li> <li>• Submissions have been received from the entire Metropolitan Melbourne area and some parts of regional Victoria.</li> </ul>

Objective	Outcome
<p><b>Build the support of community and stakeholders to understand the need for the third runway</b></p>	<p>A total of 1200 Melbourne residents were reached by expert market research about the M3R project prior to and following the public exhibition period. 400 residents lived within 15km of the airport (airport catchment) while 800 residents lived in the greater Melbourne area.</p> <p>The research indicates that:</p> <ul style="list-style-type: none"> <li>• Over half of Melbourne residents have heard about the third runway. Residents in the airport catchment are more likely to know something about the project than the rest of Melbourne.</li> <li>• Total support for the third runway increased significantly after provision of basic information about the project (from 51% supporting to 74% supporting).</li> <li>• 48% of respondents ‘always support’ the planned third runway</li> <li>• 39% of respondents are “positive converters” - support increased following the public exhibition period</li> <li>• 7% of respondents are “negative converters” - support reduced following public exhibition period</li> <li>• One in four respondents were aware of the submission process.</li> <li>• Only 1% made a submission. While 75% indicated that they would be unlikely to make a submission.</li> <li>• Those within 15kms of the airport are more interested than others in receiving information on the third runway.</li> </ul>





**Figure 21 Indicative consultation reach - mail-out overlaid**

## 4 Consideration of Submissions

This section discusses the consideration of the submissions received during the public exhibition of the Preliminary Draft Master Plan. The primary purpose of this section is to demonstrate how APAM has given “due regard” to the comments raised in the submissions.

APAM utilised a bespoke Community Analytics software tool developed by Spatial Media to assist in the analysis of the substantial number of submissions received on the Preliminary Draft Master Plan 2022.

### 4.1 Overview of Submissions

APAM invited members of the community, organisations, and all levels of government to make a submission on the Preliminary Draft Master Plan 2022. A range of different avenues were made available for submissions to be made to ensure accessibility. Submission methods included via email to a discrete email address, through the Community Analytics (CA) portal (online or upload document), and through the post.

A total of 713 submissions were received during public exhibition of the Preliminary Draft Master Plan. Submissions made via methods other than the CA portal were all uploaded to the CA portal to allow for comprehensive analysis. Copies of all submissions are provided at Appendix 4.

All submissions were categorised by:

- Type of submitter (Community, Government or Private Company or Organisation)



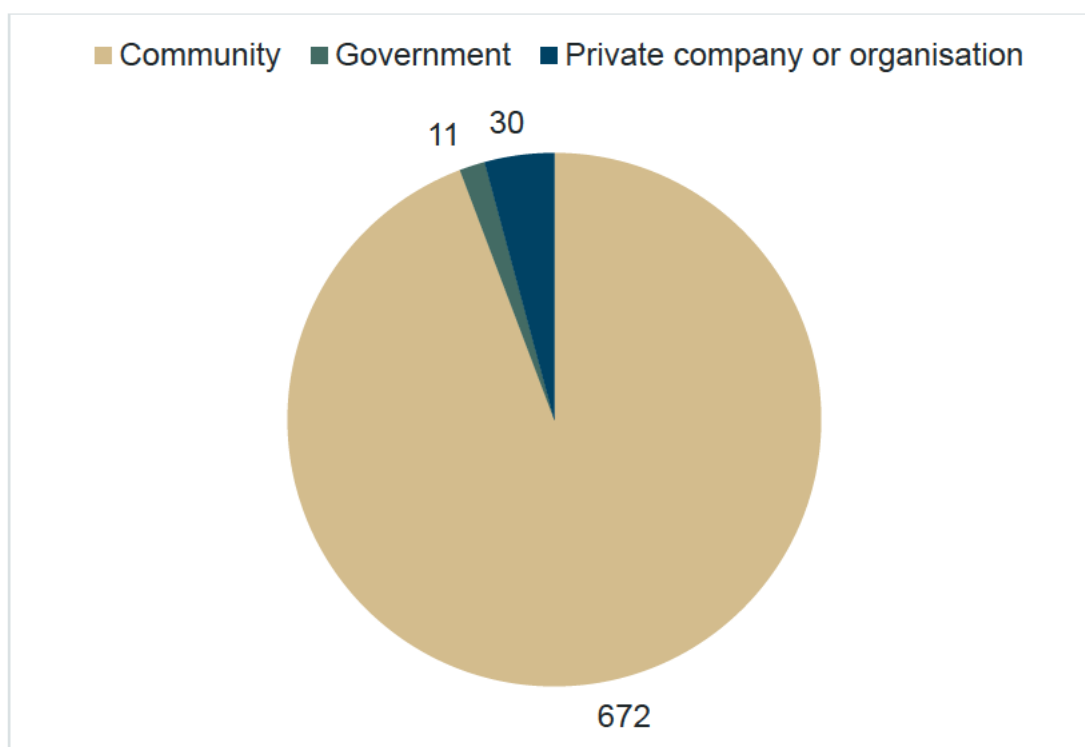
- What part of the Preliminary Draft Master Plan a submitter wanted to comment on (Parts A, B, C, D or general)
- How a submitter made a submission (online through the CA portal, uploading a document to the CA portal, direct email or postal mail)
- All submissions were given an identification number and time stamped. Submitters were provided the opportunity to give their name, address, gender and to request to receive updates on the Preliminary Draft Master Plan.

The “type of submitter” categories were defined as follows along with the breakdown of submitters by type shown as an actual and percentage:

- Community: Consists of individuals who have made a submission as residents: 672 (94%).
- Government: Consists of Commonwealth, State and Local Governments, including government departments, authorities and agencies: 11 (2%).
- Private Company or Organisation: Consists of community groups, industry groups and private companies: 30 (4%).

The above statistics are depicted in the following pie chart.

### Submitter Type



### 4.2 Approach to Consideration of Submissions

Public engagement for both the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R MDP occurred concurrently. APAM expected to receive many submissions due to the parallel public engagement and the focus of the M3R MDP in proposing a third runway.

It was important for APAM to be able to effectively manage the potential receipt of many submissions. APAM therefore commissioned the development of a bespoke web-based analytics portal to assist with the management of submissions received.

The 713 submissions received on the Preliminary Draft Master Plan 2022 were collected via several methods as documented in section 4.1. All submissions were imported into the CA portal to enable the APAM team to undertake analysis.

### 4.3 Themes and Issues

Based on an initial review of submissions, common themes were identified to reflect the feedback given. Each theme has a series of associated issues which relate to the theme and unpack topics specifically raised by the submitters. It should be recognised that the issues cover both positive and negative positions.

Points raised by submitters in submissions were then categorised in the CA portal using the themes and issues. Each theme was categorised alphabetically whilst issues were numbered. The identified themes and issues are set out in Table 2 below along with the numeric and alphabetical categorisation.

**Table 33: Submission Themes and Issues**

Themes	Planning Background & Context	Process & Engagement	Land Use Planning & Safeguarding	Airside & Terminals	Third Runway (MDP)	Airspace Design, Operations & Interactions	Aircraft Effects & Impacts	Ground Transport	Environmental Impacts	Other
	A	B	C	D	E	F	G	H	I	J
<b>Issue 1</b>	Vision & Objectives (MP22)	Assessment Methodology	Airport Land Use Precincts	Runway Development & Staging	Objection to Third Runway	Flight Paths, Flight Rules & Airspace Architecture	Aircraft Noise & Vibration, ANEF, N-above Contours	Public Transport	Sustainability	Commonwealth Games
<b>Issue 2</b>	Need for the Project (M3R)	Approval Process	Airport Planning Zones	Airfield Upgrades / Improvements	Support for Third Runway	Runway Operating Modes	Health Impacts	Road Access to Airport	Soil & Groundwater	Regional Victoria
<b>Issue 3</b>	Forecasts and Growth	Stakeholder & Community Engagement	Non-Aviation Development on the Airport Site	Aircraft Ground Operations / Flight Management	Third Runway Orientation	Impact on Other Airports	Social Impacts	On-Airport Road Network	Surface Water & Stormwater	The 2042 and Long-Term Development Concept Plans
<b>Issue 4</b>	Options and Alternatives (inc. Alternative Airports)	Website and Noise Tool	Sensitive Developments on the Airport Site	Terminal Development Plan	Shortening of Existing East-West Runway		Financial Impacts, Property Values, Compensation	Bicycle & Pedestrian Access	Ecology & Offset Management Strategy	Human Rights
<b>Issue 5</b>	Third Runway Planning Review		Consistency with Local Planning Schemes	Freight Facilities	Construction		Safety Risks – Both On & Off-airport	Car Parking	Indigenous & European Cultural Heritage	History
<b>Issue 6</b>	Economic Benefits		NASF Guidelines Implementation	GA Facilities			Noise Mitigation Measures	Taxis, Ride Share etc	Ground Based Noise	Corrections and Updates
<b>Issue 7</b>	Airport Lease		Off-Airport Planning Controls inc. MAEO	Fuel Facilities			Curfew	Construction Traffic	Air Quality	Support for Master Plan
<b>Issue 8</b>	Melbourne Airport Strategy 1990		Wildlife Strike Buffers	Aircraft Viewing Area					Greenhouse Gas Emissions	Excluded Matters
<b>Issue 9</b>			Public Safety Areas (PSA)						Landscape & Visual Amenity	
<b>Issue 10</b>			Prescribed Airspace						Climate change & Natural Hazard Risk	
<b>Issue 11</b>			MAESSAC						Environmental Management Framework	

Subject Matter Experts (SMEs) were assigned themes and issues. The SMEs undertook an extensive analysis of all submissions categorised under their assigned themes and issues. The SME analysis forms the basis of Section 5 and provides a description of the theme and associated issue and importantly provides APAM’s response to these.

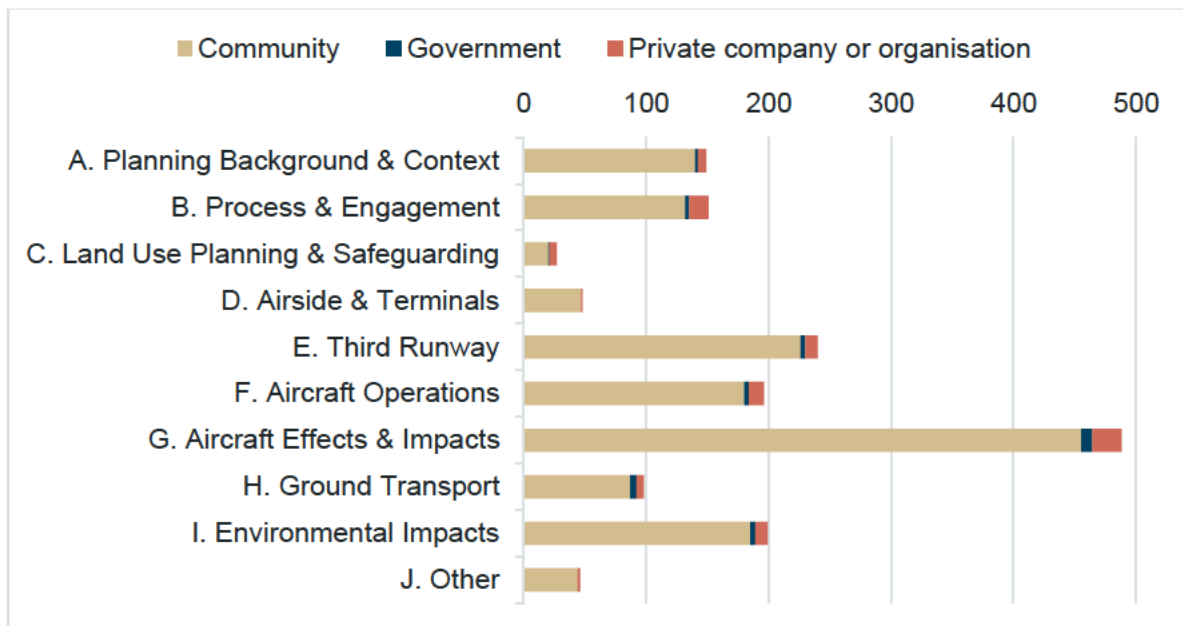
APAM notes that a number of submissions raised matters that pose wider policy questions, beyond the scope of an individual Airport Master Plan. For example, matters such as the use of the World Health Organization (WHO) Environmental Noise Guideline 2018 as a more appropriate aircraft noise descriptor, or the potential greenhouse gas emissions that will result from airport expansion. APAM has responded to such matters within the applicable theme and issue in section 5 but recognises that these issues should be explored more holistically.

The Australian Government announced on 30 March 2022 that it intends to deliver a new aviation white paper that will consider aviation sector wide issues including the management of aircraft noise and achieving net zero carbon emissions. APAM considers that the aviation white paper is an appropriate mechanism to explore these broader, more complex policy issues more fully and has noted this where relevant in section 5.

A few issues did not fall discretely under Themes A to I. Those issues were categorised under Theme J. This was to ensure these issues were still analysed and addressed appropriately.

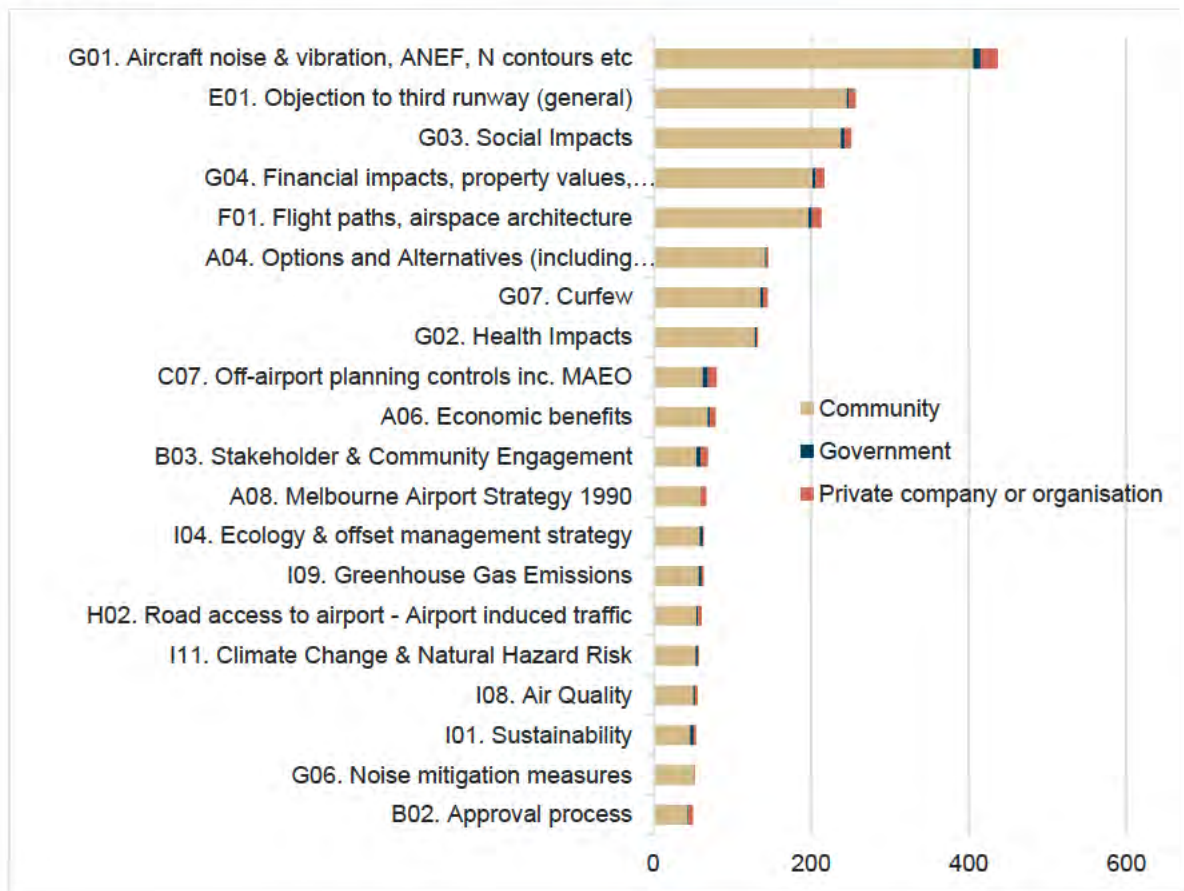
The following graphs provide a summary of the statistics for the themes and issues by submitter type.

**Submissions by Theme**





**Top 20 Issues**





## 5 Discussion of Themes and Issues

APAM's consideration of the key themes and issues arising from the submissions, as identified in Table 33, is discussed below.

The discussion relating to each theme is broken down as follows:

- **Overview of Theme:** provides a high-level description of the theme and background information relating to the related issues raised by submitters.
- **Summary of Issues:** identifies and summarises all the issues that fall under the theme.
- **Number of Submitters:** provides the number of submissions made to each issue.
- **Type of Submitters:** identifies the category of submitter (eg community, government etc) and number of submissions by category
- **Master Plan Reference:** discusses where and how the Draft Master Plan (and the Preliminary Draft Master Plan before it) addresses the theme / issues.
- **APAM Position on Issue:** sets out APAM's consideration of and response to the issues listed under each issue.
- **Change to Preliminary Draft Master Plan:** indicates whether a change to the Preliminary Draft Master Plan has been made because of the issues raised.

### 5.1 Theme A: Planning Background and Context

#### 5.1.1 Overview of Theme

This theme relates to Part A1 Introduction and Part B7 Airport Growth Forecasts of the Master Plan 2022. The A1 Introduction section introduces the Master Plan in terms of assisting the reader to understand the structure and purpose of the document. It introduces the Development Concept Plans and what has been updated since the 2018 Master Plan. The information captured in Part B7 provides the forecasting context in terms of passengers, air freight, aircraft movements and (ground) vehicle traffic. Concerns ranged across the need to develop a third runway, including whether the evidence provided by APAM to prosecute the case was accurate. Some claims also questioned whether APAM was legally entitled to build the third runway due to the Melbourne Airport Strategy 1990 and the airport lease. Several submissions proposed alternative airport sites, such as Avalon and also alternative transport options including high speed rail instead of further developing Melbourne Airport.

The following issues (or sub-themes) fall under this theme:

1. Vision and Objectives (MP22)
2. Need for the Project (M3R)
3. Forecasts and Growth
4. Options and Alternatives (including alternative airports)
5. Third runway planning review
6. Economic benefits
7. Airport lease

## 8. Melbourne Airport Strategy 1990

Each of these issues is addressed below.

### 5.1.2 APAM Response to Issues

This sub-section sets out APAM's consideration of and response to each of the issues that fall under this theme. This is where APAM demonstrates 'due regard' for the issues raised in the relevant submissions.

#### 5.1.2.1 Vision and Objectives

**Theme: Planning Background and Context**

**Issue: Vision and Objectives**

##### Summary of Issue

This issue relates to the Master Plan's vision and objectives which provide clarity on the purpose of Melbourne Airport's Master Plan as a strategic planning document providing planning direction for the airport over the next 20 years.

The key comments made in relation to this issue included support for the Master Plan 2022 as a "plan for the airport and Victoria's future." In addition, Hume City Council also stated that "*Council is supportive of the development objectives outlined in the vision of the 2022 Master Plan as well as the six themes that have guided the drafting and objectives of the Master Plan to achieve this vision.*"

The Council suggested that we provide an additional objective under the existing safeguarding objective "*to acknowledge those impacted by their operation. This would also serve a commitment on the part of Melbourne Airport to embed consideration and engagement with the "Council" residents and other communities that neighbour Melbourne Airport.*" The specific reference is around the "*substantial increase in aircraft noise and emissions*".

##### Number of Submitters

Two submissions were made regarding the Master Plan Vision and Objectives.

##### Type of Submitters

One submission each was received from the "community" and "government".

##### Master Plan Reference

Part C15 describes the measures to safeguard the ongoing operations and growth at Melbourne Airport, including noise forecasts (C15.6) and managing the impacts of aircraft noise (C15.7). Part A3 provides the processes undertaken by APAM to engage with stakeholders and the community.

**APAM Position** APAM understands that engagement and communication about the Master Plan has raised several points with community and other stakeholders more specifically about Melbourne Airport’s Third Runway Major Development Plan (M3R MDP). A substantial engagement process was undertaken that went over and beyond those consultation obligations required by the Airports Act. Despite the extensive communication and engagement process, APAM recognises that it is important to continue to review and continuously improve on engagement and communication processes. To that end, APAM will be developing a series of further engagement processes to continue the conversation particularly regarding the development of the M3R MDP.

**Change to Master Plan** An additional objective has been included in Part A2 Section 2.2 with a specific focus on continuing to engage with the community and stakeholders on the M3R MDP. Detail on these specific engagement processes is best articulated separate to the Master Plan as part of the M3R MDP process moving forward. These may be via APAM’s website, social media and other avenues

### 5.1.2.2 Need for the Project (M3R)

**Theme: Planning Background and Context**

**Issue: Need for the Project (M3R)**

**Summary of Issue** Submissions responding to this issue centre around the veracity of APAM’s justification for the project. Most submissions called out the evidence provided by APAM to prosecute the need to develop the M3R MDP, including current aircraft movements, APAM’s future forecasting and the ultimate capacity as documented in the Melbourne Airport Strategy (MAS) 1990. The growth forecasts and the MAS 1990 are addressed within this theme but under separate issues due to the importance of the comments provided by submitters and APAM’s desire to provide a clear explanation in response to these submissions. A key sentiment from the range of submissions to this issue is the request for APAM to provide the range of studies undertaken to inform the need for the M3R MDP.

**Number of Submitters** Thirty-five submissions were made in relation to the “Need for the Project (M3R)”.

**Type of Submitters** Ninety-four per cent of submitters classified themselves as “community”, with six per cent recorded as “private company or organisation.”

**Master Plan Reference** Part A2 provides the vision, development objectives and concept plans. Specifically, Section 2.3.1.1 in Part A2 provides an overview of the planning for the M3R with a particular focus on the justification and outcomes for the runway review. Part C9 also provides an in-depth discussion of the planning review findings and why APAM believes the M3R is critical for future operational capacity.

**APAM Position** The purpose of the Master Plan is to outline APAM's strategic planning intentions for the next 20 years. The Master Plan documents the need for the third runway as one of many planned projects proposed to be undertaken. The M3R MDP is the appropriate vehicle to prosecute the specific need for the runway and outlines the relevant evidence supporting this case. It is clear from the main narrative of submissions, that their focus was predominantly around the M3R MDP runway which is addressed through the M3R MDP documents. APAM believes that the MDP itself provides the appropriate evidence to justify the need for the runway. Part C9 also provides a detailed overview of the planning review which was undertaken in 2019 to evaluate the runway orientation decision prosecuted in the Master Plan 2018. The review provided evidence which led to the decision to build the proposed runway based on a north-south orientation over an east-west. Validation of the review was undertaken via extensive consultation with government regulators, and airlines to ensure the veracity of the evidence and subsequent decision.

**Change to Master Plan** No change has been made to the Master Plan. APAM believes that the evidence and rationale provided in the Master Plan as referenced above (see Master Plan reference and APAM position) adequately demonstrates the need for the M3R MDP to be progressed.

### 5.1.2.3 Forecast and Growth

**Theme: Planning Background and Context**

**Issue: Forecast and Growth**

**Summary of Issue** Eighty-eight submissions queried both the forecast outlined in Part B7 of the Master Plan, and the timing of triggers for the expansion of airport infrastructure, most prominently the M3R development. Submissions questioned both the short-to-medium term recovery from the COVID-19 pandemic, as well as the projected long term growth forecast.

The rationale presented by submissions:

- Predicted COVID recovery is over-optimistic

- Business travel will not recover due to a shift to online meetings and remote working
- The drop in Victorian population in 2021 has not been considered in the forecast
- The Chinese tourism market will not return to pre-COVID levels, reducing the demand for international flights
- The war in Ukraine and associated oil price increases will have a long-term impact on demand for air travel
- Forecasted increases in GA and charter traffic are not justified, or consistent with previous Master Plans
- [REDACTED]
- Some submissions also criticised the lack of transparency in forecasting assumptions, as well as questioning the accuracy of previous Master Plan Forecasts.

The following quotes are from community submissions.

*“Prior to the pandemic the predictions were such that a third runway was necessary, but since then is it still a requirement or a white elephant”*

*“Going from a ‘ghost town’ status to a hugely busy hub in 2 years is simply not believable.”*

*“How can you, or anyone for that matter, predict the future of air transport after 2 years of covid and a general reluctance from the public to set foot on a plane?”*

*“The long-term forecast on immigration and population growth should have changed significantly in the last two years thereby weakening the existing business case for this proposal.”*

The East Melbourne Group provided the following - *“Post Covid you are forecasting an increase in numbers equating to the increase prior to Covid.”*

*“Given the political tension that exist between China and Australia and that is not going to dissipate in the medium term and the destabilisation of the world by Russian and Chinese aggression, these estimates appear fundamentally floored.”*

*“[APAM’s forecast] appears to be an extremely bold and fallacious prediction. A significant portion of business-related travel is unlikely to occur as companies have adopted, Zoom, skype for many communications.”*

*“The Master Plan Appears to have included a change to Melbourne Airport’s primary role to service scheduled passenger and freight demand to include general aviation, which is contrary to the statement provided in the approved 2013 Master Plan. There are no details on the level of general aviation demand forecast.”*

[REDACTED]

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[REDACTED]

[REDACTED]

Hume City Council (HCC) submitted the following.

*“The forecasted passenger rates included in the 2022 Master Plan assume that Victorians will resume the same or greater demand for air travel that was occurring pre-COVID. Council believes that such assumptions need to be further interrogated in future Master Plans with a focus on an increasingly climate-conscious society and evolving tourist and business travel patterns.”*

The East Melbourne Group also misquoted the Master Plan, quoting *“It has been assumed the industry will recover within the Master Plan 20-year planning horizon and that the airport volumes over these 20 years are likely to exceed the 2019 forecast.”*

<b>Number of Submitters</b>	Eighty-eight submissions mentioned the <i>Forecast and Growth</i> section of the Master Plan.
<b>Type of Submitters</b>	Ninety-two per cent were classified as “Community”, whilst two per cent were “Government”, and six per cent were classified as “Private Company or Organisation”
<b>Master Plan Reference</b>	<p>Part B7: Airport Growth Forecast is dedicated to discussion of the forecasts in the Master Plan.</p> <p>Due to the COVID-19 pandemic and associated downturn occurring during the preparation of the Preliminary Draft Master Plan, the originally developed October 2019 forecast has been presented along with COVID-19 recovery forecast.</p> <p>The uncertainty around how the industry will recover was noted in the Preliminary Draft Master Plan 2022, and to reflect this, a forecast range for recovery was provided, as per advice from the Bureau of Infrastructure and Transport Research Economics (BITRE). It is also noted that there will be more certainty at the time of next Master Plan (2027) when the situation will be re-assessed.</p>
<b>APAM Position</b>	<p>The forecasts provided in the Master Plan are based on best practice and are underpinned by the latest information available at the time of publishing.</p> <p>Forecasts are based upon a range of sources and assumptions, from both internal and external resources. Many of these sources are commercially confidential and as such it is not appropriate to discuss within the Master Plan. Population growth is one input into our forecast, and some submissions raised the fact that the Victorian population dropped in 2022 and 2021. The decrease was approximately 0.30% and 0.05% in 2020 and 2021 respectively</p>

[REDACTED]

[ABS 31010do001\_202112 National, state and territory population, Dec 2021] and the long-term trend of growth is expected to recover to the pre-COVID rate of 1.8% per annum from the 2023/4 financial year [Aus Gov Centre for Population: Budget 2022-23: State and Territory Population Projections, 2021-22 to 2025-26].

Due to the lead times required to develop forecasts, the Master Plan forecast was established prior to the onset of the COVID-19 pandemic. This forecast has been presented in the Master Plan along with discussion and forecasts relating to the COVID-19 related downturn, and the recovery of the aviation markets (covered in Part B7 Section 7.2.3).

Where appropriate, COVID-19 forecasts have been provided as a range alongside the original 2019 forecast and have been developed in line with advice published by the Bureau of Infrastructure and Transport Research Economics (BITRE).

It is currently envisioned that within the time horizon of this Master Plan, passenger numbers and aircraft movements will recover up to but are unlikely to exceed the levels in the 2019 forecast. As part of the next Master Plan (due in 2027), there will be greater certainty on the aviation recovery post COVID-19.

It is also not expected that current political tensions or the war in Ukraine will have a long-term impact on passenger numbers. This expectation is consistent with similar historical events and is illustrated by the graph in Figure 22 below showing the recovery from past events impacting the aviation market.

Some submitters suggested that the forecasts did not account for the shift away from business travel to online/virtual meetings. While the long-term impact on business travel cannot yet be truly assessed, early signs indicate that demand and confidence for business travel is recovering as the economy recovers from COVID-19.

Questions were also raised about the accuracy of forecasts in previous Master Plans. Forecasts were always based on the best available inputs and assumptions at the time of development and are re-developed for each subsequent Master Plan to ensure the best possible accuracy.

[REDACTED]

It should also be noted that the primary purpose of the forecast within the Master Plan is to facilitate sufficient and necessary safeguarding. It is appropriate that the Master Plan forecast takes an optimistic view on recovery from COVID-19 and further growth to ensure sufficient safeguarding. The document further highlights that the timing of demand driven projects (such as the M3R MDP) will be further refined until activity levels trigger the need for their development. Part C16 Implementation Plan discusses the timing and priority of investments included within the Master Plan.

Forecasts will also continue to be developed as inputs and assumptions change, and more information becomes available. An updated forecast will be presented in subsequent Master Plans, as suggested by HCC in their submission.

The Master Plan was misquoted in one submission, quoting “*airport volumes over these 20 years are likely to exceed the 2019 forecast.*”, whereas the Master Plan states “*...airport volumes over these 20 years are unlikely to exceed the 2019 forecast*”

Since publication of the Preliminary Draft Master Plan, passenger and movement numbers for financial year 2022 have become available. The graphs shown below highlight the FY22 actuals for passengers and aircraft movements relative to the COVID-19 ranges shown in

Figure 23 and Figure 24 within the Preliminary Draft Master Plan. FY22 actuals are in line with the high side of the forecast range, demonstrating that the forecast COVID recovery ranges included in the Master Plan are appropriate.

<b>Change to Master Plan</b>	Based on the commentary included in ‘APAM Position’, minor changes to the Preliminary Draft Master Plan have been made to better represent Melbourne Airport’s economic impact to the wider economy.
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Figure 22: Historic recovery from past events impacting the aviation

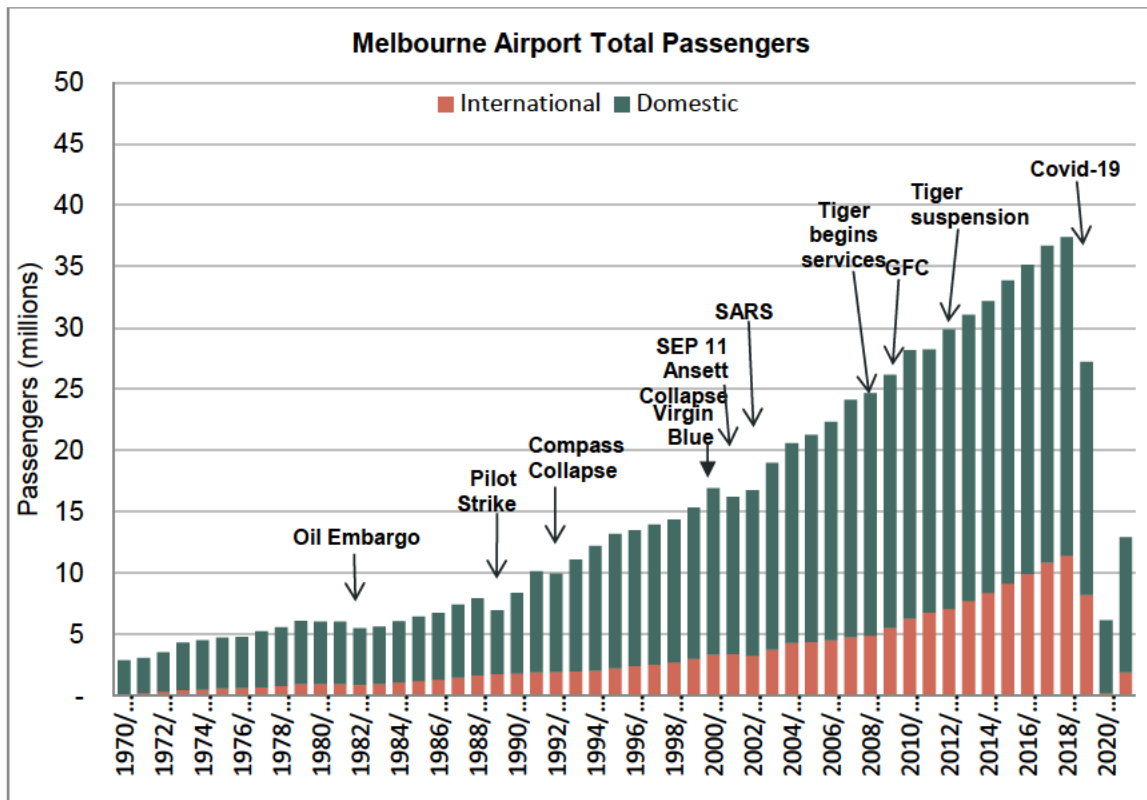


Figure 23: FY22 Actual passengers added to COVID-19 forecast range

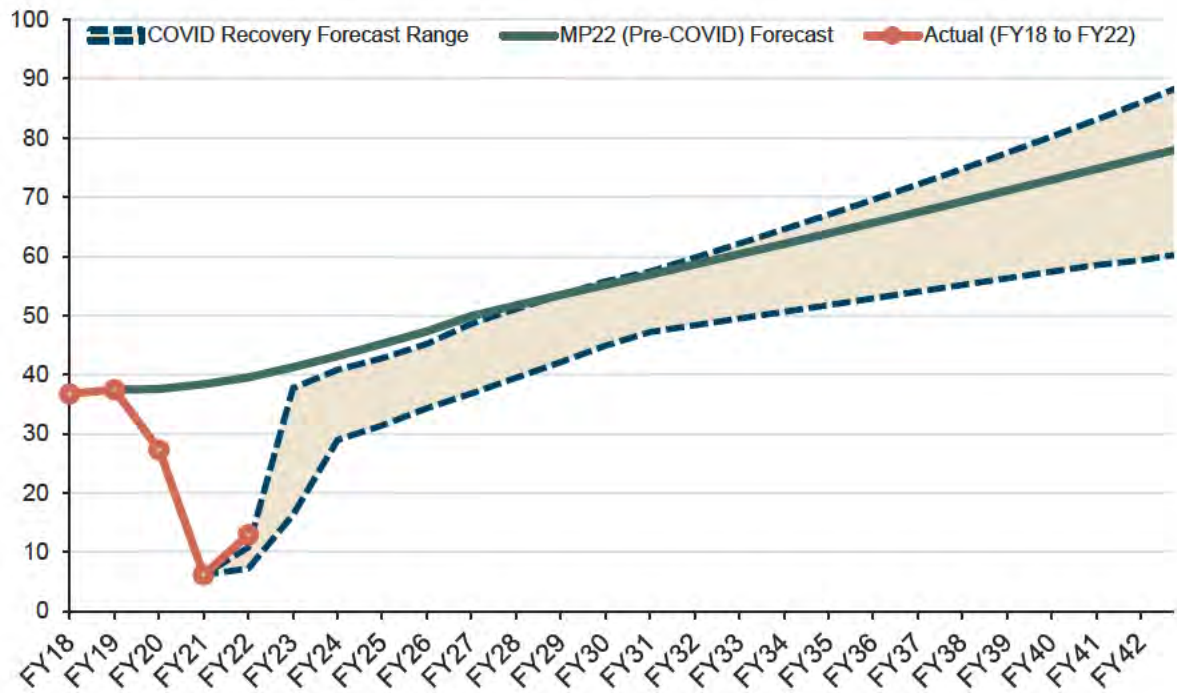
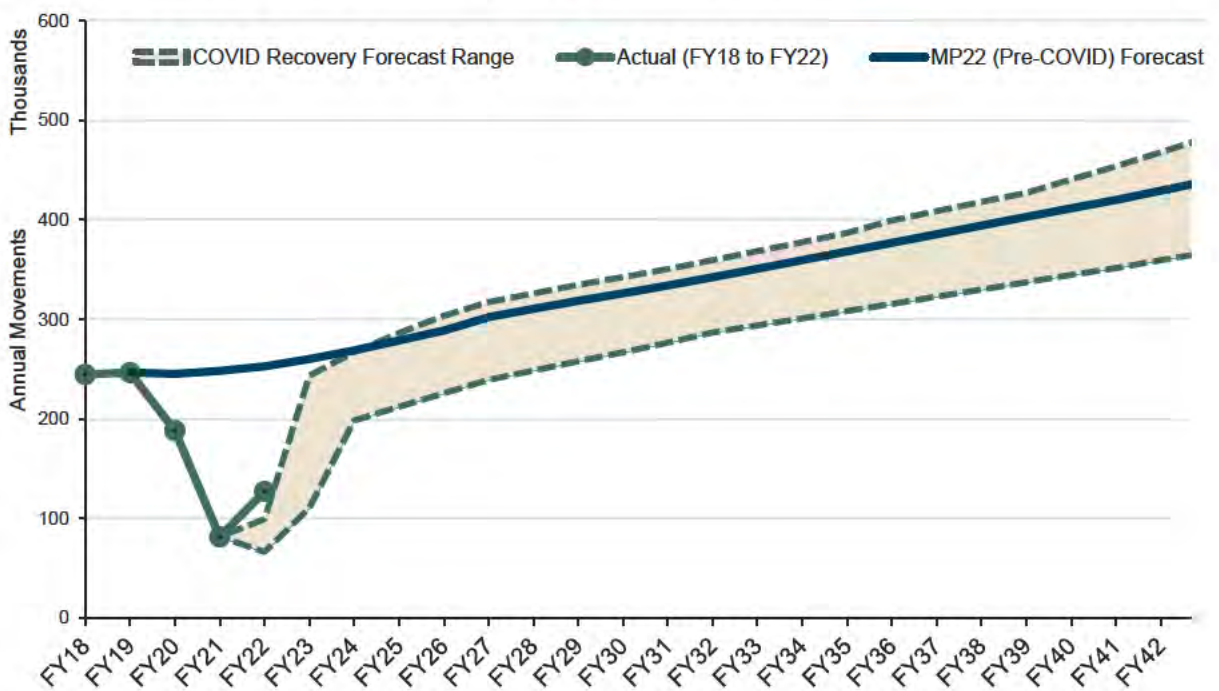


Figure 24: FY22 Actual aircraft movements added to COVID-19 forecast range



#### 5.1.2.4 Options and Alternatives (including alternative airports)

Theme: Planning Background and Context

Issue: Options and Alternatives (including alternative airports)

##### Summary of Issue

Options and alternatives within this issue include a range of definitions from other airport locations, development of new airports, expansion of existing airports, and other transport/travel options such as high-speed rail.

Developing alternative airports, including greenfield locations in the South-East or far West of Melbourne and existing airports such as Avalon, was raised by approximately twenty-five per cent of submitters on this issue. Specifically, submissions have made statements including:

*“Isn’t it about time that the Government authorities seriously consider making Avalon Airport the second major airport thus the necessity to ever increasing the air traffic at Tullamarine avoidable” and “The planning for a future airport located east of Melbourne has been in the State planning since 1971, in preparation for when the population of Melbourne reaches 5 million.”*

*“Maybe you need to build at Avalon.”*

*“Before you go ahead with the third runway, explore development of Avalon as an alternative airport.”*

*“Avalon airport should be made viable and owned by a consortium, such as Sydney Airport.”*

*“Airport growth, if it is to happen, should happen at a suitably designed airport to the south-east or far west of Melbourne.”*

*“Melbourne airport has reached its capacity; therefore, another airport should go East to benefit the other side of Melbourne where there are fewer residents to effect.”*

Others suggested that *“A high speed rail will in fact produced more jobs and economical benefits.”*

There is some contention that a high-speed rail will be a more viable option potentially for interstate travel whilst also providing impetus to the economy.

*“Satellites such as Geelong should grow and help de-congest Melbourne. Not only freight transport and budget airlines should be seen as eligible for distribution to Avalon. Bullet trains can pick up any time losses.”*



*“I ask that Deputy Prime Minister Barnaby Joyce to refuse a third runway and look into the more sustainable and economically beneficial high-speed rail and developing Avalon airport instead.”*

Maribyrnong Council questioned why *“alternatives to the expansion of Melbourne Airport have not been adequately considered.”*

Maribyrnong Council further posited *“Simply expanding existing airports to cater for increased air travel provides no realistic alternative.”* and *“Council is also concerned that increasing capacity at Avalon Airport has not been discussed. Avalon Airport is well placed to absorb increased demand for air travel over the medium to long term, with significantly lower population densities around that airport. Avalon Airport is close to transport links and is in close proximity to Victoria’s second largest city, Geelong.”*

Some submissions considered options and alternatives in terms of the actual location and layout of the M3R MDP as well as the sequence of development i.e. building the east west option before the north south or building both options simultaneously.

The TCPA submission asks, *“whether any consideration was given to constructing both the 3<sup>rd</sup> and 4<sup>th</sup> runways at this time – especially given:*

- Extent of earthworks required to construct 3<sup>rd</sup> runway will include areas identified for the 4<sup>th</sup> runway.
- The opportunity to spread the noise impacts sooner rather than later, and
- The increased cost may be a driver, but it would be cheaper overall to act sooner rather than later causing further disruption.”

Some submissions have also suggested *“Put the runway over nearby parkland (namely Woodlands)”*

**Number of Submitters**

A total of 182 submissions were made to this issue.

**Type of Submitters**

Ninety-five per cent of submissions to this issue were made by the “Community”, Three per cent were made by “Private Company or Organisation” and two per cent were made by “Government”.

**Master Plan Reference**

The Master Plan provides the vision and strategic intent for Melbourne Airport’s future development for the next 20 years (see Part A2). Appropriately, no reference to alternative options is made in the Parts A or B of the Preliminary Draft Master Plan, reference to an assessment of options is included in Part C9 Section 9.2.1.3. This section discusses the pros and cons to

alternative approaches to meeting the forecast airport growth including further potential development of the Melbourne Basin airports of Essendon Fields, Moorabbin, and Avalon Airports. Reference is also made to Plan Melbourne and the importance of protecting land-use buffers for Avalon to ensure it maintains its role in providing freight and air transport needs.

Part A3 of the Master Plan outlines the legislative requirements that APAM, as the lease holder of Melbourne Airport, is expected to adhere to. A key part of these obligations requires APAM to develop the airport considering anticipated demand to the quality standards reasonably expected of a major international airport in Australia and consistent with good business practices. Development of M3R helps to meet this requirement.

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### **APAM Position**

There is no legislative or lease obligation for APAM to consider the development or facilitation of alternative airports. Furthermore, other existing Victorian airports are individual commercial entities and are outside scope of the Melbourne Airport Master Plan process and therefore Master Plan 2022. However as noted in Section 9.2.1.3 APAM has considered the assessment of runway capacity options, the role of other airports and other transport options as part of a suite of complementary opportunities to facilitate forecast demand.

The developments outlined in the Master Plan demonstrate how forecast passenger growth at Melbourne Airport will be met. The forecasts have been developed using a number of factors, including historical relationships between Melbourne's population, GSP, and demand. These relationships by definition reflect the presence of alternative operational airports (e.g. Avalon Airport) as an option for passengers to take. Historically, this take-up has not been significant relative to the size of Melbourne Airport's operation. Avalon Airport, for example, at 60km from the city, is not as well situated as Melbourne Airport. It began international flights for the first time in 2018. The twice daily international flights equated to about 0.5 per cent of daily movements at Melbourne Airport pre-COVID and represented a negligible impact on runway movement demand and therefore, for example, the associated timing and need for M3R.

Plan Melbourne 2017-2050 includes an Action 49 relating to a '*possible airport in South East Region*'. It identifies the possible approval pathway for an airport in the South East Region but does not detail its location beyond highlighting a '*strategic area*' for the possible airport near Koo Wee Rup. It also notes the airport approvals will take at least 5 years, probably more than 10, with construction a number of years beyond that. A 'possible' additional airport in the South East Region is therefore outside the scope of this Master Plan but should this become a reality for future Master Plans, its presence would be taken into account for future forecasts.

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Avalon Airport and other proposed alternative airports have a role to play in supporting Victoria's future growth, however APAM has a responsibility under its lease to facilitate forecast demand at Melbourne Airport. These other airports do not currently substantially impact on Melbourne Airport's forecast passenger growth, as demonstrated in the Master Plan. Melbourne Airport is capable of servicing Victoria's needs for the next 50 years, due to the legacy of past strategic planning setting aside sufficient land and corridors into it to maximise capacity and minimise operational impacts.

Melbourne Airport is able to provide the required infrastructure and additional capacity (particularly for international services) to meet demand relatively easily in comparison to alternative airports, particularly in relation to building a new airport.

APAM undertook an extensive planning review for the east-west runway orientation due to additional information becoming available. The decision to change the orientation of the third runway to north-south is outlined in more detail in Theme A Issue Third Runway Planning Review.

A detailed response to the submissions asking for the two outstanding runways to be developed at the same time, for noise sharing reasons, is provided in Theme D. We note that this is primarily a matter for the M3R MDP, as it relates to the way in which the project responds to the demand.

APAM supports the development of a range of transport options that assist in passenger movement, including potential high-speed rail. APAM's view is that high speed rail is a complementary alternative to air travel between Sydney and Melbourne, rather than a replacement. This is due to the high levels of forecast demand between the city pair (which by July 2022 had returned to number 5 on the world's busiest flight routes by number of seats [[Flight Schedules Data](#) | [Airlines Schedules Data](#) | [OAG](#)]) APAM would be pleased to work with the Federal Government's National Faster Rail Agency in looking at opportunities to develop rail infrastructure that could assist in connecting major cities or key regional centres to Melbourne Airport. APAM understands that there are no existing or future projects currently proposed by governments, therefore no associated content is captured within the Master Plan.

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**Change to Master Plan**

Minor changes have been made to the Master Plan to provide reference to a potential south-east airport to complement Melbourne Airport. APAM believes that the evidence and rationale provided in the Master Plan provides an appropriate response. APAM believes that whilst the development of alternative airports is an important community desire, it is independent to APAM's Master Plan.

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### 5.1.2.5 Third Runway Planning Review

**Theme: Planning Background and Context**

**Issue: Third Runway Planning Review**

#### Summary of Issue

Most submissions to this issue referred to the third runway planning review mainly in a rhetorical sense to be able to rebut the evidence provided in the Master Plan. The focus centred around runway availability in all weather conditions.

Submissions questioned whether APAM “*got it wrong*” in relation to the orientation of the third runway. Specifically:

- “the 2018 approved master plan indicated that the 3<sup>rd</sup> runway was an additional EW runway and the 4<sup>th</sup> runway was the additional NS runway.
- The 2022 master plan now has the 3<sup>rd</sup> runway as the duplication of the NW runway. The explanation being that the wind direction is mainly from the north and it is the airline companies desiring this
- The proposed 3<sup>rd</sup> runway (2022) is longer in length than the 2018 master plan why?
- Will the winds always be in this direction?
- All master plans prior to this had it wrong?
- Can we trust that this is the correct decision to duplicate the NS runway on the basis of wind direction when the future is unknown due to climate change.”

The Keilor Residents and Ratepayers Association (KRRRA) submitted that:

- “In the 1990s expansion became an issue and master Plans published as a requirement for the privatisation and lease of airports,
- The intent of parallel east/west runways was made public. While this did not mean increased air traffic above Keilor Village this did not cause undue alarm.
- The Master Plan of 20 reversed this concept and changed from parallel east/west to parallel north/south.
- When asked an explanation why the response was because of the new control tower wind shear became detected and it was a safety matter.
- KRRRA checked with experts, being experienced senior captains, who confirmed in all the time they had flown into Melbourne they had never experienced wind shear. It was a nonsense.
- Over some time rumours filtered out that it was Qantas who wanted the parallel N/S runways. Which was denied. Now early May 2022 It turns out that Qantas do want the parallel

N/S runways for the new A350s non stop flight to New York etc. and will help towards funding of the additional runway

- This clearly indicates a total lack of transparency by the lessor of the airport and it’s no wonder they are distrusted by the community.”

The CACG submitted the following *“Does MA agree there was no community consultation on this change: that the engagement was passing on information about the decision already made?”*

**Number of Submitters**

A total of 13 submissions were made to this issue.

**Type of Submitters**

Ninety-two per cent of submissions to this issue were made by the “Community” and eight per cent were made by “Private Company or Organisation”.

**Master Plan Reference**

The Master Plan discusses the outcomes of the third runway review in Part A2, 2.3.1.1 and Part C9 Section 9.2.

**APAM Position**

The M3R MDP provides additional detail on the 2018 planning review into runway orientation, including how weather conditions/patterns impact on runway availability.

The Master Plan provides the strategic plan for Melbourne Airport, including the proposed delivery of the third runway. The M3R MDP provides the vehicle for the approval of the runway project. The two documents serve separate purposes. Given this, the Master Plan provides a high-level strategic overview of the third runway review (see Part C9 Section 9.2) and appropriately the M3R MDP takes full carriage for explaining APAM’s rationale for both the review and the change in runway orientation.

The Master Plan states in Part A2, Section 2.3.1.1 that *“The planning review yielded strong evidence that the N/S system had become the superior option in terms of availability, capacity, long term investment profile and overall community impacts.”*

The planning review of the third runway orientation undertaken in late 2018 demonstrates the rigour that APAM is prepared to undertake when making substantial infrastructure decisions. The review ensured that any new evidence that may have become apparent since the initial decision to build the third runway east-west (some 6 years previously) was considered and the business case re-prosecuted. This ensured the most appropriate decision was made based on several factors including capacity, long-term investment profile and overall community impacts.

The KRRA submission provides a salient point when it talks to rumours filtering out. The planning review was and is a highly



sensitive document that contains commercial information that is confidential to APAM. Therefore, the planning review has not been publicly released. The information contained in the Master Plan provides a level of detail that is pertinent to informing a range of stakeholders given the purpose of the Master Plan as a strategic planning document. The M3R MDP provides further granularity about the planning review and the orientation decision as appropriate.

The CACG asked about APAM's engagement and consultation on this issue. The definition of engagement in the context of public engagement is the process of encouraging people to be interested in a thing or the work of an organisation, whilst consultation can be defined as the exchanging of information and opinions to reach a better understanding or to decide. APAM strongly maintains that we did engage with communities and other stakeholders to raise interest and ask questions around the third runway. APAM never prosecuted that the decision to change the runway orientation would entail broad community consultation.

**Change to Master Plan**

A minor change was made to 9.2.1.1 to be clearer that APAM engaged a wide range of stakeholders over the planning review results and decision to change orientation.

**5.1.2.6 Economic Benefits**

**Theme: Planning Background and Context**

**Issue: Economic Benefits**

**Summary of Issue**

A number of submissions provided a positive response to the economic benefits that are projected to occur predominantly from the development of the third runway. The following capture some of the sentiments:

*“Build it and they will come. Melbourne, like all other Australian cities is seeing incredible growth in aviation-based tourism. For every person that complains there are 100 people benefiting.”*

*“I think it’s a great idea and one that would benefit Victoria.”*

Some submissions acknowledged the *“economic benefits that an additional runway will bring, however alternate pathways should be prioritised (ie. Less residential, densely populated areas).”*

A couple of developers were concerned that their land was not impacted by N contours in previous Master Plans however are impacted in this latest Master Plan. They felt that the lack of certainty around the noise contours creates financial uncertainty in terms of the actual cost for development depending on what or if

any noise attenuation is required as well as “artificial quarantining” of land for development.

There was also concern that the value of different flight paths was not articulated. For example:

*“As it stands planners do not have a way to understand the graduation of economic importance of these areas. A once-a-week flight to King Island for 6 people is different to the Melbourne to London trunk jet route.”*

Financial impact for developers due to changes in N-contours every 5 years (so called potential to sterilise land use) was also an issue. Developers want greater clarity and certainty regarding noise overlays to provide them with better assurance for development and hence financial outcomes.

Another query raised was why APAM did not include any information on the economic benefits of developing high speed rail.

A substantial number of residents close to the airport claimed that *“The damage to our community cannot be justified as a necessity for a private organisation to increase its profit.”* Specifically, community members from surrounding suburbs were concerned that APAM did not quantify the potential economic costs of the third runway due to associated economic, social and health impacts, that is the broader costs resulting from medical and mental health conditions that may be triggered as outcomes of increased aircraft noise and perceived economic impacts of noise overlays, N contours and flight paths.

Brimbank City Council raised specific questions about how APAM will demonstrate addressing these questions in the Master Plan including:

- “Mitigate negative economic impacts from existing and future airport operations (including the perceived reduction in property values),
- partner with Council to develop local employment opportunities,
- establish employment targets with Council, and
- work with local educators to promote training and career pathways.”

Hume City Council stated that they are keen to continue working with APAM to attract businesses to establish at the airport through Council’s business and engagement services.

The Melbourne Airport Community Aviation Consultation Group (CACG) acknowledged the significant amount of employment that APAM facilitates on site however wanted to understand *“what commitments are made towards local, indigenous or other special programs for sourcing workers during future construction?”*

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Number of Submitters** A total of 77 submissions were made with respect to this issue.

**Type of Submitters** Eighty-seven per cent of submissions to this issue were made by the “Community”, nine per cent were made by “Private Company or Organisation” and four per cent were made by “Government”.

**Master Plan Reference** Part B6, Section 6.2 provides a comprehensive overview of the economic and social significance of the airport. The section calls out the direct employment numbers at the airport site as of 2019 and the wider economic contribution to the State economy.

The Master Plan also documents the Environment, Social and Corporate Governance (ESG) activities that it currently invests in in Section 6.2.2. This is also covered in C14 and is an important focus for APAM.

Part A3 3.3.5 provides an overview of the community investment that APAM is committed to support including:

- Western Chances - providing support to young people from Melbourne’s west to pursue education opportunities
- Banksia Gardens Community Services – supporting provision of education, training and community engagement programs in Hume city and northern suburbs
- Australian Charities Foundation - to deliver a Neighbourhood House grants program).

**APAM Position** APAM welcomes recognition of the important economic and social role that the airport plays locally, for the State, and Australia more broadly.

APAM implemented its ESG strategy just prior to release of the Master Plan for public exhibition. The company has set a series of ESG priorities and targets that aim to deliver a positive impact on our community and stakeholders, ensure that the natural and physical environment is conserved, and appropriate stewardship

implemented as well as ensuring all employees across the airport and precinct, work in a safe and inclusive environment. These focus on:

- Carbon emissions (net zero scope 1 and 2 emissions by end of 2025 and engaging on scope 3)
- Waste (diverting the majority of waste from landfill by 2024)
- Water quality and PFAS (minimising APAM's impact on local waterways and effective management of PFAS)
- Diversity and inclusion (adoption of key diversity principles)
- First nations (acknowledgement and celebration of First Nations)

Sustainable procurement (including local employment targets in infrastructure projects).

APAM has hosted careers events in neighbouring local government jurisdictions and due to their success plans more in the future. These events are an opportunity for APAM to partner with affiliate service providers at the airport such as ISS (security) and Ikon (facilities management) to provide job seekers with local employment opportunities and career information. An event occurred in Brimbank in May 2022 with ~200 in attendance and plans are underway with the City of Hume to run a similar event in August 2022.

Until recently, APAM had a Memorandum of Understanding (MOU) with Brimbank to partner with the LGA to provide and/or facilitate environment, employment, and educational opportunities. APAM received correspondence from Brimbank advising of their choice to not continue with this MOU, and the partnership opportunities that could have been facilitated. Nevertheless, APAM will continue to ensure the employment, social and economic benefits of Melbourne Airport continue to grow in Brimbank.

APAM acknowledges that noise contours are dynamic and can change because of a variety of factors including development of the airport, runway usage and the particular aircraft utilised at any point in time. The current off airport planning controls referred to as the MAEO were established to mitigate community exposure to aircraft noise. Revisions to the MAEO to reflect changes in noise contours have not kept in pace with 5 yearly updates to noise controls within the APAM's Master Plan, potentially resulting in off-airport planning and development uncertainty. The MAESSAC review considered and advised on the planning framework currently in place for Melbourne Airport, including noise controls. APAM highlighted in its submission whether a planning trigger based upon the application of moving noise contours is therefore an appropriate tool to give effect to State planning policy. The State Government, in its response to the MAESSAC report, has

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acknowledged the need to provide clearer policy on this issue. APAM continues to work with the State Government in the development and delivery of solutions to address these policy issues.

APAM supports a multi-modal transport system and continues to work with all key stakeholders in investigating future opportunities. The decision to investigate and develop other transport modes off-airport is the remit of governments.

Part C11 provides appropriate information regarding whether APAM is intending to leverage the engineering, design and aerospace technologies of our tenants.

Part B6 Section 6.2 provides a comprehensive overview of the economic and social significance of Melbourne Airport to the wider economy. Specifically, Section 6.2.2 acknowledges that airports and their operations are intrinsically sources of noise. The section goes on to explain the actions APAM puts in place to mitigate these.

APAM will not be including any information on the economic benefits of developing high speed rail as this is not within the scope of an Airport Master Plan.

It is important to note that the Airports Act does not require airports to provide a cost benefit analysis in relation to economic impacts, but to specify the likely effect of developments on the local and regional economy.

It is appropriate for the Master Plan to provide a strategic lens on these economic issues given the document provides a detailed overview of planning initiatives for the site. It is important to note that the M3R MDP and supplementary report will also address similar issues but in greater detail.

Devaluation of properties, compensation and noise impacts have been dealt with under the Aircraft Effects and Impacts theme.

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**Change to Master Plan**

APAM acknowledges that some of the economic data presented, particularly in figure 6.1 “economic contribution of Melbourne Airport” could be clearer in terms of what year the data represents ie 2019. We have explicitly noted projected export values and economic output or Gross State Product for 2019 and 2042 in Figure 6.1.

APAM has referenced the ESG priorities and targets within Section 6.2.2 to better articulate the businesses focus, deliverables and timelines for delivery. Additional ESG information can be found in Part C14 Environment Strategy.

Additional careers events are being planned as noted in section 6.2.1.2. Information about the type and intent of these events will be delivered in conjunction with surrounding local government

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authorities to clearly demonstrate the ongoing nature and partnerships that continue to be developed to deliver these important community events.

APAM already engages with neighbouring LGAs and prospective tenants to develop mutually beneficial commercial opportunities. APAM will continue the engagement we currently have and work to develop further relationships with LGAs and prospective tenants to support the continued establishment of high-quality tenants. This has been better articulated in Part B6, particularly in Section 6.2.

Table 4.3 has been updated to confirm that two commercial facilities were completed by 2022. APAM is comfortable with the wording in 6.2.13 Tourism, therefore no changes will be made to the current text.

Section 7.2.2 has been updated to reflect 2030 and not 2036 as the date that Melbourne is predicted to become Australia’s biggest city.

### 5.1.2.7 Airport Lease

**Theme: Planning Background and Context**

**Issue: Airport Lease**

**Summary of Issue**

Some submissions stated that APAM wants to “*double the size of the airport lease actually paid for*” and that there has “*not been public disclosure on the inclusion of additional land*” allegedly negotiated between the Commonwealth Government and APAM.

Most comments centred around APAM’s lease of the airport site and include the following example;

*“Residents of Keilor cannot be expected to agree that a public company renting Commonwealth land can expand its operations and profits to the detriment of surrounding private property.”*

One submission stated that the lease agreement was based on a “*maximum number of movements per year and that maximum has been exceeded so no further allowance should be given otherwise the terms and conditions of the lease will be breached*”.

**Number of Submitters**

A total of 33 submissions were made with respect to this issue.

**Type of Submitters**

One hundred per cent of submissions to this issue were made by the “Community”.

**Master Plan Reference**

Part A3 Section 3.2.1 outlines the Airports Act regulatory framework for Commonwealth leased airports. This section clearly outlines the arrangements with which APAM is legislatively obligated to manage the site.

Part C15 outlines the key processes implemented to continue to safeguard Melbourne Airport as the State’s major gateway. As the Master Plan is a strategic planning document, the safeguarding section outlines the short to long-term actions that APAM will implement to ensure the viability of the airport and minimise impacts to neighbours. These include the implementation of the NASF principles and guidelines, particularly guideline A which focuses on measures to manage the impacts of aircraft noise. Significant airspace design development has been undertaken to concept level in conjunction with Airservices Australia. This goes toward safeguarding the long-term use of the airport whilst factoring in noise management principles. Additional information is provided in Theme G as well as the M3R MDP supplementary report.

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**APAM Position**

APAM purchased the airport lease from the Commonwealth and is responsible for managing the airport under a 50-year lease with an option to extend the lease for another 49 years (to 2096).

Under the provisions of the Airports Act, APAM is required to develop Melbourne Airport to ensure anticipated growth and demand are met to an international standard. This is stated in Section 3.2.1 of the Master Plan.

Analysis undertaken by APAM determined that the existing runway system was reaching practical capacity in 2019. APAM maintains that development of the M3R MDP and the Master Plan more generally is in accord with our legislative and lease requirements in terms of APAM’s obligations to provide appropriate services to ensure capacity is met.

Section 70 of the Airports Act outlines the obligation for APAM to develop a Master Plan every 5 years. The Master Plan provides the strategic planning direction to ensure the airport can meet the forecast growth. One of the requirements of the Master Plan is to ensure that the use of the airport site is compatible with the areas surrounding the airport.

APAM takes its obligations to limit the impact of its operations seriously. Part C15 provides clear information about how APAM mitigates its impacts. More detailed explanation of mitigation measures for the third runway are appropriately documented in the M3R MDP.

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**Change to Master Plan**

APAM considers there is no need to amend the Master Plan as it clearly documents the legislative and lease requirements to

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develop the airport and safeguard both the airport and surrounding areas.

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### 5.1.2.8 Melbourne Airport Strategy 1990

**Theme: Planning Background and Context**

**Issue: Melbourne Airport Strategy 1990**

#### **Summary of Issue**

Many submissions raised the Melbourne Airport Strategy 1990 (MAS) as the pre-eminent plan for the airport. The key point made around these submissions is that “the planned ultimate flight capacity was only 350,000 flights per annum till 2050” and that the State and Federal Governments made a “binding commitment...to the people of Victoria” with this plan.

The concern is that the “2022 ANEF 20 contour map of noise effected properties south of the airport covers 7 TIMES THE AREA ORIGINALLY PLANNED in 1990 FOR 2050” and has therefore exceeded the planned capacity and actually breaches the MAS 1990.

One submission also claimed that “since around the 1990s, continuing through to current date, Melbourne Airport continues to expand its land holdings in all directions from the original site, further encroaching into the green wedge and local community areas”.

A few submissions also stated that “Assurances given to the City of Keilor in the early planning stages (circa 1960) that aircraft would not fly over Keilor, is being ignored today by Melbourne Airport”.

Most of the submissions that focus on the MAS 1990 believe that the MAS 1990 “was, and remains, a viable low risk, low noise impact” airport and that the draft Master Plan forecast capacities does not provide a low noise option but threatens the current curfew free status due to the proposed flight numbers.

The Town and Country Planning Association submission acknowledged that “Since 1990, the Airport’s vision and development has been strongly underpinned by State and Commonwealth Government approval of the Melbourne Airport Strategy and its associated EIS in 1990. This document has provided the framework for Melbourne Airport’s Master Plans and for the Victorian Government’s policy and actions to protect the airport – its development and environs.”

“Many of its key findings and approval conditions have been retained and enhanced in subsequent airport master plans, including protection of areas and items of environmental and heritage significance; protection of transport access routes; and

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*landside developments that compliment Melbourne’s strategic land use plans.”*

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**Number of Submitters** A total of 67 submissions were made with respect to this issue.

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**Type of Submitters** Ninety per cent of submissions to this issue were made by the “Community”, and ten per cent were made by “Private Company or Organisation”.

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**Master Plan Reference** Part B4 clearly documents the planning history of Melbourne Airport from the MAS 1990 to the present day whilst Part A2 outlines the role and obligations that APAM must abide by in operating and developing the asset.

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**APAM Position** The Melbourne Airport site has a long history of planning for constraint free operations dating back to its inception. All planning documents have led to the current Master Plan process required under the Airports Act with the inherent focus to plan the site to ensure efficient and economic development to meet civil aviation needs.

As documented by Buxton and Chandu (2016) in their paper *“When growth collides: conflict between urban and airport growth in Melbourne, Australia”*, Tullamarine was selected for the new airport in 1959 as it was free from constraints, contained the urban fringe with green belts to protect open space, but was close to the city.

A buffer zone was envisaged by Bradfield, one of the original airport designers *“so that the runways can be located so that the approaches are over open areas and can be placed so that the effect of noise on the community will be kept to a minimum”*.

In 1967 the Victorian Government adopted the principle of corridor development which planned for small satellite growth in Melbourne’s north and west at Melton and Sunbury. Despite the State government maintaining the policy set out in the 1960’s, the policy tenets were often breached in the 1970s by developers and even the state housing commission leading to ever encroaching housing development close to the airport. Additional planning scheme amendments have also changed the urban growth boundary allowing residential development into former green wedge land. APAM has purchased a small number of surrounding land parcels not for residential purposes but to support safeguarding measures amongst other purposes.

There is a misconception amongst the community that the MAS 1990 document is the primary airport planning document and that this is still current. The MAS 1990 document was jointly prepared

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by the Federal Airports Corporation (FAC) and the Victorian State Government. The executive summary of the document states that it was to “provide the foundation and the guidelines for planning of all aviation activity and related surface access and land use development through to the middle of the next century”. Given this statement, it is clear how many stakeholders hold to the primacy of the MAS 1990.

Between 1997 and 2003 Commonwealth owned airports, including Melbourne Airport, were granted long-term leases to operate and develop. Prior to this, the Commonwealth Federal Airports Corporation owned and managed the airports. Both the Airports Act and the individual airport leases now define the planning framework that airports must adhere to, which negates former FAC obligations. As part of this framework, Melbourne Airport, and all other leased federal airports, are required to prepare a Master Plan that incorporates an Environment Strategy. The 2022 Master Plan fulfils this requirement.

Whilst the key features of the MAS have provided the basis of every long-term plan / Master Plan for Melbourne Airport since 1990, the requirement for Master Plans every 5 years in effect supersedes the role of the MAS.

The Federal Government wrote to APAM in June 2017 confirming that the MAS 1990 is no longer a valid document given the legislative framework articulated by the Airports Act.

The letter stated:

*“For clarity, the relevant strategic document foreshadowing the development of Melbourne Airport at any point in time, is the current Melbourne Airport Master Plan.”*

The current Master Plan is the 2018 Master Plan, and the 2022 Master Plan will supersede that plan if approved.

It is important to acknowledge that the MAS is discussed by APAM under several other issues including, but not least issues D01 runway layout, F01 flight paths and F02 runway operating modes.

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**Change to Master Plan**

APAM considers there is no need to amend the Master Plan to further reflect the requirements of the MAS 1990 as this has been superseded by successive Master Plans as per the requirements of the Airports Act which outlines the legislative planning framework for all leased federal airports.

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### **5.1.3 Summary and Conclusion**

This theme covers several issues raised in submissions relating to the planning background and context for refreshing the Master Plan. There was a focus on the need for the third runway and whether APAM had a right to adopt the proposed Master Plan strategic direction. APAM believes that there is a fundamental misunderstanding about the status of the MAS 1990 and replacement of the strategy by the requirements of the Airports Act.

After review of the theme and associated issues, APAM considers that the Master Plan requires only minor amendments as the Master Plan complies with the requirements of the Airports Act in relation to the planning background and context.

## 5.2 Theme B: Process and Engagement

### 5.2.1 Overview of Theme

This theme covers issues raised in submissions relating to the preparation and exhibition of the Preliminary Draft Master Plan 2022 and the Master Plan approval process.

Concerns have been expressed in some submissions around the rigour and methodology behind the studies and assessments used to develop the Master Plan, including the growth forecasts and environmental assessments.

Concerns were also raised regarding the approval process, particularly with regard to “simultaneous approval of an airport Master Plan and a Major Development Plan”. Related to this, there were some comments or questions about the legislative basis or scope of the approval process, including how the requirements of the EPBC Act and State legislation have been addressed.

Various adverse comments were also made in some submissions regarding the community consultation undertaken and the information provided during the public exhibition process, which led to assertions about APAM’s transparency and honesty.

The majority of comments relating to this theme were made by ‘Community’ submitters, but some ‘Private Company or Organisation’ and ‘Government’ submissions also raised these issues.

The following specific issues (or sub-themes) fall under this theme:

1. Assessment Methodology
2. Approval Process
3. Stakeholder and Community Engagement
4. Website and Noise Tool

Each of these issues is addressed below.

### 5.2.2 APAM Response to Issues

This sub-section sets out APAM’s consideration of and response to each of the issues that fall under this theme. This is where APAM demonstrates ‘due regard’ for the issues raised in the relevant submissions.

#### 5.2.2.1 Assessment Methodology

**Theme: Process and Engagement**

**Issue: Assessment Methodology**

**Summary of Issue**

This issue relates to concerns that have been expressed in a number of submissions questioning the methodology, rigour, transparency, level of detail and/or independence of the studies and assessments used to develop the Master Plan. There were also a number of requests for further information and studies to be completed.

The submissions that have raised this issue include statements such as:

*“We object to the Melbourne Airport Masterplan and ask that a hold be placed on submitting the Masterplan to Commonwealth Minister until the following are provided and made publicly available for review;*

- *Independent assessment of the environmental impact claims listed in the Masterplan, including PFAS and air born fine particulates emitted by aircraft*
- *Independent review of the methodology undertaken so far to deliver the most accurate noise impact to residents*
- *That all modelling be undertaken on moderate to high levels of usage, not on the conservative forecasting used in the Masterplan.”*

*“Independent traffic modelling for the Melbourne road network be undertaken.”*

*“Sufficient health studies have not been done to protect residents and children in line with WHO recommendations.”*

*“I did note the Environmental Impact Assessment has not been completed for the plan.”*

*“Decision on the Melbourne Airport Preliminary Draft Master Plan 2022 should be deferred until an independent assessment has been undertaken on the health, noise and environmental impacts as well as a needs based assessment.”*

*“The health and social study presented cannot be understood or evaluated due to lack of assessment data.”*

*“It is unclear whether there has been or will be a serious attempt to assess the full ecological impact of expanding Melbourne Airport. Chapter 14 is not an assessment of localised environmental impacts but simply an outline of the actions being taken to address local impacts.”*

*“There is no publicly available material that has been located to date indicating the environmental impact assessments conducted by the EPA for this proposal or what guidelines for managing environmental impacts of the proposal the EPA has prepared and published or even what specific strategic advice the EPA has provided to the Minister for Environment.”*

*“Aircraft noise from the proposed third runway has not been accurately estimated and practical indications are it will be greater than claimed in the airport master plan.”*

Submissions also call for:

- A new study of the community responses to aircraft noise
- A review of the methodology used to forecast aircraft noise

- A study of actual aircraft noise in residential areas around Australian airports
- Independent assessment into the economics of the third runway proposal
- EPA review and endorsement of the emissions, air quality and noise assessments
- Revised passenger growth forecasts taking into account competitor risks such as high-speed rail.

The City of Brimbank's submission, requests, for example:

- *“Prepare a legitimate, well founded and valid health impact assessment (HIA) in relation to the off-site noise impacts associated with the Master Plan and MDP, in accordance with World Health Organisation (WHO) Noise Guidance and the Environmental Protection Act 2017.”*
- *“Commission an independent air quality assessment of the existing and proposed emissions from onsite and off-site operations.”*
- *“Commission an independent assessment reviewing the existing and proposed noise emissions from Melbourne Airport and its operations on the Brimbank and surrounding community, assessed against the Environment Protection Act 2017.”*
- *“An adequate assessment is undertaken of the impact that Melbourne Airport Rail will have on the future road access to the Airport in relation to potential reduction on reliance of vehicle access.”*
- *“A more detailed assessment on the delivery of improved cycling connections is required (including along Arundel Road), with a focus on reducing car and bus transport to and from the airport.”*
- *“Engaging an independent expert to conduct a climate change impact assessment to model the impact of the third runway on emissions.”*

The City of Brimbank's submission also states:

*“Council further submits that human rights are a relevant consideration in the determination (including conditionally) of the Master Plan and MDP.”*

Brimbank's submission includes a detailed attachment relating specifically to human rights.

The CACG's submission includes:

*“Who prepared the health impact assessment? The chapter includes very limited scope and findings. How was the scope determined?”*

*“CACG notes the assessment of impacts is predominantly ‘permanent’. How has the study considered potential long term*

*ongoing impacts? Examples could be: stress, hypertension, asthma, long term use of medications; or affected people relocating from their homes to other areas.”*

*“It appears the noise modelling focus of MA’s planning (and subsequent costing) does not highlight worst case scenarios: this is normally a part of risk management. Would MA please clarify why this is the case?”*

*“What is MA doing to ‘futureproof’ their 2022 assessments of future noise and the potential risks to their operations? For example: it seems likely the ANEF/MAEO to the west could extend when and if the 4th (east/west) runway is constructed.”*

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<b>Number of Submitters</b>	There was a total of 79 submitters on this issue.
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<b>Type of Submitters</b>	Community (85%), Private Company or Organisation (11%), Government (4%).
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<b>Master Plan Reference</b>	Part A3: Master Planning Process Appendix A: Compliance with the Airports Act 1996
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<b>APAM Position</b>	<p>The Master Plan has been prepared in accordance with the requirements of the <i>Airports Act 1996</i> and associated regulations. The Airports Act specifies what a Master Plan must include in terms of assessments. A checklist demonstrating compliance with the requirements of the Act is contained in Appendix A of the Master Plan.</p> <p>An ‘exposure draft’ of the Master Plan was provided to the Commonwealth Government and Victorian Government for review prior to exhibition of the Preliminary Draft Master Plan. Feedback was received from DITRDC, DAWE, CASA, Airservices, DELWP (Vic), Department of Transport (Vic) and EPA Victoria. The exposure draft process is not a legislative requirement but is a key component of our government stakeholder engagement. A range of comments were received from the government reviews, and these were addressed, which helped ensure that the scope, content and assessment methodology of the Master Plan is compliant.</p> <p>The majority of the submissions relating to this issue largely relate to the impacts of M3R and assessment details of the MDP for that project. However, that is not the purpose of the Master Plan.</p> <p>The Master Plan outlines APAM’s vision, objectives and strategic intent for the airport site for the next 20 years. It also sets out plans for how development and operations will be broadly managed to minimise adverse impacts (e.g. the Environment</p>
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Strategy). The Master Plan is not required to include detailed impact assessments or studies for any particular project, but this is what the submissions are suggesting should be the case, particularly in relation to the M3R project.

One submission makes the following point in relation to the Master Plan’s Environment Strategy:

*“Chapter 14 is not an assessment of localised environmental impacts but simply an outline of the actions being taken to address local impacts.”*

That statement is correct and is essentially the proper role of the Environment Strategy pursuant to the requirements of the Airports Act. The M3R MDP, on the other hand, contains detailed impact assessments and studies for that project. There is no requirement for the Master Plan to address health impacts or human rights, but it is required to, and does address the underlying substantive issues such as noise and environmental impacts.

Many of the comments raised in submissions relating to this issue are dealt with in further detail under other specific themes / issues in this report. For example, comments specifically relating to the growth forecasts methodology are dealt with in Theme A: Planning Background & Context. Comments relating to the noise modelling, including the WHO guidance, are dealt with in Theme G: Aircraft Effects & Impacts. Comments relating to environmental studies are dealt with under Theme I: Environmental Impacts.

In due course, the Supplementary Report for the M3R MDP will go into further detail about these matters as they relate to that MDP.

It is APAM’s position that the assessment methodology and level of detail in the Master Plan is suitable and appropriate for a 20-year Master Plan under the Airports Act. It is consistent with other airport Master Plans and previous Master Plans for Melbourne Airport including the current approved Master Plan 2018.

Independent assessments or reviews are not required under the Airports Act, noting that the Exposure Draft Master Plan was reviewed by the Commonwealth and State Governments prior to public exhibition, including DAWE, DELWP and EPA Victoria.

This is, however, a matter that may be considered as part of the government’s proposed Aviation White Paper discussed elsewhere in this report.

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**Change to Master Plan**

No change, subject to changes identified under other themes.

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### 5.2.2.2 Approval Process

**Theme: Process and Engagement**

**Issue: Approval Process**

#### Summary of Issue

This issue relates to the process the Master Plan is following through to approval by the Minister. The submissions raise various concerns, criticisms and deficiencies relating to the approval process. This overlaps to some extent with the previous issue relating to assessment methodology.

Several submissions have argued that the approval process should include an independent review panel. For example:

*“We request an expert independent panel be appointed to review, audit and verify the modelling, and wider community impacts, as well as alternatives, such as expansion of other airports instead.”*

*“For all of the reasons above, we request an immediate independent expert panel be appointed to review and audit the proposed third runway modelling.”*

*“I urge you to set up an independent expert commission to examine this plan so that we are not in a position where we are putting resources (directly and indirectly) down the track into a problem that should have been avoided at the outset.”*

The City of Brimbank’s submission argues:

*“The need for the Federal Government to commit to a transparent, independent and public approvals process, including a public review process that enables impacted stakeholders to present their submissions for independent and expert consideration.”*

Some submissions also criticise the *Airports Act 1996* arguing the Master Plan processes are flawed. For example:

*“VTAG submits that the clauses in the Act covering the processes for the preparation of Airport Master Plans, Airport Environment Strategies and Major Development Plans do not provide the key external stakeholders, being the State and local Government, appropriate input into the airports’ analyses and decision making prior to calling for public submissions.”*

Some submissions have also queried or made arguments regarding the role of the following in the Master Plan approval process:

- The Environment Protection and Biodiversity Conservation Act 1999
- The Victorian Government and state approvals processes
- Victorian legislation including the Environment Protection Act 2017

- EPA Victoria
- Local councils.

For example:

*“The 1996 Airports Act must be amended. This must provide for State Governments to be party to the joint preparation of Airport Master Plans and Airport Environment Strategies. This will be in a manner similar to what occurred with the 1990 Melbourne Airport Strategy.”*

The City of Brimbank’s submission argues that the following should be required as part of the approval process:

*“Entering into a bilateral agreement with the State Government in relation to any further development of the 2022 Draft Melbourne Airport Master Plan (or other Master Plan) and or the Major Development Plan for the Third Runway, specifically including:*

- *Appointing a community forum, similar to the composition of that established for Brisbane Airport, or alternatively, appointing an Advisory Committee under section 151 of the Planning and Environment Act 1987, to provide a transparent, independent and public review process that enables impacted stakeholders to present their submissions for independent consideration.*
- *Requiring an Environment Effects Statement under the Environment Effects Act 1978.*
- *Requiring a Comprehensive Impact Statement process under the Major Transport Projects (Facilitation) Act 2009.*
- *Requiring that Melbourne Airport meet Victorian legislation, guidelines and standards in relation to the offsite impacts from the existing and any expanded operations of Melbourne Airport.”*

The submission from Essendon Fields Airport seeks resolution of a number of matters prior to approval of the Master Plan. It states:

*“Our comments in this paper focus on those issues that we believe must be represented and resolved in the Plans prior to their approval, either through mitigation strategies, commitments or positive obligations imposed on MA.*

*These items generally relate to airspace, noise, EFA aerodrome facilities and commercial impacts. To not address these items prior to approval may establish a situation where there are incompatible approved master plans between two federally leased airport sites, result in significant commercial and operating constraints to EFA, its RPT operators and the general aviation community, and deny the community its opportunity to understand the full consequential impacts of the M3R orientation change.”*

Some submissions have also expressed concern about the Master Plan and M3R MDP processes running concurrently. In

this regard, one submission has objected to the process  
*“...requiring, for the first time, simultaneous approval of an airport Master Plan and a Major Development Plan.”*

Another submission states:

*“The process of presenting more than one major plan – whether it is a Master Plan or Major Development Plan - over the same public comment period is not approved within the Airports Act 1996. The department of Infrastructure and Transport have advised by email; “There is nothing in the Act which precludes consultation periods being run concurrently.” This appears to be based on interpretation rather than fact. This process disadvantages the public and is inconsistent with established practice occurring at other Australian airport administered by the Department of Infrastructure.”*

There are also some comments regarding the future detailed airspace design and change process. One submission states:

*“It is important to note that while Melbourne Airport has outlined a proposal in how the new runway could operate, the final flight paths and modes of operation will be designed by Airservices Australia through a process called Detailed Airspace Design. This process will occur once approval for the runway is received and a few years before the runway will open.*

*How can this be approved without all the information given to the community. Once approved you can design how you want.”*

Other submissions simply state:

*“How can residents be assured that their concerns are taken into account and acted upon.”*

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<b>Number of Submitters</b>	There was a total of 68 submitters on this issue.
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<b>Type of Submitters</b>	Community (85%), Private Company or Organisation (10%), Government (4%).
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<b>Master Plan Reference</b>	Section 3: The Master Planning Process
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<b>APAM Position</b>	As Melbourne Airport is a Commonwealth-leased airport, the approval process for the Master Plan is governed by the <i>Airports Act 1996</i> . The Master Plan approval process is following the legislated requirements that have applied to all of the previous Master Plans prepared by APAM and prepared for every other Commonwealth-leased airport.
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Whilst the future Aviation White Paper may consider this, there is currently no requirement under the Airports Act for an independent review panel or similar to be involved in the Master Plan approval process.

The process does provide the opportunity for public review of the Master Plan, and review by the State Government (including the EPA) and local councils, who all made submissions. Any decision to approve the Master Plan is made by the Commonwealth Minister for Infrastructure, not the airport operator, and includes consideration by DAWE, CASA and Airservices.

In relation to other legislation, Section 3.2.2 (Environmental legislation) of the Master Plan states:

*“Melbourne Airport has a responsibility to comply with all relevant Commonwealth legislation as it relates to the airport and to the environmental aspects addressed in the Melbourne Airport Environment Strategy. In addition to the Airports Act, Melbourne Airport must comply with two overarching pieces of Commonwealth environmental legislation:*

- *Airports (Environment Protection) Regulations 1997*
- *Environment Protection and Biodiversity Conservation Act 1999.*

*Melbourne Airport also has due regard to Victorian legislation where relevant, including where airport activities have the potential to affect specific environmental aspects of off-airport land.*

*A comprehensive list of Commonwealth and Victorian environmental legislation, standards and policies applicable to Melbourne Airport is provided in Appendix D.”*

The preparation of the Master Plan is not required to comply with the requirements of the *Planning and Environment Act 1987*, the *Environment Effects Act 1978* or the *Major Transport Projects (Facilitation) Act 2009*.

In relation to Essendon Fields Airport seeking resolution of various matters prior to approval of the Master Plan, this is dealt with later under Theme F: Airspace Design, Operations and Interactions and Theme G: Aircraft Effects and Impacts.

In relation to the comments about the Master Plan and M3R MDP processes running concurrently, it must be recognised that it was only the exhibition processes that ran concurrently, not the actual approval processes.

As noted in one submission, there is nothing in the Airports Act which precludes consultation periods being run concurrently. Furthermore, there will not be simultaneous approval of the Master Plan and the M3R MDP – they will be considered by the Minister separately and sequentially.



As stated in Section 3.3.9 of the Preliminary Draft Master Plan:

*“Given that Melbourne Airport’s Third Runway (M3R) is the primary driver of the process and recognising that the new Master Plan’s purpose is to facilitate the assessment of the M3R Major Development Plan (MDP), the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R MDP will be exhibited concurrently. This will reduce possible confusion in the community due to duplicated engagement processes.*

*Following exhibition of both documents, the Draft Master Plan 2022 will be submitted to the Minister for consideration, followed by the Preliminary Draft M3R MDP. The Draft Master Plan 2022 approval decision will happen first, and consideration of approval of the M3R MDP will follow. This is because the M3R MDP cannot be approved while the current Master Plan 2018 is applicable.”*

In relation to the comments regarding the future detailed airspace design and change process, these essentially all relate to M3R and will be dealt with in the Supplementary Report for the M3R MDP.

The community can be assured that their concerns are taken into account as the Airports Act requires APAM to have due regard to all comments received (as demonstrated in this report) and also requires the Minister to consider the consultations undertaken in preparing the plan including the outcomes of the consultations.

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<b>Change to Master Plan</b>	No change.
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### 5.2.2.3 Stakeholder and Community Engagement

**Theme: Process and Engagement**

**Issue: Stakeholder and Community Engagement**

**Summary of Issue**

This issue relates to concerns raised by a number of submitters who were unhappy with the consultation process or felt it was inadequate.

Some voiced concerns that the concurrent exhibition of the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R Major Development Plan created confusion, and that some community members did not have access to information on the project because many events were held online.

The Victorian Transport Action Group submitted the Airports Act which governs the public exhibition process is flawed, because it makes APAM responsible for preparing the final draft Master Plan

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in response to submissions, which it argued is a conflict of interest.

The Melbourne Airport Community Action Group and Hume Residents Airport Action Group submitted that the Preliminary Draft Master Plan 2022 document was difficult to navigate because of *“the use of a double page spread layout, small font, and faint colours for key features such as page numbering and short titles”*.

The East Melbourne Group called for community engagement to be expanded and target the suburbs/communities that experience aircraft noise abutting the airport and those that are further afield but are impacted by flyovers. It also requested APAM alert councils to the changes proposed that would affect their LGAs.

Brimbank City Council submitted that APAM should *“provide for more focused consultation and communication with the surrounding community regarding the proposed changes to the Melbourne Airport, with an emphasis on the CALD community through multi-lingual information, opportunities for the less computer literate community members and the use of a less jargon and clear information explaining the proposed changes”*, and *“provide a framework for monitoring and auditing the anticipated outcomes of the Masterplan vision, with an undertaking that the findings of the audit are provided to the community through forum(s) such as the Community Aviation Consultation Group 1-2 times per year, with opportunities for these meetings to be hosted by the City of Brimbank and open to community.”*

Another submitter worried the consultation process was inadequate because no one from the Macedon Ranges Shire Council was present at the special Master Plan and Runway briefing provided to Melbourne Airport’s Community Aviation Consultation Group (CACG) on 1 February.

The Urban Development Industry Association cited an *“absence of expert information available for public review despite the voluminous documents describing the proposal”*.

A resident of Tullamarine took issue with the consultation focus on the new runway rather than the proposed extension of Melrose Drive to Airport Drive.

The Melbourne Airport Community Aviation Consultation Group acknowledged the consultation for the Master Plan and third runway project has been *“much more extensive than previous consultation programs”*. However, it pointed out the engagement program relies on the community recognising they may be affected by future impacts. The CACG asked how feedback was provided to those involved in the engagement and the wider community. The CACG also asked if APAM agreed there was no community consultation on the runway or runway orientation and

that this engagement was passing on information about the decision already made.

<b>Number of Submitters</b>	There was a total of 69 submitters on this issue.
<b>Type of Submitters</b>	Community (88%), Private Company or Organisation (6%), Government (6%).
<b>Master Plan Reference</b>	Section 3.3: Stakeholder and Community Engagement
<b>APAM Position</b>	<p>As discussed in Section 3, APAM went over and above the consultation requirements set out in the <i>Airports Act 1996</i>. APAM used a mailout to approximately 980,000 residences, plus media coverage and print, radio and online advertising to inform the community about the Master Plan and third runway exhibition period and encourage people to engage. Letters were also sent to properties located in Public Safety Areas, and to properties in Bulla to ensure occupants were aware of the preliminary draft documents and encourage them to engage.</p> <p>APAM attempted to make the Preliminary Draft Master Plan 2022 documents as widely available as possible by providing them online, and in hard copy at the airport office and local libraries. The information in the documents was supplemented by an online noise and flight path tool. APAM hosted more than 50 in-person and online information sessions where staff were available to answer questions from members of the community. The airport also responded to queries submitted online, by email or by phone.</p> <p>This public exhibition followed community consultation on the runway orientation change undertaken between July and August 2019 during which 20 community workshops were held across 14 locations.</p> <p>Given the primary driver of the Master Plan 2022 is the change in orientation of the third runway, APAM made the decision to exhibit the Preliminary Draft Master Plan 2022 concurrently with the Preliminary Draft M3R Major Development Plan. This was to ensure the community had access to as much information as possible and to reduce confusion due to duplicated engagement processes. This included expert assessments of issues such as health and social impacts, which formed part of the MDP document exhibited alongside the Preliminary Draft Master Plan 2022. In recognition of the volume of information being presented, the exhibition period was extended from the required 60 to 71 business days (104 calendar days total).</p>

In 2021 APAM extended an invitation to numerous councils (including Macedon Ranges Shire Council) to have an officer join CACG. Macedon Ranges Shire Council has since taken up that opportunity. As part of the exhibition process, councils were offered briefings on the Master Plan and runway project, with a specific focus on the impacts in their area. The information provided in these briefings is reflected in some council submissions.

Recognising the higher impact of flight paths closer to the airport, the majority of APAM's in-person information sessions were held in suburbs within a 15km radius. However, in-person information sessions were also held in locations such as Gisborne, Doncaster and Oakleigh, and APAM encouraged people living further afield to check the impacts on their properties through the online noise tool. Suburbs including Hawthorn, Camberwell and Altona were specifically called out in local media reports to make the point that potential impacts extended much further than the airport's immediate surrounds.

The focus on issues related to the proposed third runway reflected the overwhelming community interest in this project, however the APAM team presented two information sessions (one online and one in-person at Taylors Lakes) focused on ground transport issues in the Master Plan.

APAM worked hard to encourage community members from across Melbourne and surrounding areas to engage with the Master Plan and third runway consultation program, using a combination of mailouts, online, print and radio advertising as well as traditional news media. Radio and online advertising explicitly called out changes to flight paths, to highlight the potential for new impacts and encourage people to check their specific location.

APAM has committed to ongoing rigorous community engagement to provide feedback to the public on submissions received, with a continued commitment to engaging with CALD communities and other hard to reach groups. Regular updates will continue to be provided to the Melbourne Airport Community Aviation Consultation Group, and the airport is happy to brief Brimbank Councillors as regularly as they would like.

The airport has also committed to making the Master Plan and third runway supplementary reports public at the end of the runway approvals process, to give community members confidence their feedback was given due regard. Exactly how this will be undertaken is yet to be fully resolved.

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**Change to Master Plan**

Feedback received from stakeholders and the community during the public exhibition period has formed the basis of some appropriate changes to the Preliminary Draft Master Plan 2022 that have been incorporated in the Draft Master Plan 2022 as

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outlined in this report. These changes demonstrate the effectiveness and authenticity of APAM’s community engagement.

#### 5.2.2.4 Website and Noise Tool

**Theme: Process and Engagement**

**Issue: Website and Noise Tool**

**Summary of Issue** This issue relates to submitter complaints about the virtual visitor centre website or noise tool because of difficulty accessing the desired information, trouble understanding what was presented or problems making online submissions.

One community submitter was concerned the noise tool did not reflect his lived experience in terms of the noise produced by take-offs and landings.

APD Properties questioned the lack of mapping for the N60 = 6 night events, which it noted was inconsistent with what was presented in the preliminary draft Master Plan 2022.

Another person submitted that communities had not been engaged in discussions about flight path options or which suburbs would be affected by flight paths.

Another commented that the website was “*un mobile response*” and more road testing should have been done on the experience.

Another community member wrote that “*the noise tool is confusing and has not been functional or has been missing features for a large part of the engagement period*” but a separate community submitter noted the noise tool was useful for assessing whether their property would be impacted.

**Number of Submitters** There was a total of 37 submitters to this issue.

**Type of Submitters** Community (81%), Private Company or Organisation (16%), Government (3%).

**Master Plan Reference** Section 3.3.8: Master Plan Engagement Process

**APAM Position** Neither a website or a noise tool is required by the Airports Act, but both were developed by APAM as part of its commitment to best practice, to enhance community understanding of and engagement with the Master Plan 2022 and third runway project.



The noise tool was designed to provide community members with the ability to identify forecast impacts at any reference point of their choosing. It allowed members of the public to visualise potential flight paths and noise impacts, by providing users with a map depicting N-above contours, ANEF and flight paths. As this tool was refined, further data was added to enhance the user's understanding of forecast impacts.

There were a small number of issues with the noise tool that did not become apparent until it went live. As APAM became aware of them, they were rectified as soon as possible.

Through the course of the engagement period, APAM added extra information to the noise tool, such as average overflight height. These changes were noted on the site to ensure transparency.

The noise tool remains online and will continue to be available to community members as a source of information.

The website was designed to replicate a traditional in-person community drop in event, in the event that COVID-19 restrictions forced the entire engagement process online. It included videos, fact sheets and chapter summaries to help distil complex information, and help visitors find the information they were looking for. There were very occasional issues with the website submissions portal, which APAM worked to fix as quickly as possible. (The provision of a dedicated email address and phone number meant community members were able to alert the airport team to problems they encountered with the website).

APAM has noted the difficulties some people experienced navigating the site on their mobile phones and will factor this into future online engagement.

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**Change to Master Plan**

The N60 night = 6 contour for the four-runway layout has been added to the draft Master Plan 2022 as requested by community members and supports the amended VC218 referencing the NASF Guideline A metrics.

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### 5.2.3 Summary and Conclusion

This theme covers a number of issues raised in submissions relating to the preparation and exhibition of the Preliminary Draft Master Plan and the Master Plan approval process. The requirements relating to these matters are set out in the Airports Act, and this report demonstrates compliance with those requirements.

Upon review of the submissions relating to this theme and the associated issues, some minor changes to the Master Plan are warranted and will be made, but overall, it is considered the Master Plan process and engagement has complied with the requirements of the Airports Act.

APAM has committed to ongoing community engagement to provide feedback to the public on submissions received. The airport has also committed to making the Master Plan and third

runway supplementary reports public at the end of the runway approvals process, to give community members confidence their feedback was given due regard.

### **5.3 Theme C: Land Use Planning and Safeguarding**

#### **5.3.1 Overview of Theme**

This theme relates to two key elements of the Master Plan. The first is on-airport land use and planning, including non-aviation development on the airport site and consistency with local planning schemes. The second being airport safeguarding and associated off-airport planning measures including the Melbourne Airport Environs Overlay (MAEO).

This theme was raised in 93 submissions. The majority of these submissions raised issues relating to off-airport safeguarding matters, particularly the MAEO and N contours, and only a relatively small number raised issues relating to on-airport land use and planning.

The following sub-themes and issues fall under this theme:

On-airport land use and planning (five issues):

1. Airport land use precincts
2. Airport planning zones
3. Non-aviation development on the airport site
4. Sensitive developments on the airport site
5. Consistency with local planning schemes

Airport safeguarding and off-airport planning measures (six issues):

6. NASF guidelines implementation
7. Off-airport planning controls inc. MAEO
8. Wildlife strike buffers
9. Public safety areas (PSA)
10. Prescribed airspace
11. MAESSAC

Each of these issues is addressed below.

#### **5.3.2 APAM Response to Issues**

This sub-section sets out APAM's consideration of and response to the issues that fall under this theme.

### 5.3.2.1 Airport Land Use Precincts

**Theme: Land Use Planning and Safeguarding**

**Issue: Airport Land Use Precincts**

**Summary of Issue**

This issue relates to the on-airport land use precincts in the Master Plan. A small number of submissions have raised concerns about specific aspects of the precincts.

[REDACTED]

A couple of submissions raise queries about the fact that the Landside Business Precinct (and Activity Centre Zone) cover the 'Recreation, Conservation and Water Management' areas shown in the Master Plan's Development Concept Plans (in Part A2 of the Master Plan). In relation to this issue, one submission states:

*"Oddly enough, the land use precinct plan and zoning figures at 8.2 and 8.3 show these 'recreation, conservation and management areas' as being developed out. Please explain. This is also very misleading as in actual fact there is to be no 'recreation, conservation and management' for the airport in 2027, 2042 or long-term."*

This issue is also raised in the City of Hume's submission, but in the context of the Activity Centre Zone. See the 'Airport Planning Zones' issue below.

The submissions from the State Government and City of Hume also raise issues in relation to the Western Sub-Precinct, but these relate to road and rail access, and will be dealt with under Theme H: Ground Transport.

**Number of Submitters**

Four submissions

**Type of Submitters**

Community (50%), Government (50%).

**Master Plan Reference**

The airport land use precincts are addressed in Part C8: Airport Land Use Plan, specifically Section 8.3 where it discusses each of the precincts:

- Aviation Precinct

- Landside Main Precinct
- Landside Business Precinct
- Western Sub-Precinct

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**APAM Position**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

In relation to the ‘Recreation, Conservation and Water Management’ areas, APAM’s position is that possible future development in these areas must consider any environmental values or constraints that may apply, particularly having regard to the Environment Strategy. The Master Plan must be read in its entirety. Just because the Landside Business Precinct (and Activity Centre Zone) apply to these areas does not necessarily mean they can or will be developed in the future.

These areas are identified on the Development Concept Plans as ‘Recreation, Conservation and Water Management’ and in the Environment Strategy they are identified as having environmental values, which must all be considered prior to any development. The EPBC Act and the Airports (Environmental Protection) Regulations 1997 would also apply. Unless those matters can be properly addressed, development of these areas will not occur. Once again, development of any land on the airport site must, under the Airports Act, consider the Master Plan in its entirety.

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**Change to Master Plan**

A reference to leveraging the engineering, design and aerospace technologies of tenants has been added in the description of the

Landside Business Precinct, as something that would also be encouraged in this precinct. This is referred to in Parts C8 and C11 of the Master Plan.

No change has been made in relation to the 'Recreation, Conservation and Water Management' areas.

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### 5.3.2.2 Airport Planning Zones

**Theme: Land Use Planning and Safeguarding**

**Issue: Airport Planning Zones**

**Summary of Issue**

This issue relates to the on-airport planning zones in the Master Plan. A small number of submissions have raised concerns about specific aspects of the zones.

[REDACTED]

[REDACTED]

[REDACTED]

The City of Hume's submission, on the other hand, broadly supports the zones in the Master Plan except in relation to the 'Recreation, Conservation and Water Management' areas referred to earlier. It states:

*"Council broadly supports the land use zones proposed in the 2022 Master Plan, with the exception of the application of the Activity Centre Zone to areas that are delineated for "Recreation, Conservation and Water Management" in the Future Development Concept Plans.*

*The role of this land for conservation purposes is incompatible with the Activity Centre Zone (ACZ) controls. The ACZ controls do not include specific reference to the need to consider the environmental or water management functions of an application.*

*Council requests that the areas of Recreation, Conservation and Water Management Zone in the Land Use Precinct Plan be*





In relation to the ‘Recreation, Conservation and Water Management’ areas, APAM’s position was explained in the previous sub-section relating to the land use precincts. Furthermore, the ACZ controls (Appendix C of the Master Plan) do include a specific decision guideline to consider the Environment Strategy before deciding on an application.

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**Change to Master Plan**

No change has been made to the Activity Centre Zone or the ‘Recreation, Conservation and Water Management’ areas.

References to the Road Zone in Part C8 and Appendix C of the Master Plan have been updated in the Draft Master Plan to reference the Transport Zone instead.

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**5.3.2.3 Non-Aviation Development on the Airport Site**

**Theme: Land Use Planning and Safeguarding**

**Issue: Non-Aviation Development on the Airport Site**

**Summary of Issue**

This issue relates to non-aviation development on the airport site. A small number of submissions have raised concerns about this issue.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

A small number of community submissions also express concern about Elite Park, but mainly in terms of increased traffic and noise impacts.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The City of Hume’s submission supports the Non-Aviation Development Plan. It states:

*“Council is supportive of the Non-aviation Development Plan outlined in the 2022 Master Plan. It is recognised that airports have become much more than places to fly in and out from. They are also destinations that provide locals and the business community with places to do business and for visitors a place to spend leisure time and shop.*

*Council continues to stress that this non aviation land is unique and must be prioritised for businesses that require immediate access to the airport.”*

The City of Hume would like the Master Plan to include a commitment to include Council in the early engagement between Melbourne Airport and prospective non-aviation tenants and to discuss how employment opportunities can be directed to / facilitated for Hume residents.

The City of Brimbank’s submission states:

*“It is also evident that other aspects of the Master Plan are likely to counteract the economic gains to the Brimbank economy, because of potential conflicts and externalities, for example:*

*More competition in sectors where the airport is a direct competitor, e.g., commercial land development and accommodation.”*

<b>Number of Submitters</b>	Seven submissions
<b>Type of Submitters</b>	Community (57%), Government (43%).
<b>Master Plan Reference</b>	Part C8: Airport Land Use Plan Part C11: Non-Aviation Development Plan

**APAM Position**

As outlined in Part C11 of the Master Plan, non-aviation development plays a vital role in Melbourne Airport’s economic vitality while complementing its key functions. It supports the airport’s growth and diversifies business risk, enhances the contribution it makes to the broader community, and underlines its importance as a decentralised employment activity centre. Non-aviation development has been a key component of essentially every Melbourne Airport Master Plan prepared since privatisation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Whilst some relatively minor adjustments have been made to the Non-Aviation Development Plan in this latest Master Plan, it is essentially the same as the plan in the 2013 Master Plan and the current 2018 Master Plan, particularly in relation to sites such as Elite Park.

It is noted that all on-airport non-aviation developments go through the MDP approval process or the APAM planning approval process, both of which include an assessment against the NASF guidelines and ANEF / AS2021 (refer section 8.10 of the Master Plan).

The City of Hume’s submission supports the Non-Aviation Development Plan, which is significant. APAM supports the Council’s request for the Master Plan to include a commitment to include Council in the early engagement between Melbourne Airport and prospective non-aviation tenants and to discuss how employment opportunities can be directed to / facilitated for Hume residents. This is currently occurring and will continue to occur with the City of Brimbank also.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] The Melbourne Airport City designation in the Development Concept Plans is intended to identify an area for a range of mixed uses, but consistent with the purpose of the Landside Main Precinct within which it is situated.

It is considered that the impacts of non-aviation development are adequately dealt with in section 11.4 of the Master Plan.

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**Change to Master Plan**

No change in relation to the extent or scale of non-aviation development in the Master Plan, as this remains essentially the same as is in the 2013 and 2018 Master Plans.

A commitment has been added in the Draft Master Plan to include, wherever appropriate, the City of Hume and City of Brimbank in the early engagement between Melbourne Airport and prospective non-aviation tenants which will include discussion of how employment opportunities can be directed to / facilitated for Hume and Brimbank residents.

[REDACTED]

[REDACTED]

### 5.3.2.4 Sensitive Developments on the Airport Site

**Theme: Land Use Planning and Safeguarding**

**Issue: Sensitive Developments on the Airport Site**

**Summary of Issue** This issue relates to ‘sensitive developments’ under the Airports Act (on the airport site).

[REDACTED]

Another submission raises the issue of sensitive developments, but outside the airport site. The relevant provisions of the Airports Act do not apply outside the airport site. Sensitive developments outside the airport site are managed through the MAEO which is discussed later in this report.

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**Number of Submitters** Two submissions

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**Type of Submitters** Government (50%), Community (50%).

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**Master Plan Reference** Section 8.7: Sensitive Developments

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**APAM Position** The definition of ‘sensitive developments’ is dictated by section 71A of the *Airports Act 1996*, not the *Victoria Planning Provisions* or the *Victorian Planning and Environment Act 1987*.

New non-aviation education facilities, health-related and other sensitive (including aircraft noise sensitive) land uses on the airport site must comply with the sensitive development requirements of the Airports Act. As stated in section 8.7 of the Master Plan:

*“Sensitive developments are prohibited on Commonwealth-leased airports except in exceptional circumstances and require Ministerial approval to prepare a Preliminary Draft Major Development Plan (MDP) for the proposed development. The Minister may approve the preparation of the Preliminary Draft MDP if satisfied there are exceptional circumstances that support its preparation.”*

APAM must and will comply with these requirements.

The MAEO does not apply on the airport site, but as previously stated, all non-aviation developments go through an APAM planning approval process, including an assessment against the NASF guidelines and ANEF / AS2021 (refer section 8.10 of the Master Plan).

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<b>Change to Master Plan</b>	No change.
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### 5.3.2.5 Consistency with Local Planning Schemes

**Theme: Land Use Planning and Safeguarding**

**Issue: Consistency with Local Planning Schemes**

#### Summary of Issue

[REDACTED]

The City of Hume’s submission states:

*“Council appreciates the provision of the Airport land use precincts and controls provided in the 2022 Master Plan in the format of the Victorian Planning Scheme.”*

One community member’s submission states:

*“Melbourne Airport have purchased multiple properties in the Green Wedge zones. Once purchased this land conveniently*



*becomes exempt from state planning and regulations and no longer needs to conform with Green wedge restrictions.”*

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<b>Number of Submitters</b>	Three submissions
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<b>Type of Submitters</b>	Government (67%), Community (33%).
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<b>Master Plan Reference</b>	Part C8: Airport Land Use Plan Section 8.8: Consistency with Victorian Planning Schemes
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<b>APAM Position</b>	<p>Land-use planning at Melbourne Airport is administered under the Commonwealth <i>Airports Act 1996</i> (Part 5). Once land is part of the airport site / airport lease, State planning legislation and local planning schemes do not apply.</p> <p>However, in accordance with requirements of Regulation 5.02 of the Airports Regulations 1997, the Master Plan uses terminology consistent with the Victorian planning system, including zones, overlays and planning provisions derived from the Victoria Planning Provisions (VPP).</p> <p>As stated in section 8.4 of the Master Plan:</p> <p><i>“Melbourne Airport has adopted the VPP where applicable, and these are considered in all airport developments. The provisions utilised are for car parking, signage, and vehicle loading and unloading. They are referenced in both the Melbourne Airport Planning and Urban Design Strategy and the provisions of the Activity Centre Zone.</i></p> <p><i>The planning zones in this master Plan are derived from the VPP and depicted in Figure 8-3. The specific provisions of the zones, tailored to the airport context, are further outlined in Appendix C: Melbourne Airport Planning Zones.”</i></p> <p>Consistency with Victorian planning schemes is also specifically addressed in section 8.9 of the Master Plan.</p> <p>[REDACTED]</p>
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**Change to Master Plan** No change. APAM believes the Master Plan demonstrates appropriate consistency with local planning schemes.

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### 5.3.2.6 NASF Guidelines Implementation

**Theme: Land Use Planning and Safeguarding**

**Issue: NASF Guidelines Implementation**

#### **Summary of Issue**

Several submissions raise the issue of airport safeguarding, including how this is achieved and its impacts on surrounding land and communities. This issue essentially revolves around the implementation of the National Airports Safeguarding Framework (NASF) and its associated guidelines.

There is a diverse range of views relating to this issue; both positive and negative, and there are also broad-based comments while others are very technical.

Some submissions question or object to airport safeguarding measures including, for example, the ANEF system, the MAEO, N contours, wildlife buffer zones and public safety areas. A particular issue raised in for example the VTAG and TCPA submissions is the lack of recognition of the World Health Organisation’s noise research and recommendations in NASF Guideline A.

Whilst some submissions support the safeguarding of Melbourne Airport and the protection of its curfew free status (██████████ submission), many others object to the restrictions and implications of the safeguarding measures on land use and development.

A number of submissions highlight perceived deficiencies or problems with how airport safeguarding measures are determined and applied. Others express the view that the airport safeguarding measures are lopsided or unbalanced, in favour of the airport, and do not consider the community enough. For example, the East Melbourne Group’s submission states:

*“How are you balancing the need for Safeguarding of the airport with safeguarding a community from the impact of the airport and aircraft noise and pollution. What takes precedence?”*

*Under safeguarding and under the other objectives there is no reference to safeguarding the community from the airport’s operation.”*

The City of Brimbank’s submission states:

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*“The measures to safeguard and maintain, protect and support Melbourne Airport’s ongoing operations must be balanced with the needs of communities surrounding the airport.”*

However, the Town & Country Planning Association’s submission states:

*“The Victorian Government has taken significant steps to safeguard airports and ensure that planning for and around airports considers the potential safety and amenity impacts on surrounding communities, integration with Victoria’s land based transport network and protection of airport operations.”*

[REDACTED]

The City of Hume’s submission states:

*“Council supports the long-term safeguarding of Melbourne Airport to maintain the social and economic benefits the Airport offers Hume residents.”*

[It is noted that issues relating to aircraft noise contours, financial impacts, property values and compensation are dealt with separately in this report.]

<b>Number of Submitters</b>	15 submissions
<b>Type of Submitters</b>	Community (20%), Private Company or Organisation (40%), Government (40%).
<b>Master Plan Reference</b>	Part C15: Safeguarding Melbourne Airport
<b>APAM Position</b>	<p>The ability of an airport to operate effectively and efficiently fundamentally depends upon the activities taking place on the land around it. The long-term and effective safeguarding of Melbourne Airport is essential in preserving the social and economic benefits it provides to local communities, Melbourne and Victoria, and to protecting the surrounding neighbourhoods.</p> <p>NASF provides a set of principles and guidelines that help address airport safeguarding issues to help protect the ongoing operation of airports in Australia.</p>

The safeguarding of Melbourne Airport is governed and dictated by the NASF guidelines. The NASF guidelines were developed by the National Airport Safeguarding Advisory Group (NASAG) comprising Commonwealth, state and territory government planning and transport officials; the Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia, and the Australian Local Government Association (ALGA). It is the responsibility of each state jurisdiction to implement NASF into their respective planning systems.

NASF essentially applies to all Australian airports. APAM simply applies the NASF guidelines in the Master Plan, by preparing and including the necessary noise contours and other maps showing how the application of the guidelines affects surrounding areas (see Part C15: Safeguarding of Melbourne Airport). The parameters of the various contours/areas are dictated by the relevant NASF guideline. Once the Master Plan is approved, it is then the role of the State Government and local councils to implement those matters off-airport, in accordance with Clauses 18.02-7S and 18.02-7R of the Planning Policy Framework in planning schemes. APAM is not a planning authority and has no jurisdiction to impose planning controls to affected areas or control development off-airport (other than in relation to prescribed airspace).

Any criticism of the NASF guidelines, for example the aircraft noise metrics contained in NASF Guideline A and the WHO recommendations, is a matter for the Commonwealth Government and NASAG. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

APAM will continue to work together with all levels of government on these matters.

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**Change to Master Plan**

No changes.

### 5.3.2.7 Off-Airport Planning Controls inc. MAEO

Theme: Land Use Planning and Safeguarding

Issue: Off-Airport Planning Controls inc. MAEO

#### Summary of Issue

This issue concerns the off-airport planning controls and is directly related to the previous issue (NASF implementation).

A significant number of submissions express concerns about the off-airport planning controls, particularly the MAEO and the Green Wedge Zone. Concerns generally include the basis of the controls and their restrictive nature.

[REDACTED]

[REDACTED]

However, the following comment has been made in multiple community member submissions:

*“Zoning around Melbourne Airport does not appear clear. Why is it that the airport can arbitrarily just put a runway and flight path through a well established residential area such as Keilor and then have applied very restrictive overlays on residents and home owners.”*

The City of Brimbank’s submission makes the following points in relation to the Melbourne Airport Environs Overlay, which is currently based on the 2018 ANEF:

*“The changes to the Australian Noise Environment Forecast (ANEF) contours impact on a larger area of Brimbank including North Sunshine and should be reflected in the Melbourne Airport Environs Overlay (MAEO) to ensure the appropriate consideration of planning permit approvals with regard to use, density and noise attenuation.*

*The expedited update and application of the MAEO is important, and the Airport can play a stronger role in advocating with councils to the State Government for a Ministerial planning scheme amendment to facilitate its introduction.”*

[REDACTED]

As previously stated, several submissions object to the restrictions and implications of the safeguarding measures on land use and development. This includes some landowners in the green wedge areas who have a desire to develop their land in the future.

In this regard, the City of Hume’s submission states:

*“It is strongly encouraged that Melbourne Airport advocate for the State Government to assist in improving the viability of the rural areas around the airport to ensure its continued curfew free operation.*

*Council has heard from many rural landowners around the airport in its consultation its Rural Strategy that without increased measures and support to improve the viability of agriculture, they feel that they have no alternative but to advocate for the opportunity to develop their land for urban purposes, notable residential development.*

*Such potential land use development is the biggest risk and threat to the curfew free operation of the airport.*

*The provision of recycled water is perhaps the single most significant contribution that can be made to addressing the viability issues identified by landowners and ensuring the short term and on going viability of the rural areas. For agricultural land uses.*

*The importance of ensuring the viability of the rural areas should be elevated in the master plan and it should also commit Melbourne Airport to working with Council and Greater Western*



*Water to explore the potential for the provision of recycled water to rural landowners through the proposed recycled water connection from the Sunbury Treatment Plant to Melbourne Airport.”*

The City of Hume also suggest the following objective (or similar) be included in the Master Plan under the theme of Safeguarding:

*“To engage with and support those surrounding the airport who contribute and facilitate safeguarding airport operations and are impacted by the existing and planned airport capacity and operations.”*

The City of Brimbank’s submission also makes the following points about the Green Wedge Zone:

*“Council’s strategic planning work program identifies the future review of the Brimbank Green Wedge Management Plan, which impacts the agricultural land located along the Maribyrnong River to the north of the municipality which is located outside the Urban Growth Boundary.*

*Council has received several inquiries from landowners regarding the lack of development potential of land located in the Brimbank Green Wedge Zone. Council will seek to engage Melbourne Airport in the future review of the Zone.”*

The City of Brimbank’s submission also states that APAM should:

*“Consider the role of the surrounding green wedge land and limits on viable uses for property owners, including the role of Melbourne Airport in future planning for green wedges, and funding a potential compensation scheme.”*

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<b>Number of Submitters</b>	80 submissions
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<b>Type of Submitters</b>	Community (79%), Private Company or Organisation (14%), Government (8%).
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<b>Master Plan Reference</b>	Part B6: Melbourne Airport in Context Part C15: Safeguarding Melbourne Airport
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<b>APAM Position</b>	The off-airport planning controls are imposed and administered by the State Government and local councils. A substantial review of the controls has recently been undertaken (MAESSAC) to which APAM made submissions. The MAESSAC process focused on Melbourne Airport but considered safeguarding of all Victorian airports. This is discussed later in this report.
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The MAEO is a key safeguarding measure for Melbourne Airport and is applied by the State Government. APAM would not support any reduction in the overlay restrictions. To the contrary, APAM has advocated (through MAESSAC) for an expansion of the controls based on the NASF guidelines.

The MAEO is directly derived from airport’s ANEF contours. The current overlay is based on the 2018 ANEF. APAM agrees that the MAEO should be updated as soon as possible to reflect the 2022 ANEF.

[REDACTED]

[REDACTED]

In relation to the Green Wedge Zone, section 6.3.7 of the Master Plan states:

*“The Urban Growth Boundary (UGB) and associated Green Wedges (Figure 6-4) play a critically important role in protecting flight path corridors from encroachment that may conflict with current or future aircraft operations.”*

Clause 11.01-1R of the Hume Planning Scheme states that one of the purposes of the green wedges is to:

*“Plan and protect major state infrastructure and resource assets, such as airports and ports with their associated access corridors, water supply dams, water catchments and waste management and recycling facilities.”*

Furthermore, Clause 21.01-2 of the Hume Planning Scheme includes the following statements:

*“Hume’s non-urban land is primarily zoned Green Wedge. This land provides a permanent break between the urban areas of the Hume Corridor and Sunbury, creates a distinct rural landscape character and outlook to the edge of the urban areas, and contains important conservation, natural resource and landscape features. It also helps protect the curfew free status of Melbourne Airport by limiting land uses that are affected by aircraft noise.”*

*“The Urban Growth Boundary is an important tool in providing certainty around zoning and future potential land uses, and security for the continued curfew free operation of the aircraft flight path over Hume’s Green Wedge land.”*

Given the above, it is APAM’s position that the Green Wedge Zone plays an important role in safeguarding Melbourne Airport.

As such, APAM will continue to actively engage with the relevant councils about any future review of the Green Wedge Management Plans that apply to these areas.

In relation to the City of Hume’s and City of Brimbank’s specific recommendations relating to assisting landowners and the viability of the rural areas in the green wedges, APAM is willing to explore these matters further as suggested by both councils. The green wedges play a critical role in safeguarding the ongoing operation of Melbourne Airport and APAM is willing to discuss ways it could assist in their protection. This does not, however, require a change to the Master Plan.

**Change to Master Plan**

Acknowledged in the Draft Master Plan that the ANEF system is the approved metric across all Australian jurisdictions for statutory land use planning applied through the MAEO and clarified that the MAEO applies the ANEF20 and ANEF25 for all four runways.

Updated one incorrect reference in section 15.7.3 to the MAEO being based on the 2003 ANEF (now based on 2018 ANEF). Also added that the MAEO should be updated as soon as possible to reflect the 2022 ANEF.

**5.3.2.8 Wildlife Strike Buffers**

**Theme: Land Use Planning and Safeguarding**

**Issue: Wildlife Strike Buffers**

**Summary of Issue**

This issue essentially relates to managing the risk of wildlife strikes in the vicinity of Melbourne Airport. A small number of submissions have raised concern about the effect of the relevant wildlife hazard management requirements on birds in the vicinity of the airport.

For example, one community submission states:

*“Brimbank Park and Kulin Wetlands is a significant Bird Sanctuary with more than 120 different bird species many of which are birds of prey. The ICAO recommends the mitigation of birds within 3, 8 and 13 km radius of an airport because of bird strikes. Melbourne Airport will use third parties to control bird strikes off airport grounds. This is a condition of their safety agreements with the ICAO.”*

It is noted that the wider issue of impacts on ecology is dealt with separately later in this report and the Environment Strategy section of the Master Plan.

<b>Number of Submitters</b>	Four submissions
<b>Type of Submitters</b>	Community (100%).
<b>Master Plan Reference</b>	Section 15.9 Managing the Risk of Wildlife Strikes
<b>APAM Position</b>	<p>This issue essentially relates to the implementation of NASF Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports, which specifies wildlife strike buffers, up to 13km from the airport, that should be considered and managed around airports.</p> <p>The NASF Factsheet states:</p> <p><i>“Wildlife strikes and/or avoidance can cause major damage to aircraft and/or compromise aircraft safety. Whilst the Civil Aviation Safety Authority has well-established safety requirements for wildlife management plans on-airport, wildlife hazards also occur outside the airport fence.</i></p> <p><i>Guideline C provides advice to help protect against wildlife hazards originating off-airport. Many existing airports are surrounded by areas that are attractive to wildlife, especially birds, but appropriate land use planning decisions and the way in which existing land use is managed in the vicinity of airports can significantly reduce the risk of wildlife hazards.”</i></p> <p>NASF Guideline C primarily relates to land use planning and reducing the risk of land uses that may attract wildlife/birds near airports. It is not about the active culling or killing of wildlife. The guideline provides actions for existing developments, changes to existing developments, and proposed developments based on the land use (agriculture, conservation, recreation etc) and the buffer zone category, to reduce the wildlife attraction risk on sites around the airport.</p> <p>Melbourne Airport also has a Wildlife Hazard Management Plan (WHMP) which forms part of the Melbourne Airport Manual and sets out a program for wildlife hazard reduction at the airport. This is a requirement of CASA’s Part 139 (Aerodrome) Manual of Standards, Chapter 17: Wildlife Hazard Management.</p> <p>In relation to active management measures, the WHMP states:</p> <p><i>“Active management methods employed at Melbourne Airport include wildlife dispersal and lethal control. Lethal control of wildlife may be necessary, but in general, animals are not destroyed unless there is an immediate danger to essential facilities or to the safety of an aircraft. All care is taken to ensure</i></p>

*that lethal control is a last resort and is only used after all other non-lethal harassment measures have been taken.”*

Furthermore, in relation to lethal control, the WHMP states:

*“The Melbourne Airport WHMP promotes a sustained integrated approach that includes a range of non-lethal and lethal methods. Lethal control of animals is not considered an effective method for large-scale wildlife hazard management as an isolated management tool; however, it is effective as part of a broader integrated program.*

*Melbourne Airport personnel lethally control wildlife, as required, under authority 14828588 issued by DELWP, and the Firearms Act 1996. This licence allows the lethal control of species that pose a threat to aircraft operational safety.”*

Lethal control measures are primarily undertaken on the airport site only.

**Change to Master Plan**

No change

### 5.3.2.9 Public Safety Areas

**Theme: Land Use Planning and Safeguarding**

**Issue: Public Safety Areas**

#### **Summary of Issue**

This issue relates to the Public Safety Areas identified in the Master Plan, and concerns about their implementation and effect on the properties included within their boundaries.

The City of Brimbank’s submission states that APAM should:

*“Accurately identify all properties within the Public Safety area (PSA) within the Master Plan and the MDP, and made publicly available.*

*Undertake appropriate consultation with all owners of properties within the Public Safety Area (PSA), including face-to-face meetings and allow an adequate opportunity for their review and comment.*

*Introduce a scheme where properties within the PSA can be voluntarily offered by owners, at current market value, for purchase by Melbourne Airport / Commonwealth, or alternatively compensation is paid for the loss of property value.*

*Provide an appropriate opportunity for all owners with the PSA and the public to review and comment of the PSA purchase / compensation scheme, prior to its implementation.”*

The CACG submission states:

*“The MDP shows that in 2026 the outer area of the southern Public Safety Area (PSA) is extending into some residential areas. What specific actions did MA take to notify affected properties that this is the case?”*

A community member’s submission states:

*“The Public Safety Areas are yet another overlay limiting activity on my property and based on information provided to date may eliminate my ability to continue to live here.”*

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<b>Number of Submitters</b>	Seven submissions
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<b>Type of Submitters</b>	Community (86%), Government (14%).
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<b>Master Plan Reference</b>	Section 15.15: Managing the Risk in Public Safety Areas
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<b>APAM Position</b>	<p>This issue essentially relates to the implementation of NASF Guideline I: Managing the Risk in Public Safety Areas at the Ends of Runways.</p> <p>[It is noted that issues relating to ‘Safety risks – both on and off airport’ are dealt with separately in this report under Theme G: Aircraft Effects and Impacts. This also includes some discussion about the PSAs to be considered in conjunction with this issue.]</p> <p>The NASF Factsheet states:</p> <p><i>“Public Safety Areas (PSAs) are designated areas of land at the end of airport runways within which certain planning restrictions may apply. While air crashes are rare events, the majority occur in the vicinity of airports during take-off and landing. The PSA Guideline was developed to mitigate the risk of on-ground fatalities from an aircraft incident, by informing a consistent approach to land use at the end of Australian airport runways.”</i></p> <p>As previously outlined, NASF applies to all Australian airports. APAM applies the NASF guidelines in the Master Plan, by preparing and including the necessary contours and maps showing how the application of the guidelines affects surrounding areas. This includes the Public Safety Areas (see Section 15.15: Managing the Risk in Public Safety Areas). The parameters of the PSAs are dictated by the relevant NASF guideline.</p> <p>APAM notified all property owners within the PSAs as part of the Master Plan public exhibition process. Unfortunately, that notification did not go into details about the purpose of PSAs from</p>
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a land use planning perspective for future developments and it also did not explain the fact that the guideline will not be applied retrospectively.

APAM agrees that more consultation is appropriate with property owners affected by the PSAs. This is something APAM will pursue going forward as outlined later in this report under Theme G: Aircraft Effects and Impacts. [REDACTED]

[REDACTED]

[REDACTED]

In relation to the City of Brimbank’s proposed ‘PSA purchase / compensation scheme’, it must first be recognised that:

- There are currently no planning controls or statutory restrictions relating to the PSAs;
- Any planning controls would be applied by the State Government, not APAM; and
- PSAs do not apply retrospectively to existing buildings.

However, as part of the M3R MDP and the consultation referred to above, these matters will be further explored.

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**Change to Master Plan**

No changes proposed.

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### 5.3.2.10 Prescribed Airspace

**Theme: Land Use Planning and Safeguarding**

**Issue: Prescribed Airspace**

**Summary of Issue**

This issue relates to the implementation of Melbourne Airport’s airspace protection surfaces (OLS and PANS-OPS) also known as prescribed airspace.

[REDACTED]

[REDACTED]

Essendon Fields Airport's submission states:

*“15.12.2 The Prescribed Airspace extends beyond 50 kilometres from the airport ... and overlaps with Essendon Airport's Prescribed Airspace.”*

*There is no detail regarding the way this airspace is currently shared or proposes to be shared in the future. Specifically, there is a lack of reference as to any process to manage impacts on EFA or the community in relation to changes to the Prescribed Airspace.*

*While we understand that it is not normal for airports to consider airspace utilization of other airports in the development of master plans, we say that the relationship of EFA and MA is unique due to their proximity and so should be considered in this way, with detail of how airspace is to be shared specifically addressed in the Plans.*

*At 5.1 Location, there is no mention of proximity to Essendon Fields Airport and airspace overlaps. Essendon Fields Airport is not identified on Figure 5-1.”*

[It is noted that the issue of 'Impact on other airports' is addressed separately in this report under Theme F: Airspace Design, Operations and Interactions.]

The City of Brimbank's submission states:

*“The Obstacle Limitation Surfaces (OLS) are a series of surfaces that set the height limits of objects around an aerodrome. Objects that project through the OLS become obstacles.*

*The assessment of planning permits and the appropriate regard to OLS would be assisted by the development of an overlay to ensure the appropriate consideration.”*

The City of Maribyrnong's submission states:

*“Introducing a regional policy into the Victoria Planning Provisions which defines the area affected by the Melbourne Airport OLS and the circumstances (such as proposed building height) in which Melbourne Airport should be asked to advise on risks to the OLS from proposed buildings and works that are the subject of a planning scheme amendment and/or planning permit.*

*Supporting a policy with a practice note on identifying location where proposed buildings and works, lighting and plumes may intrude into the OLS, and procedures for addressing this risk.*

*Limiting the policy and procedures to high risk proposals. There should be no need for routine consideration of risks in the outer areas of the OLS.”*

<b>Number of Submitters</b>	Four submissions
<b>Type of Submitters</b>	Government (75%), Private Company or Organisation (25%)
<b>Master Plan Reference</b>	Section 15.12: Managing the Risk of Airspace Intrusions
<b>APAM Position</b>	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>In relation to Essendon Fields Airport’s comments about the way the airspace is currently shared or proposed to be shared in the future, this matter is dealt with under Theme F: Airspace Design, Operations &amp; Interactions later in this report.</p> <p>APAM agrees that Figure 5-1 should identify the location of Essendon Fields Airport.</p>
<b>Change to Master Plan</b>	Added Essendon Fields Airport onto Figure 5-1.

**5.3.2.11 MAESSAC**

**Theme: Land Use Planning and Safeguarding**

**Issue: MAESSAC**

<b>Summary of Issue</b>	<p>Several submissions have raised the Melbourne Airport Environs Safeguarding Standing Advisory Committee (MAESSAC). This Committee was appointed by the Victorian Minister for Planning.</p> <p>The primary concern raised in submissions is that the Master Plan does not reflect the outcomes of MAESSAC and the Victorian Government’s response.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
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[REDACTED]

The TCPA submission also states that the Master Plan needs to be amended to update the matters raised in the final report of MAESSAC and the Victorian Government’s response.

<b>Number of Submitters</b>	14 submissions
<b>Type of Submitters</b>	Community (14%), Private Company Or Organisation (43%), Government (43%)
<b>Master Plan Reference</b>	Section 6.3: Planning Context for Melbourne Airport Part C15: Safeguarding Melbourne Airport
<b>APAM Position</b>	<p>MAESSAC was appointed by the Victorian Minister for Planning. The Committee concluded Public Hearings and round table discussions in September 2021. The Committee’s report was submitted to the Minister for Planning in November 2021 but was not made public at that time. The Committee’s report and the government’s response were released in April 2022 (after public exhibition of the Master Plan commenced).</p> <p>APAM agrees that the Master Plan needs to be amended to update references to MAESSAC to reflect the final report of the Committee and the Victorian Government’s response, <i>Safeguarding Victoria’s Airports</i>. The Master Plan should also include reference to Amendment VC218 which updated the State planning policy in planning schemes to better reflect NASF.</p>
<b>Change to Master Plan</b>	In Section 6.3: Planning Context for Melbourne Airport and Part C15: Safeguarding Melbourne Airport, updated references to MAESSAC to reflect the final report of the Committee and the Victorian Government’s response, <i>Safeguarding Victoria’s Airports</i> . The Draft Master Plan also includes reference to

Amendment VC218 and the changes it made to the airports policy in planning schemes.

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### 5.3.3 Summary and Conclusion

This theme relates to two key elements of the Master Plan. The first is on-airport land use and planning, including non-aviation development on the airport site and consistency with local planning schemes. The second being airport safeguarding and associated off-airport planning measures including the Melbourne Airport Environs Overlay (MAEO) and MAESSAC.

Upon review of the submissions relating to this theme and the associated issues, some relatively minor changes to the Master Plan are warranted and will be made.

APAM will include a commitment to include City of Hume in the early engagement between APAM and prospective non-aviation tenants and to discuss how employment opportunities can be directed to / facilitated for Hume residents.

There are some other matters that APAM will pursue, outside the Master Plan:

- In relation to the City of Hume's and City of Brimbank's recommendations relating to the green wedges, APAM is willing to explore these matters further as suggested by both councils. The green wedges play a critical role in safeguarding the ongoing operation of Melbourne Airport and APAM is willing to discuss ways it could assist in their protection. This does not, however, require a change to the Master Plan.
- APAM agrees that more consultation is appropriate with property owners affected by the PSAs. This is something APAM will pursue going forward.

## 5.4 Theme D: Airside and Terminals

### 5.4.1 Overview of Theme

This theme relates to the topics covered in the Airside Development Plan (Part C9) and Terminal and Aviation Development Plan (Part C10).

This theme was raised in 56 submissions. The majority of these submissions raised concerns over the runway development sequence and plan and the aircraft viewing areas.

The following issues (or sub-themes) fall under this theme:

1. Runway development and staging
2. Airfield upgrades / improvements
3. Aircraft ground operations / flight management
4. Terminal development plan
5. Freight facilities
6. GA facilities
7. Fuel facilities
8. Aircraft viewing area

There were no submissions related to Helicopters, Vertical Take-off and Landing vehicles (VTOLs), urban mobility vehicles (UMVs) or Drones

Each of these issues is addressed below.

### 5.4.2 APAM Response to Issues

This subsection sets out APAM's consideration of and response to the issues that fall under this theme. Changes to the Master Plan are also discussed.

#### 5.4.2.1 Runway development and staging

**Theme: Airside and Terminals**

**Issue: Runway development and staging**

#### **Summary of Issue**

Noting that submissions relating to Melbourne Airport's Third Runway (M3R) specifically are covered under Theme E: Melbourne Airport's Third Runway MDP, this issue refers to submissions relating to the runway development sequence included in the Preliminary Draft Master Plan 2022.

The sentiment raised within the submissions is divided. This appeared to be driven by the impacts of certain runway orientations on the submitters.

The majority of submissions were against the four runways within the Preliminary Draft Master Plan. Some stated that the driver for this was that the information on the noise contour maps indicated that their property would be affected by aircraft noise.



Alternatively, there were submissions that were opposed to M3R but stated that, should a third runway be built then the fourth must be built to support some ‘spread’ or sharing of aircraft noise.

Submissions also included concerns regarding the shortening of the existing east-west runway and impact this would have on concentrating noise to the north and south of the airport, due to predominant north-south runway usage. Requests were made to extend the east-west in the medium term. One submission suggested that a third runway in an east-west orientation seems more logical and impacts fewer suburbs.

Some submissions stated that with the development of M3R, a future parallel east-west system was not required to meet the forecast demand.

One community submission referenced the original master plan for the airport, which had no runways orientated with flights over Keilor Village.

Brimbank City Council’s submission requested extending the existing Runway 27 to the east to allow increased usage, as well as *“reconsidering the four-runway configuration”*.

Hume City Council’s submission supported the development of a third runway in the north-south orientation. They also requested that, post an approval of the Master Plan, APAM should revise the assumptions and assessments that have informed the need for the fourth runway which incorporates changing perceptions of air travel due to its impacts on climate change and evolving tourist and business travel patterns.

The joint submission from the Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG) noted the spatial conflicts between the new north-south runway and the existing east-west runway resulted in the shortening of the east-west runway. They queried whether this posed a barrier to lengthening the east-west runway in the long term. Additionally, they queried whether the ultimate capacity of the four runway system will increase in the future noting the changes this will have on the noise and pollution impacts on the communities around the airport.

There were a number of items raised in the Keilor Residents & Ratepayers Association Inc. (KRRA) submission related to runway development. These included:

- An allegation that APAM developed land allocated to additional runways for commercial gain, thus forfeiting the claim APAM could expand to four runways by the original planners
- No more runways be built
- The layout proposed on the 1989 Melbourne Airport Strategy was flawed

- The intent in 1990s was to build the third runway in the east-west orientation first
- That the orientation change from east-west to north-south in 2019 was driven by Qantas (this claim was also made in a submission from a Keilor community member)
- A proposal that the third (north-south) runway could be moved 600m north to shift the overlays. They note this suggestion was rejected by APAM and that it could have been beneficial to all parties.

The Town and Country Planning Association (TCPA) submission included a number of requests related to the runway development. These include:

- Whilst related to the M3R MDP, there was a concern with a reference to the Master Plans superseding the MAS. The request was to update wording to reflect *“While the MAS remains an overarching long term strategic concept, subsequent Master Plans prepared under the Airports Act have been able to refine the detail to give greater certainty to infrastructure investments, including the Third Runway.”*
- Whilst there was support for the orientation change (stated due to wind patterns), a request was made to explore the option of building both runways at the same time.

Essendon Fields (EAPL) airport noted that the four-runway system presented in the Master Plan does not appear to deal with any interactions with Essendon Fields.

<b>Number of Submitters</b>	21 submissions
<b>Type of Submitters</b>	Community Government Non-government Organisation
<b>Master Plan Reference</b>	Part C9 Airside Development Plan, Section 9.2 Runway Enhancements.
<b>APAM Position</b>	During the public exhibition period, APAM observed a number of misconceptions around the planning history of the airport. APAM is exploring the idea of commissioning an independent literature review (possibly by a local university) to detail the planning history of the airport. If progressed this will be made publicly available. A brief history of the runway history drawing on records available to APAM is provided below

### **History of runway planning at Melbourne Airport**

Since the 1960s, it has been envisaged that the airport would have four runways, two north-south parallels and two east-west parallels.

The current four runway layout included in the Preliminary Draft Master Plan 2022 is consistent with each of the successive five Master Plans since 1998. The 1998 Master Plan built upon the layout included in the Supplement to the Melbourne Airport Strategy (MAS) and draft Environmental Impact Assessment (EIS) in September 1990 (Supplement Report 1990). The newest feature to the four-runway layout is the 200m starter extension for Runway 34L. This was added for the Preliminary Draft Master Plan 2022 to provide the flexibility for larger long-haul aircraft to use this runway for take-offs on the hottest days of the year (when they will require extra runway length).

Whilst the long-term layout is consistent (with the inclusion of the starter extension), the development sequence in the Preliminary Draft Master Plan 2022 is different to previous Master Plans.

As part of the MAS prepared in July 1998 (MAS 1989) by the Federal Airports Corporation (FAC), the future runway layout included a close spaced parallel north-south runway (3,000m long, located 400m west of the existing, with 34L south of the existing 34R) and a wide-spaced parallel east-west runway (3,000m long, 800m displaced landing on 27L, located 2,035m south of 27R and 27L located on Taxiway Alpha). With a wide-spaced parallel east-west runway system, the second east-west runway was proposed to be constructed first as it provided a higher capacity. This layout was included in the MAS Draft EIS prepared in July 1989 (draft EIS 1989).

As part of the consultation process the Municipalities of Broadmeadows, Keilor and Shire of Bulla commissioned P&D Technologies to review the Melbourne Airport Strategy. A report was prepared in December 1989 and included the following recommendations specific to runway layout:

- New north south runway to be located 1,311m to the west of existing, located 1,800m further north and shortened to 2,500m. Some of the noted benefits included the reduction in homes impacted by noise and doubling of aircraft arrival and departure capacity in the north/south flow direction. This appears to have been supported by the Municipalities of Broadmeadows, Keilor and Bulla by being submitted to the draft EIS 1989; and
- Construction staging changed to allow new north-south prior to the new east-west.

The changes to the north-south location were adopted within the Supplement Report 1990 with the note that the potential for extension to 3,000m is retained should it ever be required. In

addition, a minor adjustment was made to the new east-west runway alignment. This runway was rotated by two degrees clockwise so the eastern end is further south. A decision on runway development sequence was not presented in the Supplement document.

Whilst the Supplement report did not adopt a construction sequence, it did reference building '*minimum length new runways in both the north-south and east-west directions simultaneously*', noting the advantages of spreading noise impacts compared to a three-runway system.

Following a runway review, the 1998 Master Plan proposed the new north-south runway to be 3,000m long, adopting the requirement as foreshadowed as a potential need in the Supplement Report 1990 MAS (previously 2,500m). As in Supplement Report 1990, a decision on the runway construction sequence was not made in the 1998 Master Plan. The option of building both runways at the same time was not noted within the 1998 or subsequent Master Plans.

Both the 2003 and 2008 Master Plans maintained the 1998 Master Plan runway layout and a decision on the runway construction sequence was not made in either document.

The 2013 Master Plan was the first Master Plan to indicate the orientation of the third runway. An east-west runway orientation was proposed. This orientation was retained within the 2018 Master Plan. Melbourne Airport's Runway Development Program (RDP) was established to deliver the third runway; the project was to deliver a new east-west runway (3,000m) and extension to the existing east-west runway to 3,378m (approx. 746m to the west and approx. 345m to the east). In the long-term runway layout, the 2018 Master Plan adopted the 2013 Master Plan layout but with the removal of the displaced arrival threshold on Runway 27L.

As described in the Preliminary Draft Master Plan 2022, in November 2018, APAM announced a pause in preparing the Major Development Plan for RDP to undertake a planning review of the project. From June to November 2019, APAM consulted with government, regulators and airlines to validate the findings of the planning review. Local communities were engaged regarding the change in orientation through face-to-face consultations, group workshops and online engagement. In November 2019, following the conclusion of the planning review and consultation, APAM announced its preference for the third runway to be north-south oriented.

### **New runway design elements included in Master Plan 2022**

In addition to the orientation change, the Preliminary Draft Master Plan 2022 showed two new elements to the north-south third runway development, changes to the existing east-west runway

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length in the medium term and a 200m starter extension for Runway 34L.

Because of the natural slope of the land (downwards from north to south), on hot days there is a slight loss in effective take-off length for runway 34L. To mitigate this loss in effective take-off length, a 200m starter extension was added to Runway 34L.

APAM notes that there are a number of submissions, both to the Preliminary Draft Master Plan 2022 and the Preliminary Draft M3R MDP, outlining concerns regarding the reduction in east-west runway length. Due to the location of the new north-south runway, the Preliminary Draft Master Plan 2022 proposes that the M3R build will reduce the length of the existing east-west runway to keep the Runway End Safety Area (RESA) outside of the new north-south runway strip. However, the Preliminary Draft Master Plan 2022 retains the full extended length of the existing east-west runway in the long-term concept, to enable this capability if required in future. Options to address the concerns regarding M3R will be addressed within the supplementary report for the M3R MDP.

### **Responses to specific comments/claims**

There are a number of items in the KRRRA submission related to runway development. APAM would like to address the following in particular:

Regarding APAM developed land allocated to additional runways for commercial gain, forfeiting the claim the airport could expand to four runways by the original planners. This is in reference to the original 1960s layout, where the parallel north-south runway was located to the east of the current north-south runway. Melbourne Airport was privatised in 1997, seven years after the original 1960s runway layout had been changed following the 1990 MAS and draft EIS. Developments in the business park area KRRRA are referencing are consistent with the 1990s runway layout plan and subsequent Master Plans. Note, a picture from metromap of the Melbourne Airport Business Park in 2001 is provided below (Figure 25), showing that no developments had occurred where the 1960s runway was planned.

APAM acknowledges the initial MAS 1989 and draft EIS 1989 indicated a parallel east-west runway should be built first (as highlighted in the history above), this was due in part to the close spaced parallel north-south runway providing less capacity than the original parallel east-west runway. The Supplement Report 1990 did not state a preference on which runway to be built first.

Regarding the decision to change orientation was based solely on Qantas. This is incorrect. APAM engaged extensively on the outcomes of the planning review and this information is included in the reports. Whilst Qantas (and other industry stakeholders)

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supported the findings of the planning review, the orientation change was not made on the request of a single airline.

Regarding the request to shift the runway 600m further north. KRRRA's statement that this is 'beneficial to all parties' does not consider the impacts of a northwards shift to residents of Bulla and other areas to the north of the airport. The location of the north-south runway was determined as part of the Supplement Report 1990 (adopting the recommendation of the P&D report as described above to shift northwards to improve noise impacts to residential areas to the south of the airport). APAM provided this explanation to KRRRA when they queried this point directly with us prior to the public exhibition of the Preliminary Draft Master Plan 2022.

APAM would like to specifically respond to two requests made by TCPA:

Whilst the M3R MDP wording request will be addressed in the MDP's supplementary report, it is noted that the Preliminary Draft Master Plan 2022 includes the following wording under Section 4.3: 'Subsequent Master Plans have built on and replaced previous Master Plans, all building on the framework established in the Melbourne Airport Strategy 1990.' The airport has previously sought and received advice from The Department confirming the statement that the Master Plans supersede the Supplement Report 1990.

Regarding the inclusion of a development option that allows for both runways to be built at the same time. As outlined in the history above this has not been included as an option in any of the previous Master Plans. It is worth noting that part of the planning review findings for building the east-west first is that a north-south would be required within a decade. Our position is highlighted following.

APAM notes EAPL concerns regarding the ultimate four runway system and that it does not appear to deal with any interactions with Essendon Fields. Due to the proximity of the two airports, there is a natural interaction that cannot be avoided. APAM notes the following:

To date, EAPL has only included noise forecasts (through the Australian Noise Exposure Forecast) over a 20-year horizon, which by definition does not take Melbourne Airport's long term four-runway plans into account.

APAM and EAPL worked closely together on the development of the parallel east-west runway system. In their Preliminary Draft 2019 Master Plan, EAPL reference the impacts of Melbourne Airport's parallel east-west runway system. EAPL noted the impacts to operations on their east-west runway (due to cross wind tolerances).



An ANEF was also prepared by EAPL within the Preliminary Draft 2019 Master Plan which took into account the changes at Melbourne Airport through the RDP design.

Whilst APAM understands EAPLs concerns, it is not considered that the four-runway configuration has been presented in an ‘unqualified’ way.

APAM appreciates the recognition shown in EAPLs submission regarding our “*continued resourcing and support in developing the required information to best outline changes to the Essendon Fields ANEF arising from M3R*” and they “*acknowledge that the staff at Melbourne Airport have approached discussions in good faith and with a willingness to engage on the issues addressed in this response*”. APAM will continue to work closely with and support EAPL in the development of the Master Plan documents and during the design of M3R should the MDP be approved.

### **Conclusion**

Overall, it is APAM’s position that the runway development plan included within the Preliminary Draft Master Plan 2022 is consistent with the previous plans over the last 24 years (since 1998 Master Plan). As part of future Master Plans, APAM will continue to review the long-term runway layout, taking into account industry developments and changes.

APAM acknowledges that building both parallel runways at the same time would provide opportunity for noise sharing / respite to the communities impacted by the proposed north-south runway. It would also result in bringing forward impacts to the communities to the east and west of the airport. The Preliminary Draft Master Plan 2022 safeguards both parallel runways. The topic of building both runways to support noise sharing will be addressed within the M3R MDP supplementary report.

Regarding the shortening of the existing east-west runway in the medium-term, APAM notes that the Preliminary Draft Master Plan 2022 retains the full extended length of the existing east-west runway in the long-term plan. As a result, any future changes to the proposed plans for M3R will be safeguarded by the Master Plan.

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**Change to Master Plan**

Based on the commentary included in ‘APAM Position’, APAM is proposing no change to the Preliminary Draft Master Plan.

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**Figure 25: Metromap aerial image of Melbourne Airport Business Park in 2001 (post 1990 MAS), showing no developments where runways were planned in 1960s**



### 5.4.2.2 Airfield upgrades / improvements

**Theme: Airside and Terminals**

**Issue: Airfield upgrades / improvements**

**Summary of Issue** This topic refers to airfield upgrades not related to Runways, such as taxiways, aprons and supporting infrastructure.

A submission provided some suggestions to improve the taxiway layouts included in the Preliminary Draft Master Plan. The submission compared the various taxiway layouts shown in previous Master Plans (2013 and 2018) with the layout shown for M3R. There was a concern that the taxiway layout proposed for M3R made it more difficult to construct a second east-west runway. It was suggested that APAM adopt the taxiway layouts shown in the previous Master Plans connecting the north-south runways.

Another submission from a resident to the south of the airport expressed concerns over the need for high intensity lighting systems as part of M3R to the south of the airport.

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**Number of Submitters** 2

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**Type of Submitters** Community

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**Master Plan Reference** Part C9 Airside Development Plan

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**APAM Position** APAM is excited to see a member of the community go into this level of detail for the taxiway layouts included in the Master Plan.

The previous Master Plans highlighted detailed layouts including locations for future runway entries and exists (including Rapid Exit Taxiways or RETS) within the development concepts. Over time, APAM has found that these locations are not always best suited to meet the changing aviation requirements (for example location of RETs not meeting future aircraft types). Additionally, the standards governing the minimum offsets for taxiways (CASA Manual of Standards) have changed over time.

APAM made a conscious decision to remove some of the detail taxiway layouts within the development concepts (Figures 2-1 to 2-3) and instead include zones allocated to 'Taxiways'. This ensures the airport is safeguarding appropriate areas to accommodate potential changes over time.

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Regarding the specific submission’s concern, the proposed southern cross-field taxiways are a new feature of the Master Plan and have been developed to support efficient operations for the parallel north-south system. By placing the crossing points as far south as possible, it provides sufficient take-off length for intersection departures increasing the capacity of the runway system (as referenced in Section 9.3.2).

Placing the crossing points as per the previous Master Plans would not provide enough runway departure length for aircraft using intersection departures. The southernmost cross-field taxiway is placed with an offset to meet the MoS requirements (180m) from the future east-west runway (Runway 09R / 27L). As a result this taxiway can remain once the future east-west runway is built. Note it is anticipated that this taxiway would be built on opening day as referenced in the Preliminary Draft M3R MDP.

APAM acknowledges that there will be challenges in building the long term four runway system post development of M3R. This is largely due to operational impacts when tying into the parallel runway system. APAM does not believe that changing the taxiway layout for M3R would mitigate this challenge in the future.

The Long-term development concept (Figure 2-3) safeguards parallel taxiway networks safeguarding access to all four runways.

Within Part B5 Melbourne Airport Today, Section 5.2.1 Runways, high intensity lighting systems on the current runways (Runway 16 and Runway 27) are highlighted along with the instrument landing systems. The Master Plan identified the plans for an instrument lighting system for Runway 16R (Section 9.8.1). As there is currently no high intensity lighting system or instrument landing system on Runway 34 (future 34R), APAM does not believe there is a need for this equipment on Runway 34L.

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**Change to Master Plan**

Based on the commentary included in ‘APAM Position’, no change to the Preliminary Draft Master Plan is proposed.

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### 5.4.2.3 Aircraft ground operations / flight management

**Theme: Airside and Terminals**

**Issue: Aircraft ground operations / flight management**

<b>Summary of Issue</b>	<p>This issue relates to the on-ground operations of aircraft.</p> <p>Submissions express concerns around how aircraft will access the new third runway. One said that it will limit the number of take-off and landings - the suggested solution was building terminal infrastructure within the midfield. The others reference the 2013 and 2018 Master Plan commentary around the benefits of a parallel east-west runway (no crossings). One submission asked if there would be enough gates for the planes to park.</p> <p>A submission from Qantas Group noted that Melbourne Airport currently does not have a Runway Demand Management System (RDMS) and that they believe it is essential to implement an RDMS over the course of a number of flying seasons before the third runway is open to enable industry and airlines to understand demand and have informed discussions about M3R timing.</p>
<b>Number of Submitters</b>	4
<b>Type of Submitters</b>	<p>Community</p> <p>Non-government organisation</p>
<b>Master Plan Reference</b>	<p>Part C9 Airside Development Plan</p> <p>Aircraft accessing the proposed new third runway is discussed in Part C9 Airside Development Plan, Section 9.3.2.</p> <p>The long-term solution to reduce the number of runway crossings is discussed in Part C9 Airside Development Plan, Section 9.4.2</p>
<b>APAM Position</b>	<p>The impact of aircraft crossing runways, referred to as '<i>runway crossings</i>', on runway capacity was one of reasons why an east-west parallel runway system was preferred in the 2013 Master Plan. As a result this has been a common topic with the community over the last 10 years in particular since the planning review and decision to change the orientation.</p> <p>Whilst runway crossings can impact runway capacity, it is worth remembering that runway crossings happen today at the airport. For example, every aircraft landing on Runway 27 will have to cross Runway 16/34.</p>

Having no crossings helped improve the east-west parallel runway capacity compared to the north-south orientation. However, the 2019 Planning Review into the third runway orientation found that during morning peak periods, the availability of the east-west runway system was reduced so this capacity was not available for use.

The taxiway infrastructure for the parallel north-south runway system has been designed to reduce the impacts of runway crossings. This includes locating the taxiways 'behind' intersection departure points to support efficient crossing operations.

The long-term solution to runway crossings, as outlined in Part C9, Section 9.4.2, is to build apron infrastructure in the midfield precinct.

APAM considers this point is appropriately addressed within the Master Plan documentation.

Part C9 also identifies the future areas for apron development in both Figures 9-4 and 9-5 as well as Section 9.4.

APAM acknowledges Qantas Group's request for an RDMS prior to the third runway being built. APAM will continue to discuss potential measures with our stakeholders to ensure as far as possible that our infrastructure can meet scheduled demand. It is important to note that under the IATA World Slot Guidelines (WSG), Melbourne Airport is currently a Level 3 for international and Level 1 for Domestic. Level 3 is where a coordinator is appointed to allocate slots to airlines to manage the declared capacity. Level 1 is defined as where the capacity of the airport infrastructure is generally adequate to meet the demands of airport users at all times. As a result, any growth from an international perspective is managed, whilst domestic demand can continue to be allocated without oversight of a coordinator.

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**Change to Master Plan**

Based on the commentary included in 'APAM Position', no change to the Preliminary Draft Master Plan is proposed.

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### 5.4.2.4 Terminal development plan

**Theme: Airside and Terminals**

**Issue: Terminal development plan**

**Summary of Issue** Submissions covered a wide range of topics relating to terminals.

A number of submissions related to upgrading the aging terminals at the airport, in particular comparisons to international examples. This included the legacy layout and the “aging and inefficient infrastructure”.

One submission went as far as to suggest that the airport should be closed and developed for housing / industry once Victoria builds a new modern airport.

Some submissions reflected on the activity prior and during COVID-19, covering the need for health checks and taking the opportunity to clean the terminals whilst the passenger volumes were low.

A concern was expressed around the connectivity between the four current terminals and internal movement within the terminals. The Community Aviation Consultation Group (CACG) submission and a community member submission specifically mentioned this in regard to elderly and disabled travellers.

With the increased activity M3R would enable, there were suggestions regarding the location of new terminal facilities and questions around whether there are enough gates for the planes to park and what is included as part of the pier expansions.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

<b>Number of Submitters</b>	24
<b>Type of Submitters</b>	Community Government Non-government organisation
<b>Master Plan Reference</b>	Part C10 Terminals and Aviation Development Plan.

## APAM Position

In July 2020, Melbourne Airport turned 50 years old. Whilst the airport has expanded over time to meet the forecast growth, there are areas of original terminal infrastructure that remain in use. As highlighted in Part C10, the passenger experience at the airport has undergone an extensive review in recent years, with initiatives identified to enhance the terminal experience.

Whilst there are some areas of the terminals that have not been upgraded in some time, there have been some recent upgrades including:

- Introduction of the latest next generation security screening technology in Terminal 2 and Terminal 4.
- Upgrade of check-in hall within Terminal 2 and Terminal 3 providing self-service facilities.
- Travelators to improve passenger experience to/from Pier G.
- Expansion and refurbishment of Terminal 2 arrivals hall
- Terminal 3/4 link, connecting Terminal 3 check-in to Terminal 4 security. This included new retail tenancies airside within Terminal 3 and Pier E.
- Upgrade of passenger toilets and amenities in Terminal 1 and Terminal 3. The amenities in Terminal 4 are next to be upgraded. APAM acknowledge that our amenity facilities were tired and out of date which is why this work has been prioritised.

In 2019, APAM purchased Terminal 1 from Qantas. APAM is currently exploring opportunities to enhance the passenger experience in this terminal.

Regarding operations during the pandemic, APAM immediately implemented changes to safeguard the health of passengers and staff in its terminals as the industry faced one of the most challenging periods in its history. Despite the huge challenge posed by the pandemic, the airport remained open with curfew-free operations continuing seven days a week. APAM quickly introduced improved terminal hygiene measures to reduce the risk of passengers and staff transmitting the virus.

APAM worked with external agencies including Australian Border Force, the Victorian Department of Health and Covid-19 Quarantine Victoria to adapt international terminal operations, so that arriving passengers could be processed in accordance with the evolving health directives.

As highlighted in Part C10, *Section 10.4 Post COVID-19 Terminals*, APAM has to date, and will continue to appropriately respond to health and hygiene requirements.

Future terminals are discussed within Part C10, *Section 10.5 Future Terminals* and APAM is pleased to see community interest in this topic. The Master Plan identifies (*Part C9, Section 9.4.2*

*Long Term Apron Developments*) that as the existing terminal precinct reaches capacity and the north-south runways reach capacity due to runway crossings, additional apron infrastructure will be required within the midfield precinct. The 2022 Master Plan continues to safeguard land to enable different passenger facilitation methods to be adopted.

The Master Plan is a strategic document that safeguards future developments, and given the longer timeframes to delivery, plans are presented at high level only. The submissions received highlight the community interest in more detailed plans relating to the expansion of terminal facilities at the airport. APAM is proposing to include more detailed plans within our community engagement commitment. This could involve sharing plans and concepts for community members to view and requesting ideas / suggestions on areas of the terminal that require upgrading.

[REDACTED]

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**Change to Master Plan**

Based on the commentary included in 'APAM Position', one change to the Preliminary Draft Master Plan has been made:

[REDACTED]

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**5.4.2.5 Freight facilities**

**Theme: Airside and Terminals**

**Issue: Freight facilities**

**Summary of Issue**

Two submissions were made on Freight facilities, one by the Victorian State Government and one by Qantas Group. Note submissions suggesting freight operations are moved away from Melbourne Airport are discussed in Theme A: Planning Background and Context (Issue A4: Options and Alternatives).

[REDACTED]

Qantas' submission notes that the Master Plan does not identify any specific impacts to the current freight precinct but safeguards

a future aviation expansion area. Qantas Group note that freight is an important part of their business, and that they are looking forward to working with us to develop a ‘fit for purpose’ freight precinct.

<b>Number of Submitters</b>	2
<b>Type of Submitters</b>	Government Non-government organisation
<b>Master Plan Reference</b>	Part C10 Terminals and Aviation Development Plan, Section 10.6
<b>APAM Position</b>	<p>As stated in the Preliminary Draft Master Plan 2022, COVID-19 highlighted the critical role of air freight in the Victorian State economy, and by association Melbourne Airport in enabling that function.</p> <p>APAM and the Victorian State Government worked closely together during the COVID-19 pandemic on air freight challenges at Melbourne Airport. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>A key function of the Master Plan is to safeguard future developments. APAM has highlighted areas for future freight expansion in the development concepts. As stated in the Preliminary Draft Master Plan 2022, <i>‘As Melbourne Airport continues to consult stakeholders to ensure a ‘fit for purpose’ freight precinct is developed, appropriate land within the aviation development zones is safeguarded in this Master Plan’</i>. [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The development concepts included in Part A2 ensure that the current freight terminals south of APAC Drive remain in place even in the long-term concept. Whilst the Master Plan safeguards a new Terminal 5 to the south of Terminal 4, a decision has not been made on the exact location (i.e. whether is it located where Building 64 currently is, or the Qantas Freight facility). During discussions with Qantas Group during public exhibition, APAM</p>

clarified that a decision was yet to be made and they would be consulted at the right time. APAM is looking forward to working with Qantas Group and other freight operators on developing a ‘fit for purpose’ freight precinct.

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<b>Change to Master Plan</b>	Based on the commentary included in ‘ <i>APAM Position</i> ’, no change to the Preliminary Draft Master Plan is proposed.
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#### 5.4.2.6 GA facilities

**Theme: Airside and Terminals**

**Issue: GA facilities**

<b>Summary of Issue</b>	<p>Two submissions touched on General Aviation facilities.</p> <p>A request was made for additional off terminal General Aviation (GA) parking area with transportation to and from the terminal and access to security services post opening of a third runway.</p> <p>A local resident questions whether V.I.P jets could be located at another location (airport) in Victoria. There was also the question raised whether this was included in the 2018 Master Plan, and whether an independent review would suggest this facility being moved to a better location.</p>
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<b>Number of Submitters</b>	2.
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<b>Type of Submitters</b>	Community
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<b>Master Plan Reference</b>	<p>General Aviation Facilities is discussed in Part C10, Section 10.7.</p> <p>Within this section, the Preliminary Draft Master Plan outlines that land within the current and future aviation precincts is safeguarded to enable additional general aviation facilities should viable proposals emerge.</p>
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<b>APAM Position</b>	<p>The State of Victoria has a vibrant General Aviation (GA) community with operations across all of the major airports. A summary of calendar year aircraft movements for 2019 is shown below for Airservices operated ports (source: <i>Airservices Movements at Australian Airports – Cal YTD</i>). Totals for ‘aircraft under 7 tonnes’ are shown as these typically reflect GA operations. Note RAAF Base Point Cook also has GA operations, the ‘<i>Avalon</i></p>
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*Airspace Review February 2020* by CASA approximated 68,000 movements at RAAF Base Point Cook in 2018.

Airport	Under 7 tonnes	Total Movements	% under 7 tonnes
<b>Melbourne Airport</b>	638	246,958	< 0.3%
<b>Essendon Fields Airport</b>	30,816	54,982	56%
<b>Moorabbin Airport</b>	226,640	278,778	81%
<b>Avalon Airport</b>	1,202	10,748	11%

*Note Total includes both fixed and rotary wing aircraft.*

Essendon Fields and Moorabbin Airport play important roles in servicing regional point-to-point passenger, freight, general aviation and emergency services for Melbourne and Victoria.

As stated in the Preliminary Draft Master Plan, there is sufficient land safeguarding within the *future aviation development* areas to support additional general aviation facilities should viable proposals emerge. APAM is happy to discuss infrastructure needs with the GA community as required.

Regarding whether a VIP facility would be better suited at another location, the development of the Melbourne Jet Base was driven by its owner and market demand. Whilst Essendon Fields does accommodate the majority of VIP jets in Victoria, Melbourne Airport does see some private jets and charters. The Melbourne Jet Base facility was referenced within the 2018 Master Plan and the Major Development Plan for this facility was approved in 2016.

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**Change to Master Plan**

Based on the commentary included in '*APAM Position*', no change to the Preliminary Draft Master Plan is proposed.

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## 5.4.2.7 Fuel facilities

**Theme: Airside and Terminals**

**Issue: Fuel facilities**

<b>Summary of Issue</b>	Qantas Group acknowledged the significant upgrades that have occurred to increase the quantity of fuel storage and reliability of supply at Melbourne Airport. Subject to cost constraints, they support investigation of an additional fuel supply pipeline to increase supply resilience and reduce reliance on road distribution. They sought further clarification regarding the planning horizon for these works and requested that this pipeline be accessible to all suppliers to foster a competitive market.
<b>Number of Submitters</b>	1
<b>Type of Submitters</b>	Non-government organisation
<b>Master Plan Reference</b>	Part C10 Terminals and Aviation Development Plan, Section 10.11 Aviation Fuel Facilities
<b>APAM Position</b>	<p>APAM welcomes Qantas Groups acknowledgement of the significant updates that have occurred to increase the storage capacity of fuel at the airport.</p> <p>As referenced in the Master Plan, an additional fuel pipeline is being considered in order to increase the fuel farms supply capacity and reduce reliance on tanker truck distribution. Where possible and appropriate, APAM will keep the airlines operating at the airport updated on the progress of this development.</p>
<b>Change to Master Plan</b>	Based on the commentary included in ' <i>APAM Position</i> ', no change to the Preliminary Draft Master Plan is proposed.

### 5.4.2.8 Aircraft viewing area

**Theme: Airside and Terminals**

**Issue: Aircraft viewing area**

<b>Summary of Issue</b>	<p>Members of the community were concerned the existing aircraft viewing areas would be impacted by M3R and were requesting better aircraft viewing area facilities. Suggested improvements included observation desks/viewing platforms, food &amp; beverage and amenities.</p> <p>Hume City Council’s submission recommends that given the popularity of the viewing area on Sunbury Rd / Oaklands Rd, that the airport assumes an active role in the management and use of this area. They acknowledge that it is not officially managed by the airport. They recommend that APAM include specific reference to Melbourne Airport’s commitment to the management and development of the Aircraft Viewing area.</p>
<b>Number of Submitters</b>	12
<b>Type of Submitters</b>	<p>Community</p> <p>Government</p>
<b>Master Plan Reference</b>	<p>Aircraft viewing areas are not referenced within the Preliminary Draft Master Plan.</p>
<b>APAM Position</b>	<p>There are currently three unofficial aircraft viewing areas at Melbourne Airport:</p> <ol style="list-style-type: none"> <li>1. Sunbury Rd (north of Runway 16/34)</li> <li>2. Operations Rd (south of Runway 16/34)</li> <li>3. Operations Rd (south of Airservices facilities, west of Runway 16/34)</li> </ol> <p>During the public exhibition period, APAM held a number of ‘pop-up’ events at the aircraft viewing area on Sunbury Road (north of Runway 16/34). It became evident very quickly how important this viewing area (and the others) is to the local community.</p> <p>During these events, and evident by the submissions, requests were made for facilities (such as amenities) to be located at the viewing areas. Due to the location of the viewing areas (under the Runway 16/34 extended centrelines), they are located within the inner area of the public safety areas (Figure 15-41). Guidance for new / proposed developments on incompatible uses/activities</p>

within the inner area include ‘recreation activities’ (Guideline I Managing the Risk in Public Safety Areas at the Ends of Runways). As a result, additional facilities at these locations are not compatible.

As part of M3R, access into the ‘midfield precinct’ will be controlled via a security gate. This would result in the current aircraft viewing area (#3) within the midfield precinct to be closed from the public.

APAM acknowledges Hume City Councils request that APAM play a more active role in the management of the current aircraft viewing area. It is currently in the leased area with VIC Roads and APAM will continue to engage with them to improve the management of this area, noting the incompatible uses highlighted above.

APAM is currently exploring alternative aircraft viewing areas as part of the proposed M3R development. This would replace the facility currently on Operations Rd (#3) and be located in an area to provide appropriate amenities and facilities for the community. This could include a play area, food & beverage and a community engagement facility covering the history of the land, the airport, operations and up and coming projects. APAM will continue to engage with the community, local government areas and State Government regarding a new aircraft viewing area.

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**Change to Master Plan**

New section has been added to Part B5 Melbourne Airport Today, under Section 5.2.9 Aircraft Viewing Areas.

The following text is added:

*“There are currently three unofficial aircraft viewing areas at Melbourne Airport:*

- 1. Sunbury Rd (north of Runway 16/34)*
- 2. Operations Rd (south of Runway 16/34)*
- 3. Operations Rd (south of Airservices facilities, west of Runway 16/34)”*

New section has been added to Part C10 Terminal and Aviation Development Plan, under Section 10.14 Aircraft Viewing Areas.

The following text is added:

*“Melbourne Airport will continue to engage with local Councils and the local community to explore improvements to existing viewing areas as well as replace facilities that may be lost due to airport developments (such as M3R).”*

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### 5.4.3 Summary and Conclusion

This theme relates to the topics covered in the Airside Development Plan (Part C9) and Terminal and Aviation Development Plan (Part C10).

APAM considers the long-term runway layout in the Preliminary Draft Master Plan 2022 is appropriate. It remains fit-for-purpose and continues to be consistent with the last 30 years of planning for Melbourne Airport. APAM acknowledges the requests by community members and local councils to extend the existing east-west runway or to build the remaining two of the four runways concurrently, however these relate specifically to Melbourne Airport's Third Runway (M3R) project and will be addressed through the M3R Major Development Plan supplementary report. The Master Plan 2022 achieves its purpose by safeguarding the ability to accommodate these requests either now or in the future.

There are two changes to the Master Plan arising out of comments received under this theme:

additional commentary is provided on the current aircraft viewing areas as well as future improvements. This reflects the request from Hume City Council as well as community submissions.

Figure 10-1 (artist's impression of the rail station) will be removed. This reflects a request from the Victorian State Government.

There are a number of commitments that APAM have made relating to this theme. Outside of the Master Plan process, APAM:

- is exploring the idea of commissioning an independent literature review (possibly by a local university) to detail the planning history of the airport. If progressed this will be made publicly available.
- will continue to work closely with and support EAPL in the development of the Master Plan documents and during the design of the third runway should the M3R MDP be approved.
- will continue to discuss potential measures (such as an RDMS) with our stakeholders to ensure as far as possible that our infrastructure can meet scheduled demand.
- is proposing to include more detailed plans within our community engagement commitment. This could involve sharing plans and concepts for community members to view and requesting ideas / suggestions on areas of the terminal that require upgrading.
- will continue to work with the Victorian State Government in attracting more dedicated freighters to Melbourne Airport and seek opportunities to 'beat' the forecast wherever possible.
- is happy to discuss infrastructure needs with the GA community as required.

## 5.5 Theme E: Melbourne Airport's Third Runway (M3R) Major Development Plan (MDP)

### 5.5.1 Overview of Theme

This theme relates to a key element of Master Plan 2022 - the planned orientation, location and operating characteristics of the three-runway layout, for which Ministerial approval will soon be sought. Central to this theme are changed plans for the third runway from the 2013 and 2018 Master Plans (as discussed in Theme A).

The three-runway layout proposal introduces the Melbourne Airport's Third Runway (M3R) project, which comprises the following on-ground infrastructure:

- A 3,000 metre (plus southern starter extension) runway orientated north-south
- Shortening of existing east-west runway (to deconflict with M3R)
- An extensive network of new and upgraded taxiways to service the three-runway layout.

Master Plan Part C9 Airside Development Plan introduces M3R as capacity enhancement necessary to facilitate forecast growth, within the 'ultimate' four-runway planning context.

Master Plan Part C15 Safeguarding Melbourne Airport describes aviation regulations and local and State planning schemes that govern the relationship between Melbourne Airport's operations and community impacts.

The third runway theme was raised in 310 submissions, which have been categorised as follows.

General sentiment about the proposal for a third runway:

1. Objection
2. Support

Feedback about detailed aspects of the M3R project:

3. Orientation of the third runway (north-south vs east-west)
4. Changes to the existing east-west runway, including operating modes/priority and utility for large aircraft
5. Construction activities and impacts.

APAM's consideration of feedback on each of these issues is detailed in this theme, and subsequent updates to the Draft Master Plan 2022 are described and explained.

The Preliminary Draft M3R MDP contained extensive and thorough exposition and assessment of the project and its reasonably expected impacts and was consulted with the community through a public exhibition held in parallel with MP22. The community were able to comment on M3R plans through the Preliminary Draft Master Plan 2022 and/or the M3R MDP.

This document considers submissions made on the Preliminary Draft Master Plan 2022 that discuss the M3R three-runway proposition for Melbourne Airport. The Supplementary Report to the M3R MDP will consider all submissions relating to that project (a portion of which were submitted to both processes and are therefore replicated in this report).

## 5.5.2 APAM Response to Issues

This sub-section sets out APAM's consideration of and response to the issues that fall under this theme.

### 5.5.2.1 Objection to third runway (general)

**Theme: Melbourne Airport's Third Runway (M3R) Major Development Plan (MDP)**

**Issue: Objection to third runway (general)**

#### Summary of Issue

Over one third of submissions received to Preliminary Draft Master Plan 2022 included a general objection to the M3R proposal.

Though some submissions give no detail for their opposition to the project (e.g. *"I do not support the third runway"*), most provide some justification. A wide range of grounds for objection have been tendered, including:

Community impacts stemming from increased noise (particularly in suburbs near existing flight paths) including:

- Health consequences – particularly related to sleep
- Social outcomes – related to outdoor lifestyle enjoyment
- Detrimental effects on personal property investment values

Preference for alternative solutions (e.g. expansion of Avalon) to accommodate airport demand elsewhere

Corporate growth unfairly overriding western Melbourne residents' welfare.

A few resident representatives organised standardised submissions that captured community sentiments. The most active example was the Keilor Residents and Ratepayers Association (KRRRA), who lodged a submission and also distributed guidance notes that were adapted personally and lodged by 86 members of their community.

The KRRRA raise objections to M3R for the following reasons:

- Consistency with planning history
- Community sentiment and relationship with APAM (as the commercial operator of the lease-hold airport)
- Noise (flight paths, modelling metrics, abatement procedures, monitoring, complaints handling)
- Health effects (sleep disturbance, cognitive development and function)
- Reliability of employment forecasts



- Sustainability and environmental performance and projections.
- Local City Council considerations and responses to the Preliminary Draft Master Plan were broadly representative of their existing engagement with the airport. Three Councils objected to M3R:
- Brimbank City Council:

*“Council acknowledges that the expansion of the Airport is likely to deliver some economic benefit to Brimbank, however when scrutinised, the Master Plan and MDP, fail to adequately demonstrate that the expansion of Melbourne Airport will not result in significantly greater disbenefits to our community through increased health, amenity, environmental, economic and traffic impacts.*

*This submission provides Council’s response to the Master Plan and MDP. For the reasons outlined in this submission, Council does not support the Master Plan or the MDP.”*

Maribyrnong City Council:

*“Maribyrnong City Council (Council) supports the continued role of the Airport as a key economic and tourism gateway to Melbourne, and a substantial employer in Melbourne’s north and west. However, Maribyrnong City Council cannot support the proposed third runway unless the issues outlined in this report are addressed.*

*Issue 1 – Aircraft Noise*

*Issue 2 – Air pollution*

*Issue 3 – Aircraft Obstacle Limitation Surfaces (OLS)*

*Issue 4 – Alternative Options”*

Moreland City Council:

*“Council is not supportive of a strategic vision that will see an additional runway built and airport capacity increased. ... It is Council’s submission that the federal government needs to urgently invest in alternatives to air travel, such as high speed rail to reduce emissions from aviation.”*

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<b>Number of Submitters</b>	259 submissions
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<b>Type of Submitters</b>	Community
	Local government

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**Master Plan Reference**

Very few specific references to the Preliminary Draft Master Plan content have been made within this generalised issue.

Plans for the third runway project are introduced in Master Plan Part C9 Airside Development Plan.

Applicable planning governance – importantly including off-airport noise projections and planning control frameworks relating to the operation of Melbourne Airport with three (and later four) runways - is described in Master Plan Part C15 Safeguarding Melbourne Airport.

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**APAM Position**

General objections to a third runway are acknowledged by APAM but cannot be considered in detail other than as reflective of community sentiment. However, the vast majority of objection submissions contain some guidance towards specific issues of concern – APAM’s position relating to these issues is detailed in relevant sections of this report.

Melbourne Airport reiterates its role as a key economic asset for the State/city. Key to this function is need for the airport to accommodate forecast demand. In 2019 Melbourne Airport was rapidly approaching its operational capacity limit - M3R is proposed within Master Plan 2022 as the best means to ensure that Melbourne’s aviation needs do not become unduly constrained.

Issues A4 Options and Alternatives and A6 Economic Benefits further explain the evaluation process which arrived at M3R as the optimal growth solution. The Draft M3R MDP and Supplementary Report will explain the need and justifications for M3R in detail.

General objections to M3R will also be considered in extensive detail in the Supplementary Report to the M3R MDP.

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**Change to Master Plan**

No changes have been made to the Master Plan as a result of these general comments.

Changes related to more specific issues are considered and detailed in their respective sections of this report.

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### 5.5.2.2 Support for third runway

**Theme: Melbourne Airport’s Third Runway (M3R) Major Development Plan (MDP)**

**Issue: Support for third runway**

#### **Summary of Issue**

Support for the M3R proposition, within the context of Master Plan 2022, has been expressed by a range of community members, industry organisations and local governments.

Though some submissions are broad and direct (e.g. *“I’m supporting this third runway 100%.”*), others encourage growth and expansion of Melbourne Airport for a range of reasons:

#### Tourism opportunity growth

From the Yarra Ranges Council submission:

*“Tourism is integral piece of Yarra Ranges economy, directly providing 1,877 jobs and \$160 million in gross revenue annually. Indirectly, Tourism contributes to the economy across all industry sectors including agriculture, manufacturing, retail trade, accommodation and food services, and arts and recreation services. An increase in international tourism will boost these economies and help provide visitation during off peak times. Additional freight capabilities will also boost our economy.*

*International tourism is also the fastest growing tourism sector in our LGA, and has the highest average spend. An increase in international visitation through Melbourne Airport would further boost international visitation in our region, assisting an economic sector that has been so hard hit in recent years.”*

#### Economic development

Melbourne Airport is a key facilitator for a wide range of industries. Increased airport capacity is an important enabler of economic growth, as reflected by the Melbourne Market Authority:

*“Constructing a third runway at Melbourne Airport would greatly expand Victoria’s export capacity, opening up new overseas markets and export opportunities for small business owners across the state. This would help build a stronger domestic export market, and in turn, a stronger state economy.”*

#### Employment

Melbourne Airport is Victoria’s second largest employment precinct (outside the Melbourne CBD). Expansion of airport capacity will enable overall jobs growth in industries linked to

aviation, including airport-specific skilled employment pathways. A resident of Keilor Downs enthused:

*“I think a North South 3rd runway is a great option and would like to see this happen! I think it would be great to have opportunities to involve young and future leaders in aviation in the project and it’s development.”*

**Rail**

Several submitters draw comparison between Melbourne and other major international airports. Of note are accessibility improvements, particularly rail - which is correlated with M3R and overall growth, as reflected by a community member: *“I currently live under a flight path and am all in favour of building the third runway and Airport rail link!”*

<b>Number of Submitters</b>	18 submissions
<b>Type of Submitters</b>	Community Non-government organisations
<b>Master Plan Reference</b>	Various
<b>APAM Position</b>	APAM acknowledges and appreciates the support of those who have lodged submissions to the Preliminary Draft Master Plan 2022 endorsing the plans for a third runway.
<b>Change to Master Plan</b>	No changes are proposed to the Master Plan.

### 5.5.2.3 Third runway orientation

**Theme: Melbourne Airport’s Third Runway (M3R) Major Development Plan (MDP)**

**Issue: Third runway orientation**

#### Summary of Issue

An array of community and local government submissions detail specific objection to the third runway if oriented north-south (as opposed to east-west). Almost all originate from areas aligned with the northern and southern approach/departure M3R flight paths. The following themes are evident within these submissions:

- Concentration of noise in communities already impacted

Several submissions demonstrate a perception that APAM has unjustly allocated impacts to communities already affected by aircraft noise. This is often coupled with assertion that the community impact of an east-west runway would be lower.

*“By planning to have the runway parallel to the existing runway 34 (N-S), you have chosen to further concentrate aircrafts over more suburbs and ones that highly dense with population. A runway parallel to existing runway 27 (E-W) would seem more logical, as the flight path will over fewer suburbs in comparison to your proposal and those that are less densely populated currently.”*

*“There is enough aircraft traffic as it is through West Footscray. There isnt that many houses/suburbs west of the airport or East, would it not make more sense to build a runway that runs in that direction instead?”*

- Impact of changed runway orientation on investments

Some people made decisions about house purchases with the expectation that the third runway would be oriented east-west (09R/27L per RDP) - but now find their homes within M3R noise impact zones.

*“The second point of lack of fairness, is a recent and personal one, but which likely affects many thousands of other local residents. When we purchased our home in Keilor in 2013 we closely examined all planning details for the Melbourne Airport and likely impacts over the next 10-20 years. It was clear from the Master Planning that a planned third runway would be aligned East-West, not North-South. Indeed the 2013 Master Plan indicated that “the East-West runway had a higher capacity and was thus the preferred nomination for Melbourne Airports third runway” (A3.3.3). Hence, we were assured to proceed with our purchase in 2013.*

*This careful planning on our part has all been thrown up in the air by APAM who have suddenly discarded that approved Master Plan and instead now propose that the third runway be aligned North-South. This will have direct impacts on us personally due to overflight and noise/vibration to our home.”*

<b>Number of Submitters</b>	39 submissions
<b>Type of Submitters</b>	Community Local government
<b>Master Plan Reference</b>	Part C2 Section 2.3.1.1 Part C9 Section 9.2.1.1 Part C15 Section 15.5.2
<b>APAM Position</b>	<p><b>Planning Review selection of north-south orientation</b></p> <p>There are claims that an east-west orientation (runway 09R/27L) would result in less community impact, which is incorrect. Community impact minimisation is one of the outcomes of the Planning Review of RDP, which resulted in M3R.</p> <p>Full context of runway planning at Melbourne Airport is outlined in Theme D, including the Planning Review rationale for selecting 16R/34L (orientated north-south) as the third runway to be built.</p> <p><b>Changed runway orientation (RDP to M3R)</b></p> <p>APAM acknowledges the significant concerns of community members that made decisions about purchases with regard to the third runway orientated east-west, and subsequently find themselves in north-south runway impact areas. This is a regrettable product of the 2013 and 2018 Master Plan assertions that RDP was the best course of action to deliver the runway capacity required to meet Melbourne Airport’s forecast growth. APAM acknowledges that these members of the public informed themselves of the airport’s effects and factored these into important decisions. It is unfortunate that the airport’s changed strategy – however well justified for operational reasons - undermines that care.</p>
<b>Change to Master Plan</b>	No changes have been made to Master Plan 2022 relating to the orientation of the planned third runway.



Ongoing engagement should continue to include an explanation of the choice of north-south orientation for the third runway (as opposed to east-west and following the RDP Planning Review). Section 3.3 has been updated to reflect.

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#### 5.5.2.4 Shortening of existing east-west runway

**Theme: Melbourne Airport’s Third Runway (M3R) Major Development Plan (MDP)**

**Issue: Shortening of existing east-west runway**

##### **Summary of Issue**

Community uncertainty about the logic and justification of shortening the existing east-east runway is reflected in the following submissions:

*“The documentation refers to a fourth runway plan with the existing east west being extended. It’s also noted that the existing east west runway would be shortened under the third runway proposal. It doesn’t make sense to shorten this runway and then extend it later.”*

Hume Residents Airport Action Group and Melbourne Airport Community Action Group (HRAAG/MACAG):

*“Section 9.2.1.5 indicates that the location of the new runway conflicts with the Runway end safety Area for the existing east/west runway, meaning the e/w runway will have to be shortened. Does this pose a barrier to lengthening the east/west runway when the fourth runway is also constructed?”*

The M3R MDP Chapter A3 *Options and Alternatives* explains the evaluation of options and alternatives that arrived at the proposed M3R layout, including changes to 09/27.

The concentration of flights to the north and south, in part due to the shortening of 09/27, is raised by residents in those regions:

Keilor resident: *“The proposal for a NS 3rd runway is based on the notion of current prevailing wind conditions. The proposal also requires the existing East West runway to be shortened, making it barely usable for just 3-4 days of the year. .... It is proposed that the EW runway will be shortened, making it barely usable throughout the year. The shortening of the EW runway is serious for the Communities impacted by the proposal.”*

Of 60 submissions received that comment on the plan to shorten runway 09/27, 49 were lodged by private residents using variations of the proforma objection letter promulgated by the Keilor Residents and Ratepayers Association Inc., which states: *“Proposed shortening of the existing east/west runway indicates that the runway will not be a viable alternative that can be used to*

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*have aircraft depart to the west over a corridor of open, non-residential land.”*

*Keilor resident: “Melbourne Airport have indicated that under the proposed third runway model that the east west runway will only be used during rare wind conditions – estimated to impact 4 per cent of flights and around 11 days of the year. Use of the east west runway when conditions allow provides much needed respite for adjacent communities as well as being an effective noise abatement tool to mitigate night time noise.”*

*Keilor resident: “The MDP does not list any modes of use of the East West runway. According to the MDP the E-W runway will be shortened by 346 meters with unknown consequences to its effective utility. I have put questions to Melbourne Airport regarding the effects of shortening the EW on its utility and have not received a meaningful answer.*

...

*To minimize the noise over residential areas in the short term there must be a full length and fully capable E-W runway. This will be vital in keeping noise away from residential areas when weather conditions do not favor the proposed SODPROPS night time priority mode.”*

<b>Number of Submitters</b>	60 submissions
<b>Type of Submitters</b>	Community Local Government
<b>Master Plan Reference</b>	Part C9 Section 9.2.1.5
<b>APAM Position</b>	<p><b>Reason for shortening runway 09/27</b></p> <p>Temporarily shortening runway 09/27 is a practical and effective infrastructure feature of the M3R project. It has been included after an extensive options assessment during the concept design phase of the project. Its inclusion in the project scope has been consulted with and agreed to by airline stakeholders.</p> <p><b>Future expansion capability</b></p> <p>As highlighted in Theme D, Master Plan 2022 retains extended length of the existing east-west runway in the long-term concept, to enable this capability if required in future.</p>

### East-west runway use during operation of M3R

The east-west runway already has restricted availability in certain weather conditions for some aircraft types, due to its length.

2019 use of 09/27 by aircraft group demonstrates its overall utility:

Aircraft Group	Movements on 09/27	% total aircraft group movements on 09/27
<b>A320, A321, B738, DHC-8, Saab 340</b>	81,619 (85%)	44%
<b>A330, B787</b>	7,004 (7%)	23%
<b>B777, A350</b>	1,610 (2%)	16%
<b>A380, B747</b>	191 (0.2%)	4%

Introduction of the parallel north-south runway system will change traffic flow priorities to meet capacity demand, consequently reducing the share of flights allocated to 09/27. An effect of this is concentration of most flights to the north and south of the airport. Runway 09/27 use will be restricted during strong easterly or westerly wind conditions, and when operationally desirable in periods of very low demand.

The M3R MDP makes reference to the assumptions used for noise modelling of the third runway (Section C4.5.4):

*“In order to avoid understating the potential impacts of M3R, noise modelling did not consider utilisation of existing east-west runway (09/27). However, its use could be incorporated in future if it is considered to yield operational and/or noise benefits”.*

APAM acknowledges that this was not included in the Preliminary Draft Master Plan 2022. This commentary is thus proposed for ‘Section 15.5.5.2 ANEC: M3R three-runway airfield’, which discusses the runway operating modes used for the three runway ANEC.

Options to address the concerns regarding the third runway development will be addressed further within the Supplementary Report to the Draft M3R MDP.

**Change to Master Plan**

Section C15.5.5.2 of the Draft Master Plan 2022 now includes:

*“In order to avoid understating the potential impacts of M3R, noise modelling did not consider utilisation of existing east-west runway (09/27). However, its use could be incorporated in future if it is considered to yield operational and/or noise benefits”.*

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**5.5.2.5 Construction**

**Theme: Melbourne Airport’s Third Runway (M3R) Major Development Plan (MDP)**

**Issue: Construction**

**Summary of Issue**

The construction effort for M3R is projected to require on-site cut-and-fill movement of around six million cubic metres of soil, of which between 70 and 90 percent will be sourced within the site. APAM has undertaken to employ circular economy principles wherever possible, and in line with its sustainability policy. Opportunities for sustainable engineering will be explored and detailed in the Construction Environment Management Plan (CEMP) (to be produced during detailed design and construction preparation). M3R shall demonstrate its consideration of re-use opportunities, such as this submitted recommendation:

*“In the plans, the airport says it will use approximately 70% of landfill from surrounding airport areas and the rest (which is still in the millions), will be imported. Can’t the airport bring in crushed glass and crushed concrete and bricks from building sites and recycling facilities which would ordinarily go to landfill anyway. It will reduce landfill and this material is also being used on roads and is just as strong as using new aggregate.”*

Essendon Airport raises a proposition for future cooperation:

*“We understand proposed delivery of the third runway will necessitate extensive on site civil works and require an estimated six million cubic metres of fill.*

*The concept of importing fill between the two airport sites (both being Commonwealth land) has been floated as a possibility to enable various development projects at both sites.*

*At the appropriate point in time, we would welcome further discussion in relation to use of excess soil from the EFA site to facilitate the construction of M3R, once approved.”*

The construction phase of M3R is expected to provide direct employment for ~650 people across a range of skilled and labour professions. Opportunities for construction and ongoing employment are of particular interest to local communities, as expressed by private citizens, the Melbourne Airport Community Aviation Consultation Group (CACG) and Brimbank and Hume

City Councils. The following quote from a community member demonstrates a range of interest in ongoing airport employment avenues:

*“Upon completion of the runway what are the arrangements for ongoing employment for those staff used in construction? Are they to be abandoned after providing their labour or will there be a re-training plan or offers of work in other capacities or at other location also owned by the airport management?”*

The Melbourne Airport Community Aviation Consultation Group (CACG) raised several specific queries relating to the construction phase of M3R:

#### *“Urban Ecology*

*3. What performance requirements will be inbuilt to the Construction Environment Management Plan (CEMP) and other procurement documents to ensure:*

*3.1. Setting a maximum ceiling for tree removal (both Native Vegetation and amenity trees)*

*3.2. The robust review of trees requiring to be removed to limit tree removal and maintain canopy cover”*

*5. How has MA incorporated best practice Urban Ecology management from other major projects – such as...use of low Carbon concretes and other circular economy opportunities...?”*

#### *Environmental Management*

*8. How will MA interface with environmental impacts of the Airport Fast Rail and manage the potential accumulated impacts of that project such as laydown areas for works?*

*11. The Construction Environment Management Plan (CEMP) is to be developed only after the approval of the MDP. Will MA ensure there will prior engagement with surrounding off airport landowners, councils and the wider community?*

*13. CACG notes ‘manage and where possible minimise the impact’ applies to many areas of potential impact. How will MA ensure finding opportunities to ‘minimise’ is seen as a priority in design and construction, and is built into the performance requirements of contractors who undertake the works?*

*14. How can the community be comfortable that decisions are being made with adequate and balanced value attached to community values and expectations compared to, for example: costs; ease of design or construction; speed of design or construction?*

#### *Construction Traffic*

*59. What roads will be utilised during the building phase of the third runway? What considerations have been taken to identify*

*the increase in traffic conditions on local businesses that use the roads?*

#### *Economic Benefits*

*CACG acknowledges the significant amount of employment MA facilitates on site.*

*70. What commitments are made towards local, indigenous or other special programs for sourcing workers during future construction?"*

Brimbank City Council, as a neighbour of Melbourne Airport, has a substantial stake in the impacts and benefits associated with M3R construction. Several elements of their submission reflect this:

*"A summary of Council's feedback and outcomes sought from the future development of the Master Plan and MDP are provided below:*

#### *2.7 Access*

*A commitment from Melbourne Airport to work with Brimbank and surrounding councils to manage the construction impacts of the Airport on local roads."*

*A commitment from Melbourne Airport that trucks will be prohibited from accessing McNabb and Arundel Roads during any construction period, as these roads are not constructed to carry heavy loaded truck movements, while the Arundel Road Bridge over the Maribyrnong River is not suitable for fully loaded truck movements.*

#### *5.7 Access*

*Council notes the anticipated increase in truck movements outlined in the Master Plan and considers this increase should be limited to the internal road network of Melbourne Airport and the arterial road network. Council is concerned that the local road network, inclusive of Arundel Road in Brimbank, has not been designed for such movements and would require substantial remediation and ongoing maintenance throughout the construction period."*

*"If the Master Plan and MDP are approved, a 'Construction Traffic Management Plan' will be required and implemented by Melbourne Airport in conjunction with DoT. As outlined previously no truck movements should be permitted on Arundel Road, and all construction vehicles should be required to utilise the southern access of the airport via Operations Road.*

#### *Recommendation*

*"Council submits that the approval of any Master plan and MDP be deferred until the following is included in the documents and*

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*an appropriate opportunity be provided for public review and comment:*

*A commitment from Melbourne Airport to work with Brimbank and surrounding councils to manage the impacts of the Airport, including any construction processes, on local roads.*

...

*A commitment from Melbourne Airport that trucks will be prohibited from accessing McNabb and Arundel Roads during any construction period, as these roads are not constructed to carry heavy loaded truck movements, while the Arundel Road Bridge over the Maribyrnong River is not suitable for fully loaded truck movements.”*

## *5.2 Air Quality*

*“The predicted concentration of nuisance dust illustrated in the MDP extend beyond the airport boundary into Brimbank, close to the residential receptor on Overnewton Road. Monitoring should be implemented at this location during the construction of the 3rd runway to ensure that the impacts are being managed so as to confine impacts within the airport boundary and not on the Brimbank community”*

## *5.8 Environment*

*“While noting that mitigation measures are intended to be implemented through the proposed ‘Construction Environmental Management Plan’, which seek to reduce impacts where possible. The limited detail outlining the efforts made to avoid and minimise such impacts, should be more clearly described before progressing to the consideration of relevant offsets.”*

*“Melbourne Airport’s documentation identifies that if appropriate management or mitigation controls are not implemented, the presence of contamination in soils, sediments and groundwater and that the generation of wastes have the potential to impact the environment as part of the construction and operation of the third runway. Council is supportive of the principles proposed to manage contamination, however specific management measures of the poly-fluoroalkyl substances (PFAS) are yet to be confirmed and it is unclear if the target to treat 100% of PFAS impacted wastewater includes impacted surface water discharge. Council recommends that the draft PFAS strategy is given to the relevant PCG and relevant stakeholders for comment, prior to any approval.”*

*“Finally, Council notes that a Construction Environmental Management Plan (CEMP) will be developed following final design approval. Council has concerns around the environmental management of the construction project and want an opportunity*

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*to review the CEMP, and for it to be made available for public review and comment, prior to its approval.”*

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<b>Number of Submitters</b>	8 submissions
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<b>Type of Submitters</b>	Community Local Government Non-government
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<b>Master Plan Reference</b>	None – comments relate to M3R
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<b>APAM Position</b>	<p>APAM's undertakings relating to construction of M3R are included in the M3R MDP. M3R construction-related topics raised include:</p> <ul style="list-style-type: none"> <li>- Sustainability objectives (including circular economy principles) <i>Chapter A7 Sustainability Framework</i></li> <li>- CEMP (including PFAS management strategy) <i>Chapter A5 Project Construction</i></li> <li>- CTMP <i>Chapter A5 Project Construction</i></li> <li>- Air quality monitoring. <i>Chapter B10 Air Quality</i></li> <li>- Local and specialist employment objectives <i>Chapter A7 Sustainability Framework</i></li> </ul> <p>APAM has acknowledged each in this section, along with some high-level responses. However, because they relate to the M3R project, these submissions will be further addressed in detail in the Supplementary Report to the Draft M3R MDP.</p> <p><b>Construction Environment Management Plan</b></p> <p>Specific information about M3R ecology management - including the role, scope and development of the CEMP and sustainability initiatives, are detailed in the M3R MDP. The Supplementary Report to the Draft M3R MDP shall address the queries relating to this topic in detail.</p> <p>The CEMP process will be governed by APAM's Environment, Social and Governance (ESG) framework, which details the</p>
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organisation’s principles and undertakings towards responsible conduct of its business and operations – including its role within the community.

Where the CEMP governs matters that have (or potentially have) off-airport impacts - such as waterways, noise, dust or other air quality factors – they shall also be appropriately consulted within the community. Undertakings for ongoing community and stakeholder engagement after M3R approval and through construction activities are made in Draft Master Plan 2022 as well as the M3R MDP.

Regarding Brimbank City Council's environmental concerns about the M3R project - as described in M3R MDP Chapters B5 'Ecology' and E3 'Offset Management Strategy', offset requirements have been determined in accordance with the EPBC Act Environmental Offsets Policy hierarchy of prioritisation:

*Avoid → Mitigate → Offset*

Brimbank City Council is assured that all practicable efforts are applied by APAM to responsibly manage its impact upon Matters of National Environmental Significance (MNES) through construction and operational activities. Further detail of these efforts will be provided in the Draft M3R MDP and accompanying Supplementary Report.

APAM has undertaken to exercise specific management of PFAS through a management strategy (to accompany the CEMP) that shall be developed as part of detailed design and construction planning processes. This strategy shall address PFAS hazards and management for the full extent of temporary and permanent impact areas of the M3R project, including surface water discharge.

The M3R CEMP, including the PFAS management strategy, will be consulted with relevant stakeholders.

### **Collaboration with Essendon Airport**

Regarding Essendon Airport’s request for *“further discussion in relation to use of excess soil from the EFA site to facilitate the construction of M3R, once approved”*, APAM will engage with EAPL during detailed construction planning to discuss this opportunity further.

### **Employment opportunities for local and Indigenous communities**

The relationship that APAM has with local city councils is critical to the airport, which strives to ensure that local governments are briefed and engaged with projects happening across the precinct. Melbourne Airport knows that it is important to communities, and that ensuring councils have the right information at the right time helps facilitated well informed conversations and engagements.

The economic benefits of the airport’s expansion, local procurement and employment growth positively impact the north-west region, and the airport’s continued development will increase opportunities for the local community.

APAM has received (post-exhibition) correspondence from Brimbank City Council advising their choice to not continue with the Memorandum of Understanding and partnership opportunities that could have been facilitated following COVID-19. Though this framework has been removed, APAM will continue to ensure the economic benefits of the airport grow for Brimbank’s population.

### **M3R interface with Melbourne Airport Rail**

The proposed Melbourne Airport Rail (MAR) construction area is far (approximately two kilometres) removed from the M3R site and access/laydown footprint. It is unlikely there will be any need or benefit to interface these projects.

### **Construction traffic**

Though undertaking is made to minimise strain on roads accessing the site, there will be additional traffic, including staff and heavy transport, throughout the duration of the build. The M3R MDP discusses the future development of the detailed Construction Traffic Management Plan (CTMP), which shall carefully manage the flow of this traffic with consideration of known and projected external road performance and limitations.

Brimbank Council requests commitments regarding construction traffic on local roads prior to approval. APAM responds that the Master Plan is a high-level strategic planning document, and road traffic planning for individual construction projects is not appropriate for inclusion. The M3R MDP does, however, describe the process for developing a detailed Construction Traffic Management Plan (CTMP) for the third runway project, which will address these queries. The CTMP shall carefully manage construction traffic routes and flow with consideration of road capacities and capabilities – including McNabs and Arundel roads, and the bridge over the Maribyrnong River.

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#### **Change to Master Plan**

Undertakings for ongoing community and stakeholder engagement after M3R approval and through construction planning and on-site works are already included in Master Plan 2022. No further changes have been made.

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### **5.5.3 Summary and Conclusion**

The formal introduction of M3R, as the proposition for Melbourne Airport's third runway, is a key element of Master Plan 2022. This project has understandably drawn a great deal of attention during the public exhibition – resulting in significant commentary in MP22 submissions.

Though M3R-related commentary, where addressed/applicable to MP22, has been addressed in this theme, more extensive analysis and consideration of project feedback shall be demonstrated in the Supplementary Report to the Draft M3R MDP. APAM assures the community that thorough and detailed analysis of the consultation outcomes (including proposed changes to the project) shall be demonstrated and made available through that process.

## 5.6 Theme F: Airspace Design, Operations and

### 5.6.1 Overview of Theme

This theme relates to the topics covered in Master Plan Part C15: Safeguarding Melbourne Airport.

This theme was raised in 241 submissions. The majority of these submissions raised concerns over the proposed flight paths and runway operating modes.

The following issues are grouped under this theme:

1. Flight paths, flight rules and airspace architecture
2. Runway operating modes
3. Impact on other airports

Each of these issues is addressed below.

### 5.6.2 APAM Response to Issues

This subsection sets out APAM's consideration of and response to the issues that have been grouped under this theme. Changes made to the Master Plan following the public exhibition are also discussed.

#### 5.6.2.1 Flight paths, flight rules and airspace architecture

**Theme: Airspace Design, Operations and Interactions**

**Issue: Flight paths, flight rules and airspace architecture**

#### **Summary of Issue**

A significant number of submissions expressed concerns about flight paths, including:

- Existing flight paths located over their property or suburb
- Flight paths proposed over residential areas
- Impacts of flight paths (e.g. noise and pollution)
- Low altitude of flights
- Application of track 'spreading' and/or 'shortening' on the concentration of flights over particular areas.

Requests and suggestions for change to the proposed flight paths include:

- No flight paths over residential areas
- Distribute flight paths away from that submitter's area of interest
- Disperse flight paths to 'share' impact between communities
- Direct flights over farmland and green wedges to west and north.



There was a submission expressing concern of flight paths over a community member's property located in a Rural Conservation Zone and near the Hanging Rock heritage site.

Some submissions asked what other flight path options are available.

One submission referred to the minimum flying heights governed by Regulation 157 of the Civil Aviation Regulation referring to low flight over community. The submission queried the altitude outputs of the noise tool (below 1,000ft) when the regulation requires a height of 1,000ft over towns and populated areas.

There were submissions that requested more information on flight paths. References were also made to difficulty in using and understanding the noise tool and related data, including that current arrival corridors are not accurately presented.

The submission from the Melbourne Airport Community Aviation Consultation Group (CACG) sought commitment from APAM to proactively ensure community understands the impacts of the new flight paths. They noted that "*doing the minimum required by Airservices does not result in Melbourne Airport being a good neighbour*". CACG also asked if APAM is actively seeking to produce flight path designs which prioritise minimising impacts on residential communities.

The joint submission from Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG) indicates a concern that planning history, particularly how thousands of homes came to be built directly under flight paths, is not articulated within the document. The submission also queries whether the flight paths can be relied upon as they are developed by the airport, citing that indicative flightpaths for Brisbane Airport were misleading.

The East Melbourne Group (EMG) submission noted "*green wedges have been used to modify noise impacts on communities southwest of the airport*" but asked what was being done to alleviate the impact on the south and east of Melbourne. They specifically queried whether the 'Blue Wedge' (presumably Port Phillip Bay) is being used for approaches to Runway 27. They also asked several specific questions regarding the proposed flight paths relative to East Melbourne. The submission also queried whether the Municipal Association of Victoria was contacted so that they may alert the relevant Councils of possible impacts and thus convene meetings within their communities to highlight and discuss impacts from new flight paths. EMG listed several Councils that they felt should be engaged.

References were made to assurances that were given by the Commonwealth Government to the City of Keilor in the early planning stages (circa 1960) that aircraft would not fly over Keilor.

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This commentary comes from a proforma prepared by the Keilor Residents and Ratepayers Association (KRRRA).

The submission from KRRRA referred to several flight path topics. These included:

- Concern the new flight paths traverse three schools, a childcare centre and a kindergarten
- Opposition to any creation or expansion of flight paths that pass over Keilor
- Assertion (social record) that the existing north-south runway was moved 10 degrees to align the flight path east of Keilor Village (rather than being parallel to Essendon)
- Disregarded assurances given to the City of Keilor that no flights would pass over Keilor.

The Victorian Transport Action Group (VTAG) submission stated that the “1990 ANEF map for ultimate 2050 Airport capacity confirms there are no flight paths south of Old Calder Highway”.

A significant share of submissions referenced the current flight paths for the existing runways. Topics included:

- Concern flight crew are not adhering to current procedures (e.g. not following step-down approach)
- Availability of information on current flight paths
- Recommendations for changes
- Location/rationale for navigation waypoints
- Unusual (potentially dangerous) pilot behaviour observed.

Several submissions suggested that community consultation for certain recent flight path change projects has been inadequate, resulting in community consternation about impacts. The most notable example is the Smart Path for Runway 34 with lowered airspace south of the airport. This change consultation was specifically raised in Maribyrnong City Council’s submission.

Brimbank City Council’s submission expressed concerns regarding current and proposed flight paths and the impact they have on the community. Their health impact assessment included community focus groups, in which some members remarked that there has been increase in flights that seem to circle back over their suburbs after take-off.

Yarra Ranges Council submission noted that, based on the analysis within the Preliminary Draft Master Plan and Preliminary Draft M3R MDP, some areas of their region “*may have additional flight paths overhead*”.

The Wyndham City Council’s submission requested that, where practical, Melbourne Airport direct flight paths over green wedges and undeveloped regions to mitigate noise impacts.

Moonee Valley City Council's submission noted that the Master Plan should articulate flight paths and potential curfews (on some or all runways) to safeguard 24-hour operation by mitigating the most severe impacts of expansion. They also note that the Council is concerned about any changes to airspace and flight paths at Essendon Fields that may result from expansion of Melbourne Airport.

The Essendon Fields Airport Limited (EAPL) submission references Section 15.12.2 of the Master Plan that notes that APAM and EAPL prescribed airspaces overlap. They note that there is no detail regarding the way the airspace is currently shared or proposes to be shared in the future. EAPL specifically note that there is a lack of reference as to any process to manage impacts on Essendon Fields or the community in relation to changes to the prescribed airspace.

A submission from a developer claimed delays caused to their project in the CBD due to uncertainty of airspace design and procedures. They state that investment and development potential within the CBD will be reduced by the runway development (flight paths) and that APAM's plans appear to be in conflict with the Victorian Government's strategic planning objective for the future development of Melbourne.

The Moorabbin Airport Chamber of Commerce Inc. (MACCI) submission referred to Visual Flight Rules (VFR) lanes within the Melbourne Basin, specifically the Melbourne Inland Route (from the Kilmore Gap to Sugarloaf Reservoir) and the Melbourne Coastal Route (from Laverton DOM Tower to Carrum). Moorabbin Airport was briefed about M3R by APAM, however MACCI was not and felt APAM should have engaged with the Moorabbin Airport community. Of concern to MACCI were airspace changes discussed with a member during public exhibition, but not covered within the Master Plan. These include:

- Potential changes to airspace associated with shortening the east-west runway. MACCI would like to be informed of any plans should changes occur
- Implications of lowering airspace to the north of the airport and the proximity to the Melbourne Inland Route by the Kilmore Gap, noting specifically the terrain in this area
- Implications of lowering airspace to the south of the airport and the Melbourne Coastal Route (noting that the current airspace was lowered in 2019 to 2,000ft)
- Implications of lowering airspace over Port Phillip Bay for VFR aircraft, as well as flow-on effects for Essendon Fields, Avalon and Moorabbin Airports
- Potential application of a 'flexible airspace model' - recommended Los Angeles International (LAX) may be an example of how to manage Regular Public Transport (RPT) and General Aviation (GA) through the use of VFR corridors.

MACCI recommended no reduction to Class G Airspace to the north, south or over the Port Phillip Bay. Additionally, APAM and Airservices should strive to maintain all Class G airspace within the Melbourne Basin and any reductions should have extensive, meaningful and collaborative consultation with Basin VFR users prior to a decision.

The Civil Aviation Safety Authority (CASA) did not lodge a submission regarding the Preliminary Draft Master Plan.

The Airservices Australia (Airservices) submission noted no comment upon the Master Plan. Airservices has reserved comments for the Preliminary Draft M3R MDP.

<b>Number of Submitters</b>	224
<b>Type of Submitters</b>	Community Government Non-government organisation
<b>Master Plan Reference</b>	Part C15 Safeguarding Melbourne Airport Section 15.5 Forecast Airport Development and Flight Paths Section 15.12 Managing the Risk of Airspace Intrusions.
<b>APAM Position</b>	<p>To prepare for this Master Plan and the M3R MDP, significant airspace concept design development has been undertaken by APAM with input and review by Airservices Australia. The airspace design has been completed to ‘concept’ stage and will be developed further through the detailed airspace design process in preparation for opening the runway.</p> <p><b>Flight Path Design</b></p> <p>Development of flight paths and modes of operation was developed according to ‘Functional Requirements’, which were subsequently reviewed against the new Airservices ‘Flight Path Design Principles’. The fundamental parameters of the preliminary flight path development stage were:</p> <ul style="list-style-type: none"> <li>• Safety – paramount in all procedure development and will not be compromised</li> <li>• Air Traffic Management (ATM) requirements – procedures will be fit for purpose and based on sound air traffic management requirements to deliver the required capacity in an efficient manner</li> </ul>

- Environment – noise, other environmental and social impacts will be minimised to the extent practical to achieve safe and efficient operations.

Where these requirements conflict, resolution follows the above order of priority. Safety will always take the highest priority and delivering sufficient airspace capacity is a fundamental principle underpinning the provision of runway infrastructure. However, for noise abatement at sensitive times (e.g. at night) consideration of aircraft noise impacts may be prioritised over ATM efficiency requirements.

APAM notes that Airservices Flight Path Design Principles and Commitment to Aircraft Noise Management underpin how flight path changes are designed, developed and implemented to deliver a balanced outcome of ensuring safety, operational efficiency, protecting the environment and minimising the effects of aviation noise on the community, wherever practicable.

APAM understands concern from Councils and community regarding impacts of flight paths over residential areas. A significant driver for Melbourne Airport's location in Tullamarine was to place the airport in an area where community impact would be minimised. Planning controls for airport noise were introduced in 1992 (following the Melbourne Airport Strategy and Environment Impact Statement). However, prior to those controls being introduced, residential development had radiated from Melbourne's inner city towards the airport estate. This continued (albeit at a lower rate) post-controls. Efforts to minimise further residential development in areas of airport impact are discussed in Theme C: Land Use Planning and Safeguarding.

Though efforts have been made to avoid residential areas through flight path design, total avoidance is not possible for any runway layout. Complexity is added by flight path design safety requirements that apply to independent parallel runway operation, and which are required to meet forecast peak demand at the airport.

APAM has developed flight paths that support operations to and from the north (maximising overflight of sparsely populated green wedge) through the operational mode Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS). A limitation of this mode is the strict weather conditions required to safely operate.

APAM has also ensured that the flight path design can incorporate Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) to reduce fuel burn and aircraft noise impacts.

Specific changes to the flight path corridors since the 2018 Master Plan are outlined in Section 15.5.2 of the Master Plan. Within this section, there are three items that relate to greater use of 'green wedge' areas:

1. 34L departures now track north or turn left before Sunbury
2. Introduction of Required Navigation Performance – Authorisation Required (RNP-AR) arrival route on 34L
3. Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS).

The East Melbourne Group raised a specific question regarding Section 15.5.2 and in reference to strategies for alleviating impact to the south and west of the airport: *“current green wedges have been used to modify impacts on communities southwest of the airport”*. APAM is not able to identify where the reference is drawn from, however respond that the Master Plan includes SODPROPS flight paths (directing aircraft to the north and west of the airport at night), use of CCO and CDO procedures and inclusion of the four runway flight paths considering all areas around the airport. It is worth noting that the changes for the areas to the east of the airport include (specifically for the third runway as outlined in the Preliminary Draft M3R MDP):

- Departures from Runway 16L (existing) currently head west, however with the third runway they will maintain a runway-aligned path and climb to 4000ft before turning east. This is to maintain separation from Essendon runway 17 departures, which turn left and climb to 3,000ft.
- Arrivals from the west onto either Runway 16L or 16R will no longer track east and south of the airport.
- Existing arrival flight paths for Segregated Modes using Runway 34R (and proposed for Runway 34L) will be retained.
- RNP-AR and ILS/GLS approaches for parallel Mixed Mode operations on Runways 34L and 34R will be introduced.

As advancements are made in flight path design, APAM will continue to work with industry to ensure any options to reduce impacts on communities are explored and implemented where possible.

Regarding the submission referring to Regulation 157 of the Civil Aviation Regulation requiring a minimum altitude of 1,000ft over towns and populated areas - that Regulation does not apply when an aircraft is in the process of take-off or landing. Where the noise tool presents an altitude result below 1,000ft that location is below a landing or take-off procedure. APAM will include explanation of this point to our community portal FAQs section.

APAM developed a new online aircraft noise and flight path tool to support exhibition of the Master Plan and M3R MDP. The tool is designed to help inform the community about the location and expected noise experiences of proposed flight paths. Every effort has been made to make this complicated and highly technical topic accessible and understandable for the community. APAM is committed to further improving the tool and keeping it available online for community use.



APAM assures the CACG (and broader community) that it has demonstrated commitment to ensuring the community understands the impacts of both current and proposed flight paths. Extensive efforts were made during the public exhibition and are planned through the approval, construction, detailed airspace design and operational commissioning phases of the project. Specifically, regarding priorities in flight path design, APAM has been clear that safety is the first priority, with capacity second and environment (including community) third. It is noted that during the night and periods of lower demand, aircraft noise impacts can take precedence over capacity. It is important to note that flight path design cannot be regarded in isolation of the runway operating modes.

APAM will continue to work closely with Airservices and other industry stakeholders to ensure that Melbourne Airport operations meet the highest safety standards and incorporate the most environmentally sustainable practices wherever practicable, beyond the minimum standards required under the *Airports Act 1996*. This includes continual improvement of the community engagement approach, based on the learnings and community feedback from other aviation infrastructure developments around the country as well as international best practice. APAM and Airservices are committed to working together and with community to improve trust, credibility and sustainable engagement.

The East Melbourne Group submission references availability of flight path information - the online noise tool ensured this information was continuously available during the public exhibition period, supported by APAM communications and engagement events. The noise tool remains available to the community and APAM continues to engage with the community about questions and queries about flight path designs and noise forecasts. APAM agrees that relevant Councils should be thoroughly aware of the proposed flight paths and impacts thereof. As noted in this report, individual Council briefings were provided for: Brimbank, Hobsons Bay, Hume, Macedon Ranges, Maribyrnong, Melton, Moonee Valley and Yarra. These Councils were selected based on the extent of the N-above contours in the M3R MDP.

### **History of Flight Paths**

The history and evolution of airport planning and design is a popular topic throughout the submissions, including as raised by HRAAG and MACAG. APAM agrees this is important, and this feedback highlights an opportunity and interest for a detailed and accurate account. Having turned 50 years old in 2020, now is an opportune time to complete a literature review of the historic planning for Melbourne Airport.

APAM notes KRRRA's opposition to any creation or expansion of flight paths that pass over Keilor, and the message "*original planners gave assurances that aircraft would not fly over Keilor*".

APAM has not been able to find reference to this assurance within the 1989 MAS, when alternative runway alignments were being explored. The report does however identify the wide spaced north-south runways explored (referred to as SC1A and SC2A) can be “*expected to impose aircraft noise over an area of Keilor not currently affected*”. It should be noted that the preferred runway strategy within the MAS (SW1A) was updated to reflect review commissioned by process the Municipalities of Broadmeadows, Keilor and Shire of Bulla. This review recommended the alignment of the north-south runway be 1,311m to the west of the current runway. This runway layout, as proposed in all Master Plans which utilised the layout from the Supplement to the Melbourne Airport Strategy and Draft Environment Impact Statement (Supplement Report 1990), renders avoidance of flight paths over Keilor unavoidable. There is an associated assertion that Melbourne’s runway was rotated 10 degrees to avoid Keilor Village (rather than parallel to Essendon Fields). While it is correct that the runways are not parallel – Melbourne’s runway is rotated six degrees (Melbourne is 160 / 340 and Essendon is 166 / 346) - we are unable to confirm the “*social record*” quoted.

It is not clear how VTAG have concluded that there are no flight paths south of Old Calder Highway within the 1990 ANEF map for ultimate 2050 airport capacity. The Supplement Report 1990 includes no flight paths but does include noise contours. The ANEC included in the Supplement Report 1990 (Figure 4.1) shows that the 20 contour goes beyond the Old Calder Highway - inferring that a flight path does go beyond this road.

### **Brisbane Airport Parallel Runway Outcomes**

Several submissions, including the joint submission from HRAAG and MACAG, TCPA and VTAG, reference outcomes of the new runway at Brisbane Airport. In particular, HRAAG and MACAG assert that the indicative flight paths for Brisbane Airport were misleading, and that the flight paths prepared by APAM thus cannot be relied on. APAM has been clear about the ‘concept’ nature of the airspace design and that a further detailed airspace design process will occur as the M3R project develops. Further community engagement will occur in that process. A range of factors have contributed to the situation in Brisbane and APAM will continue to engage with Airservices, DITRDCA and Brisbane Airport Corporation to apply experience to the Melbourne parallel runway system.

### **Existing Flight Paths / Previous Flight Path Changes**

APAM acknowledges that information about current flight paths should be more readily accessible. APAM undertakes to be more proactive in this regard and work with Airservices to promote greater information sharing for the community. Whilst an Airservices website existed during public exhibition covering the current flight paths, it did not provide some of the information being requested by community members (such as altitude).

Airservices has recently (mid-2022) launched '*Aircraft in Your Neighbourhood*' national portal that includes Melbourne, and APAM appreciate that Airservices has consulted on its purpose and functionality prior to launch. It is expected that this site provides the information the community seeks, and feedback is welcomed.

APAM is keen to work with Airservices to reach an agreement for access to Airservices' Aircraft Noise Monitoring and Management System (ANOMS) so this information can be presented to meet community needs and generate reportable analysis (such as quarterly noise contours, use of flight tracks, track spread analysis etc.).

Some submissions raised concern about flight paths believed to be proposed (from the noise tool) however these are existing flight paths that will remain in use post-M3R opening – such as the arrival over Essendon Fields (referred to as the SHEED approach). Additionally, some commentary referred to the airport trialling third runway flights already, which is not the case.

There were questions from the community regarding altitude of current flights and the location/placement of waypoints. Some residents report incidences of flights not following 'normal' routes, altitudes and/or procedures. APAM will share these submissions with Airservices.

Regarding EMG submission, APAM and Airservices will consider future use of the 'blue wedge' for arrivals to Runway 27 to Airservices in detailed airspace design. It is noted that this would potentially direct traffic over communities in the west (such as Hobsons Bay and Maribyrnong) who are currently overflown for arrivals on Runway 34.

Community-recommended changes to the current flight paths will be shared with Airservices for consideration.

During the engagement conducted in 2019 (following the decision to change the orientation of the third runway) several residents to the south of the airport reported concern about the recent Smart Path Runway 34 change, which included lowering of airspace. The Master Plan 2022 and M3R MDP public exhibition included information about this change for Local Government Areas to the south of the airport (particularly Maribyrnong and Hobsons Bay). APAM acknowledges that the engagement for this change did not meet community expectations, including that the airport should have been more involved in the project.

While improvement of airspace utilisation is a responsibility in Airservices' remit, APAM is a key stakeholder on flight path changes related to Tullamarine. Airservices are making systemic changes to their community engagement strategies, which APAM welcomes and supports. Our organisations are committed to

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working together and with community to improve trust, credibility and sustainable engagement.

### **Essendon Fields**

APAM is committed to working with EAPL to inform potential changes to Essendon flight paths and runway utilisation due to the influence of M3R. APAM presented to the Essendon Fields CACG and Moonee Valley City Council during MP22/M3R public exhibition to explain expected interactions between the two airports. APAM supported EAPL with development of their preliminary draft 2019 Master Plan (which referenced a parallel east-west runway at Melbourne Airport) and will also support their upcoming Master Plan as appropriate.

Essendon Fields raised a specific concern regarding overlapping prescribed airspace. The airports have recently updated procedures to ensure that referrals occur wherever appropriate. As this is an ongoing operational standards matter, it shall be addressed further through the respective Airport Manuals, rather than the Master Plan documents.

### **Prescribed Airspace**

A selection of property developers express frustration at planning overlay impacts, particularly relating to the proposed third runway, on projects. Assertions that these restrictions conflict with Victorian Government strategic plans are, however, inaccurate. Plan Melbourne 2017–2050 is Melbourne’s overarching metropolitan planning strategy that guides the management of growth in the city and suburbs to 2050. Plan Melbourne specifically acknowledges need to protect Melbourne Airport’s curfew-free status and support its expansion (Direction 3.4).

APAM is always open to working with developers in early planning stages to discuss airspace restrictions and acceptable solutions where challenges exist.

APAM is planning to update gazetted airspace for the four-runway system (which was last gazetted in 2011). Community, local councils, developers and crane operators will be engaged on the importance of protecting prescribed airspace. This process will provide an opportunity to share a simple ‘*referral surface*’ covering the heights at which developments should be referred to the airport by developers and/or councils. Other airports around Melbourne will be consulted to seek interest in inclusion in this surface.

### **Melbourne Basin Controlled Airspace**

MACCI expressed concerns over the proposed developments at Melbourne Airport, specifically objection to lowering airspace to incorporate parallel instrument arrivals at Melbourne Airport.

Should the M3R MDP be approved, the airport will need to prepare an Airspace Change Proposal (ACP) following the detailed airspace design process. The ACP will require its own approval (separate to the MDP) which must include evidence of consultation with relevant stakeholders. In reviewing the ACP, the Office of Airspace Regulation (OAR) may also conduct their own consultation or instruct the proponent to conduct more. APAM is committed to actively engaging with all users of the Melbourne Basin as part of the ACP.

MACCI's concerns regarding the Melbourne Inland Route, the Melbourne Coastal Route and lowering of airspace over the bay will be shared with Airservices and included within the detailed airspace design process.

### **Conclusion**

Communities around the airport (and Melbourne as a whole) consistently indicate opposition to the impacts of overflight. Though flight paths over residential areas cannot be completely avoided, noise avoidance and mitigation measures are fundamental to airspace design and can be applied to alleviate community concerns (e.g. runway operating modes that facilitate Noise Abatement Procedures). These are discussed under the issue of 'Runway operating modes' within this theme.

APAM will continue to engage with all stakeholders regarding detailed airspace design of M3R, should that Major Development Plan be approved.

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**Change to Master Plan**

Based on the commentary included in 'APAM Position', no change to the Preliminary Draft Master Plan is proposed.

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### 5.6.2.2 Runway operating modes

**Theme: Airspace Design, Operations and Interactions**

**Issue: Runway operating modes**

#### **Summary of Issue**

A range of topics were raised in submissions that relate to runway operating modes (including Noise Abatement Procedures).

Two particular topics that have been raised in the Keilor Residents and Ratepayers Association (KRRRA) proforma submission are:

- Use of the shortened east-west runway after development of M3R

- Procedures to reduce or limit the effect of aircraft noise. In particular “what are the noise abatement rules?” and “what procedures are in place to ensure compliance by aircraft operators?”.

Some submissions (including the KRRRA proforma submission points) refer to current and proposed Noise Abatement Procedures (NAPs) and call for more ‘responsible NAPs’. Some community submissions additionally responded to the ‘options’ presented for how the third runway could be operated. Detailed exploration of community feedback about operating mode options will be presented in the Supplementary Report to the Draft M3R MDP.

The Melbourne Airport Community Aviation Consultation Group (CACG) submission asked what options are available to increase the use of the east-west runway, and what options are to impose operating restrictions on the north-south runways to provide respite to communities to the north and south of the airport.

The joint submission from Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG) refer to the usage of the north-south runway within the Master Plan being different to the 1990 Melbourne Airport Strategy (MAS) and Draft Environmental Impact Statement (EIS). The submission also requests that the Master Plan clarify statutory obligations for compliance with Noise Abatement Procedures, under what circumstances they can be overridden, and how effective they have been and can reasonably be expected to be in reducing aircraft noise impacts. The submission also refers to use of SODPROPS and asks what the likelihood is that safe ways to increase use of SODPROPS will be found. A request was made to describe any/all NAPs that will be available in 2046 (when the parallel runways are expected to be reaching capacity) and a request for greater clarity about how often each segregated mode will be used and the benefits of each.



The Victorian Transport Action Group (VTAG) refers to the operating modes within the 1990 MAS and Draft EIS. This included the following:

- Whenever possible, aircraft would fly in from the north and out to the west of Melbourne Airport (50-70% of flights)
- New north south runway was to be used only for lighter and quieter aircraft and then only when the first runway was at capacity.

Brimbank City Council called for the airport to address NAPs (particularly at night) and review potential for noise sharing by reconsidering the four-runway configuration. Alternatively, they suggested limiting take-off flights over-populated areas of Brimbank, alternating take-off direction, and extending the existing east-west runway to share noise and deliver respite to communities to the south and north of the airport.

Hume City Council recommends that the Master Plan be updated to include a commitment to explore and implement new and innovated strategies for noise abatement.

Maribyrnong City Council called for the runway mode options to be re-examined for alternatives to concentrated use of the north-south runways, with a focus on reducing noise impacts on residential communities. Council also expressed that they do not wish to see “*communities at loggerheads about who should suffer the most*” regarding the third runway options, and requested clarification about how consultation will maintain positive relationships between neighbourhoods. Council called for more information about sleep disturbance impacts before further engagement on preferred operating mode options.

Moonee Valley City Council stated options that should be explored by the airport to address noise abatement procedures – including that where possible take-offs should be limited and/or redirected away from the most populated areas surrounding the airport. The Council also expressed concerns over dependency between Melbourne Airport and Essendon Fields – noting that operations at Melbourne Airport influence the operation of Essendon Fields, and thus impacts on the surrounding area.

Moreland City Council supports an operating model that minimises additional noise impacts to communities by limiting new/increased impacts to areas already affected by noise.

EAPL’s submission makes reference to the concept stage of M3R operating mode development. They note there are still concerns relating to impacts upon EAPL operation and ask that these items are resolved prior to the approval of the plan - or if, for practical reasons, the timing of finalizing these procedures is expected after approval of the M3R MDP, that conditions and positive obligations

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are imposed that protect EAPL existing operations and published growth plans.

There are submissions on behalf of landowners and property developers that query whether the airport is protecting for theoretical long-term scenarios and thus overly restricts development opportunity on land around the airport. These cite that the Australian Noise Exposure Forecast (ANEF) includes multiple scenarios (Option 1, Option 2 and Mixed).

Virgin Australia’s submission notes that they largely support the proposed runway operation modes. Virgin notes concerns about potential operational restrictions due to noise-sharing arrangements, and state that while they are cognisant of the need to carefully manage and reduce the effects of aircraft noise on local communities, *“the imposition of inefficient operational restrictions, curfews or Noise Abatement Procedures (NAPs) will have the effect of both constraining already strained capacity and increasing our fuel usage and subsequent CO2 emissions.”*

<b>Number of Submitters</b>	76
<b>Type of Submitters</b>	Community Government Non-government organisation
<b>Master Plan Reference</b>	Part C15 Safeguarding Melbourne Airport Section 15.5.4 Airport operating modes Section 15.5.5 Preferred modes of operations Section 15.7.5 Noise Abatement Procedures
<b>APAM Position</b>	<b>Operating Modes / Noise Abatement Procedures</b>  Proposed runway operating modes (including Noise Abatement Procedures) are discussed in detail through Section 15.5.4 and 15.5.5 of Master Plan 2022.  The Master Plan details need for Mixed Mode operations (for both the three- and four-runway layouts) to meet forecast demand, while alternative modes (Segregated Modes, SODPROPS and other night-time four-runway modes) can be used at times of lower demand to mitigate the impacts of aircraft noise. The Master Plan also preferences departures to the north in the three-runway system and departures to the west in the four-runway system – both of which minimise impacts on the higher density populations around the airport. This addresses both Brimbank and Moonee

Valley City Councils’ submissions requesting take-offs over less populated areas.

The Master Plan also identifies night-time modes that seek to mitigate aircraft noise impacts on populated residential areas for both the three-(SODPROPS and Segregated modes) and four-(directing aircraft to the north and west of the airport via Mode 09A34D and Mode 16A27D) runway layouts.

To accompany the exhibition of the Master Plan, fact sheets were prepared which included material to help explain current and future Noise Abatement Procedures, proposed Operating Modes and predicted availability of the two Segregated Mode options for M3R.

**Adherence to Existing NAPs**

There is clear concern in submissions about the way NAPs are implemented and whether compliance/oversight is taking place. APAM acknowledges that it can be more proactive in this area. Moving forward APAM proposes to publish information regarding frequency of ‘off-mode’ operations for each NAP, and will work with Airservices and operators to provide reasons/causes for any discrepancies identified. This will aid engagement with the community and aviation stakeholders on new NAP initiatives to explore and promote.

**Historic Planned Runway Usage**

There has been some misrepresentation of the data included in the Supplement Report 1990 regarding runway usage (as raised by VTAG, HRAAG/MACAG).

Submitters quote the allocation of traffic in the four-runway system (reflecting the ANEC for Option SC3, Figure 4.1 V292), however do not reference the parallel north-south runway ANEC included in the document (3<sup>RD</sup> Runway Wide Spaced in N/S Direction, Figure 4.6 V324). The north-south parallel runway ANEC has different runway usage than the four runway ANEC (as expected).

A summary of the movement allocation is shown below:

	Three Runway V324	Four Runways V292
To / from north	48%	46%
To / from east	11%	13%
To / from south	9%	40%

<b>To / from west</b>	32%	1%
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*Source: Supplement Report 1990 percentages calculated from tables on page 21, 22 and 39 covering the ANEC movement allocations*

Though the Supplement Report 1990 three runway ANEC reflects usage of the existing east-west runway (which included the extension to 3,500m), the Master Plan has presented usage and impact of the parallel north-south runways *without* including the usage of the existing east-west runway. This was to avoid understating the potential impacts of the three-runway system to the north and south of the airport.

It also appears that the Supplement Report 1990 did not include a 'composite' contour reflecting the different runway development pathways. The composite methodology was adopted through successive Master Plans since 1998.

There is no mention in these submissions of the previous five Master Plans that updated the usage of the runways. The use of the three- and four-runway system has been updated through Master Plans since 1998 to reflect the changes in aviation and noise modelling software over the last 20+ years. Assertion that APAM has moved straight from 1990 usage to 2022 is incorrect.

There have been several advancements and changes in the aviation industry that have resulted in change to runway usage between the current Master Plan (and previous Master Plans) and the 1990 MAS and draft EIS. An additional driver is the increased forecast demand reflecting the growth in aviation over the last 30+ years. This increase in peak movements requires an increased usage of 'mixed mode' operations.

APAM believes that the use of the current east-west runway as part of the three-runway configuration is a topic best addressed in the Supplementary Report to the M3R MDP. Use of that runway is safeguarded through the ANEC developed as part of the existing runway system and the four-runway system.

### **Third Runway Operating Options**

As M3R is currently at concept stage and requires further detailed design, three options were presented to ensure the M3R assessment captures all practicable runway operating modes. APAM confirms that the purpose of the options was not to force communities to debate allocation of impacts, but rather to gauge whether a strong preference exists between concentrating or dispersing impacts in the community. Some submissions to the Master Plan note a preference or concern for an operating 'option' for the third runway - these will be incorporated in the consideration detailed in the M3R MDP and accompanying Supplementary Report.

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Brimbank City Council requests inclusion of procedures for limiting take-offs over-populated areas, and alternate take-off directions, to provide some respite. These are presented in the Preliminary Draft Master Plan 2022 - including preferential operating modes in the northerly direction (runway 34) as well as providing Option 2 that alternates the use of Segregated Mode to provide respite. APAM will seek clarification from Brimbank if this comment represents their support for Option 2.

### **Re-examine the Proposed NAPs**

Though APAM understands why submissions call for the NAPs to be re-examined or to go further in mitigating aircraft noise for residential communities, the options presented in the Master Plan cover all practicable alternatives. APAM has committed to further exploration of use for the east-west runway in Theme E: Third Runway (Issue: Shortening of Existing East-West Runway). Further noise mitigation options, such as operational limitations to reduce the use of Mixed Mode operations, are discussed in Theme G: Aircraft Effects and Impacts.

APAM acknowledges the concern expressed by Virgin Australia regarding NAPs and operating modes, and agrees that there needs to be a balance struck between the effects of aircraft noise on community and restrictions upon operations. APAM will continue to include Virgin Australia and other airline partners in discussions regarding runway operating modes and the impact that they are expected to have on aircraft operations.

### **Essendon Fields**

APAM appreciates that its third runway planning has created uncertainty for EAPL in terms of potential operating impacts, and thus affected their Master Planning process. APAM will continue to work with and support EAPL in the development of their upcoming Master Plan, incorporating runway operating mode and airspace design information.

### **Theoretical Scenarios**

APAM acknowledges the perspective of developers and landowners that consider safeguarding overlays unduly restrictive. APAM has responsibility to appropriately safeguard its operation and future growth in order to ensure it delivers unrestricted economic benefits and connectivity to Victoria. State planning frameworks endorse this role of the airport as a critical infrastructure asset. Runway modes and noise contours will continue to be updated and refined in Master Plans to reflect the changes in the aviation industry.

### **Conclusions**

It is APAM's position that the Master Plan includes all available runway operating modes necessary to support forecast demand and minimise aircraft noise impacts outside of peak periods and

during the night. Preferences for departures to the north and west as part of Mixed Mode operations have been adopted to reduce the impacts of aircraft noise on local communities.

APAM is committed to enhancing community understanding and trust in Noise Abatement Procedures through compliance monitoring and reporting.

Utilisation of proposed modes can be enhanced through other noise mitigations, such as operational restrictions. This is discussed further under the Theme G: Aircraft Effects and Impacts.

As mentioned in the ‘Shortening of existing east-west runway’ issue, APAM is updating the Master Plan to include reference to the use of the existing east-west runway as part of M3R.

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**Change to Master Plan**

As per Theme E: Third Runway, Issue: Shortening of Existing East-West Runway, inclusion of wording within the Preliminary Draft Master Plan Section 15.5.5.23 stating:

*“In order to avoid understating the potential impacts of M3R, noise modelling did not consider utilisation of existing east-west runway (09/27). However, its use could be incorporated in future if it is considered to yield operational and/or noise benefits”.*

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### 5.6.2.3 Impact on other airports

**Theme: Airspace Design, Operations and Interactions**

**Issue: Impact on other airports**

<b>Summary of Issue</b>	<p>Submissions from a community member, Essendon Fields Airport (EAPL) and Moonee Valley City Council refer to the interdependencies between Melbourne and Essendon Fields airports (nb. the Moonee Valley City Council submission is addressed under Theme F: Airspace Design, Operations and Interactions). EAPL’s submission references expected impacts of the ‘ultimate’ four-runway system at Melbourne Airport: “...[there] does not appear to be any consideration of Essendon Fields in the proposed four-runway configuration plan”. EAPL has “significant concerns” about the unqualified presentation of four-runway configurations given the lack of discussion about any potential effects.</p> <p>The Moorabbin Airport Chamber of Commerce Inc. (MACCI) submission refers to changes at Melbourne that will have direct effects on Essendon Fields and Moorabbin Airport. Further changes at Essendon Fields may also have further impacts on Moorabbin.</p> <p>The Town and Country Planning Association Inc (TCPA) recommended that the roles of other Victorian airports in supporting that of Melbourne Airport be included in Chapter 4 of the draft Master Plan 2022.</p>
<b>Number of Submitters</b>	6
<b>Type of Submitters</b>	<p>Community</p> <p>Government</p> <p>Non-government organisation</p>
<b>Master Plan Reference</b>	<p>Interdependencies with Essendon Fields Airport is discussed at a high-level within Master Plan Part C15: Melbourne Airport Safeguarding, Section 15.5.2 and Section 15.5.4.</p>
<b>APAM Position</b>	<p><b>Other Victorian Airports</b></p> <p>Previous Melbourne Airport Master Plans and other Victorian airports’ Master Plans (Essendon Fields, Moorabbin and Avalon) have not referenced interaction between airports and others.</p>



APAM acknowledges that all airports in Victoria play an important role in supporting aviation, however does not believe there is need to specifically address the role of the other airports in Victoria in supporting Melbourne Airport within this Master Plan. The Master Plan is a visionary and strategic document which details planning initiatives for the airport site in order to meet its forecast demand, and is a statutory requirement of the Airports Act 1996.

The roles of Essendon Fields, Moorabbin Airport and Avalon Airports are discussed within Section 9.2.1.3 of the Master Plan with respect to alternatives to expansion at Melbourne Airport. The specificities of interaction with other airports as Melbourne Airport grows and changes are addressed in greater detail in the M3R MDP.

### **Essendon Fields**

EAPL's concerns regarding the four-runway layout presented within the Preliminary Draft Master Plan 2022 are acknowledged. This layout has been in Melbourne Airport's plans since the 1990s, and significant work was completed on the east-west system by APAM and shared with EAPL in 2017/2018 to help prepare their current Australian Noise Exposure Forecast (ANEF).

No mention of Melbourne Airport's four-runway layout in the historic Essendon Fields Master Plans of 2003 and 2013 is noted.

APAM is committed to working with EAPL through the interactions of the three- and four-runway system at Melbourne Airport, and believes that the EAPL submission's assertion of "*unqualified presentation*" does not reflect the current working relationship between the two airports. Significant work was completed as part of the parallel east-west runway system in 2017/2018 to support EAPL's 2039 ANEF and the airports are currently working to prepare an updated ANEF that reflects the future of both airports.

### **Moorabbin Airport**

APAM appreciates the concern MACCI have over operations at Moorabbin Airport due to changes at Melbourne Airport and Essendon Fields. As highlighted above, this is addressed within the M3R MDP and accompanying Supplementary Report.

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#### **Change to Master Plan**

Based on the commentary included in 'APAM Position', APAM proposes no change from the Preliminary Draft Master Plan.

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### 5.6.3 Summary and Conclusion

This theme relates to the topics covered by Master Plan Part C15: Safeguarding Melbourne Airport.

APAM has produced concept flight paths and runway operating modes to accommodate forecast growth at Melbourne Airport. These have been designed with input from Airservices according to principles that include reducing aircraft noise impacts upon established communities wherever possible. The remaining ‘lever’ to reduce aircraft noise further is to limit the frequency of aircraft movements, which is discussed within the Theme G: Aircraft Effects and Impacts.

Should the MDP for M3R be approved, APAM will continue to work with key stakeholders regarding changes and interactions within Melbourne Basin airspace. While immediate concerns and requests for information are recognised, the concept airspace design continues to evolve. The detailed airspace design phase will include extensive engagement with these parties.

APAM acknowledges that the airport must assume greater involvement in the management and oversight of NAPs. Outside of the Master Plan process, the airport will enter an agreement for access to Airservices’ Aircraft Noise Monitoring and Management System (ANOMS) and publish data regarding frequency of ‘off-mode’ operations by each NAP, and will work with Airservices and operators to provide reasons/causes for discrepancies identified. This will help further engagement with the community and aviation stakeholders on new NAP initiatives to explore and promote.

APAM is committed to working with the community to provide more information about current flight paths and operating procedures. Changes to current flight paths that have been recommended in consultation will be shared with Airservices for consideration.

The previously discussed east-west mode for the M3R in Theme E: Third Runway, Issue: Shortening of Existing East-West Runway, resulted in the inclusion of following wording within the Preliminary Draft Master Plan Section 15.5.5.23:

*“In order to avoid understating the potential impacts of M3R, noise modelling did not consider utilisation of existing east-west runway (09/27). However, its use could be incorporated in future if it is considered to yield operational and/or noise benefits”.*

APAM have made several commitments relating to this theme. Beyond the Master Plan process it will:

- Continue to work with industry to ensure that flight path design options which reduce impact on local communities are explored and implemented where possible.
- Include a FAQ on the airport website covering CAR Regulation 157 regarding altitude of aircraft.
- Commit to making improvements to the online flight path and noise tool, and maintain it available online for community use. This will include more information on the current flight paths and operating procedures at Melbourne Airport.
- Continue to engage with Airservices, DITRDCA and Brisbane Airport to apply lessons learned from Brisbane to the Melbourne parallel runway system.
- Enter an agreement for access to Airservices’ Aircraft Noise Monitoring and Management System (ANOMS) so this information can be presented to meet community needs and generate reportable analysis (such as quarterly noise contours, use of flight tracks, track spread analysis, NAP usage etc).

- Share community observations of flights not following 'normal' routes, altitudes and/or procedures with Airservices.
- Commit to working together with Airservices and the community to improve trust, credibility and sustainable engagement.
- Share community-recommended changes to the current flight paths with Airservices for consideration.
- Continue to engage with industry stakeholders regarding detailed airspace design of M3R, should that MDP be approved.
- Generate and publish information regarding frequency of 'off-mode' operations by each NAP.

## 5.7 Theme G: Aircraft Effects and Impacts

### 5.7.1 Overview of Theme

This theme examines the outcomes of consultation that related to current and proposed aircraft operations to/from Melbourne Airport. The airport's existing airspace and flight path use were commented upon by the community – as well as forecast changes associated with M3R.

This theme primarily relates to the topics covered Part C15 of the Master Plan: Safeguarding Melbourne Airport.

This theme was raised in 493 submissions. The majority of these submissions raised concerns about the impacts of overflight – primarily noise and related effects thereof.

The following 'issues' (or sub-themes) fall under this theme:

1. Aircraft noise and vibration, ANEF, N-above contours
2. Health impacts
3. Social impacts
4. Financial impacts, property values, compensation
5. Safety risks – both on and off airport
6. Noise mitigation measures
7. Curfew

Each of these issues is addressed below.

### 5.7.2 APAM Response to Issues

This subsection sets out APAM's consideration of and response to the issues that fall under this theme. Changes to the Master Plan are also discussed.

#### 5.7.2.1 Aircraft noise and vibration, ANEF, N-above contours

**Theme: Aircraft effects and impacts**

**Issue: Aircraft noise and vibration, ANEF, N-above contours**

<b>Summary of Issue</b>	<p>A significant share of submissions (439 of 713) discuss aircraft noise and/or vibration. Common topics within these submissions include:</p> <ul style="list-style-type: none"><li>• Concern about the impacts from aircraft noise and vibrations</li><li>• Benefits of fewer flights during COVID-19</li><li>• That Melbourne Airport noise compounds others' impacts - Essendon Fields and RAAF Base Point Cook and other transport modes (roads, rail etc.)</li><li>• Inability to mitigate noise outdoors</li><li>• Noise profiles of old(er) aircraft</li><li>• Impact of aircraft noise on wildlife</li><li>• Noise tool output implications for noise in home/area</li></ul>
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- Requests for noise ‘targets’ and queries about how noise is and will be ‘managed’
- Appeals for sharing/dispersal of noise over larger areas
- Challenges to noise assessment and representation methodology (including application of AS2021:2015, ANEF, N-contour and WHO frameworks).

The Melbourne Airport Community Airport Consultation Group (CACG) submission presented several questions regarding aircraft noise:

- It appears the noise modelling focus does not highlight worst case scenarios, why this is the case?
- What is the airport doing to ‘futureproof’ their 2022 assessments of future noise and the potential risks to their operations?
- Would the airport consider taking a more proactive position on noise monitoring, specifically by installing noise monitoring equipment?
- Would the airport consider adopting a ‘citizen science’ approach to monitoring noise, including in areas other than the immediate proximity of the airport?
- What action is the airport taking to influence government to use more appropriate and best practice tools to identify and manage noise impacts?

The latest Australian Noise Exposure Forecast (ANEF) was raised specifically by several parties.

Hume and Moreland City Councils recommended that the Melbourne Airport Environs Overlay (MAEO) be updated to reflect the 2022 ANEF.

[REDACTED]

The East Melbourne Group submission challenged that ‘only’ 33 dwellings are located within the latest 30 ANEF contour. Another community submission called for the airport to advise the Minister of the existence of houses and buildings sited in noise areas above 30 ANEF, to enable the Minister to declare an Aircraft Noise Levy and install insulation for those properties.

Essendon Fields (EAPL) registered their position that APAM should produce a combination ANEF for both airports prior to the approval of the Melbourne Airport Master Plan 2022 (and subsequent approval of

the M3R MDP). They state the objective would be to demonstrate noise forecasts to the entire area of impact because introduction of M3R will be the cause of change across both operations.

EAPL also believe that quantitative assessments of aircraft noise impacts relating to Essendon operations should be included in Melbourne's plans – the objective being to advise the community of impacts when they have the best opportunity to comment (as opposed to the later consultation period for Essendon Fields' Draft Master Plan 2023). EAPL's perspective is that *"it is not fair or reasonable for us to take risk on the approval of our draft Master Plan 2023 if the community objects to the change in air movements and associated noise impacts that are required to facilitate M3R"*.

The use of multiple operating options within the ANEF was raised as a concern by a land owner/developer.

Submissions from Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG), the Town and County Planning Association (TCPA) and the Victorian Transport Action Group (VTAG) refer to 'contour creep' observed since the 1990 Melbourne Airport Strategy (MAS) and draft Environment Impact Statement (EIS). A comparison of the ANEF dwelling counts from the MAS and draft EIS was also made within the joint HRAAG/MACAG submission. The TCPA submission recommended that the Master Plan should include descriptions of historical ANEFs.

The following items were raised in reference to the 1990 noise contours:

- VTAG state that the ANEF in Preliminary Draft Master Plan 2022 increases the ANEF 20 contour south of the Calder Freeway by a factor of seven compared to the 1990 contour. They also note a four- to five-fold increase in aircraft noise. Various contour figures are provided highlighting the changes
- A claim that almost all homes south of the Old Calder Freeway are outside of the 1990 20 ANEF contour
- An assertion that the 2022 ANEF noise contour is roughly 49,000 hectares, with around 6,700 homes affected
- The HRAAG/MACAG submission referenced that MAS listed 3,003 residences within the 20 ANEF contour and only 253 residences within the 30 ANEF contour.

A range of topics were raised in submissions specifically regarding the 'number-above' (N-above) contours. Some supported the use of N-above contours rather than the ANEF system, as N-contours are a better descriptor of aircraft noise.

Submissions from land owners/developers and an acoustic consultant requested inclusion of the N60 night = 6 for consistency with NASF Guideline A recommendations. Additionally, land owners/developers commented that the 'theoretical long-term

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scenarios' may never occur - citing updates to contours with each release of a new Master Plan.

[REDACTED]

Concerns relating to the aircraft noise descriptors used within the Master Plan included:

- That ANEF and N-above methods do not “adequately” describe noise (HRAAG/MACAG submission)
- That APAM has not used the World Health Organisation (WHO) Environmental Noise Guidelines of 2018. This featured in submissions by community members, Brimbank City Council, Moonee Valley City Council, KRRRA (including submissions using the KRRRA proforma submission points), TPCA and VTAG
- Assessment of off-site aircraft noise impacts in accordance with the Environmental Protection Act 2017 (community and Brimbank City Council)
- ANEF methodology is based on a study conducted in 1980 and may no longer realistically reflect the Australian experience of aviation noise
- That ‘peak’ noise is not shown in the modelling. In particular a reference to “calculations in AS2021:2015 validate a peak noise event of 110dBA” at the Keilor Primary School. Reference was also made to the aircraft types used in modelling, in particular exclusion of the very large aircraft AN-225 and AN-124
- Land owners/developers challenged the accuracy of N-above contours distant from the airport.

A substantial share of submissions question the accuracy of noise modelling, based on the submitters’ own measurements using the ExPlane app (e.g. HRAAG/MACAG), or via the KRRRA’s proforma submission points. KRRRA’s submission reported the results of a two-week survey completed by Marshall Day, which highlighted that the noise recorded (and subsequent ANEI and N-above events) were significantly higher than presented in the Preliminary Draft Master Plan 2022. They conclude that the data presented by APAM should be considered unreliable. The Marshall Day report was not provided with the submission.

A significant number of submissions, including by TPCA and VTAG, requested independent review of the noise modelling completed for the Preliminary Draft Master Plan 2022 and Preliminary Draft M3R MDP.

Some submissions refer to current noise monitor locations and complaints processes. There is concern about the lack of monitoring stations around the airport, with particular note of the Keilor monitor that was removed by Airservices in 2016. There is community grievance with the current complaints process, though some



improvements were noted within submissions, some examples include:

- CACG: *“the community around Melbourne Airport continues to be unconvinced by Airservices’ approach; and we know this is a source of frustration for many CACGs.”*
- East Melbourne Group: *“you cannot afford to leave this aspect to Airservices as it has little if any credibility with communities as far as monitoring and actioning aircraft noise impacts on communities”*
- KRRRA: *“Airservices Australia are not giving service to residents in that they have removed noise monitors and no longer accept noise complaints and support noise abatement.*

...

*Also there is concern that Airservices Australia does not provide decent service to the residents on the ground around Melbourne Airport and that they are not doing anything regarding control of aircraft noise and noise complaints.”*

<b>Number of Submitters</b>	439
<b>Type of Submitters</b>	Community Government Non-government organisation
<b>Master Plan Reference</b>	Part C15 Safeguarding Melbourne Airport Section 15.6 Noise Forecasts Section 15.7 Managing the Impacts of Aircraft Noise
<b>APAM Position</b>	<p><b>CACG</b></p> <p>APAM will engage with CACG to respond to their submission’s questions (noting though that most are also addressed directly herein). Regarding the assertion that the ‘worst case’ scenarios are not presented, APAM has been transparent and upfront about the likely noise impacts across Melbourne.</p> <p>The airport will continue to update Master Plan noise assessments in line with the five-year master planning cycle and utilising the latest modelling software, monitoring data and forecasts (including aircraft types).</p>

### **Melbourne Airport Environs Overlay (MAEO)**

APAM appreciates local councils' requests for the MAEO to be updated to reflect the current ANEF. Parties are aligned on this point and APAM will continue to advocate for timely updates to the MAEO with the Victorian State Government.

APAM notes that Brimbank City Council's submission reflects a shift in expectations as to how aircraft noise is managed compared to the Council's joint submission with Hume City Council to the Melbourne Airport Environs Safeguarding Standing Advisory Committee (MAESSAC). As part of their submission to the Melbourne Airport Environs Safeguarding Issues and Options paper Brimbank City Council advocated for the revisit and removal of the density limit controls within the MAEO2, stating:

*"45. Council is both disappointed and frustrated the Committee has not seized the important opportunity to revisit the setting of density controls in the MAEO2.*

*46. The limitation of 1 dwelling per 300 sqm is strategically not justified and lacking in any evidentiary basis. It remains the case that no evidence has been or is adduced before the Committee or compelling argument advanced supporting the density control.*

*47. The strategic justification for the present density setting for residential use appears to adopt a 'no risk' approach. It appears the underlying solution to a risk of unreasonable noise impacts to sensitive uses is to control the density so less people are theoretically impacted."*

This would have resulted in increasing the number of residents within the MAEO2 (the ANEF 20 contour). We acknowledge this shift may be a result of the Health Impact Assessment included in the Brimbank submission.

APAM also notes that local councils at MAESSAC strongly opposed the use of N-above contours in any land use planning and MAEO.

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\_\_\_\_\_. As evident in some submissions, there is concern that Master Plans progressively increase 'ultimate capacity'. Though an annual movement number is easier to communicate, it does not reflect a true ultimate capacity - which would be maximum movements over a 24-hour period through a full year. In reality movement demand occurs in 'peaks' and 'troughs' across each day which is why Airservices refer to a 'ultimate practical capacity'. The ANEF is a long-range forecast that reflects 30 years of forecast growth and is appropriate for safeguarding purposes. Additionally, as aircraft technology becomes quieter over a forecast beyond 30 years, there is potential for ANEF contours to contract as legacy aircraft are replaced with new technology.



### **30 ANEF Dwellings**

APAM notes the new Australian Government’s commitment to an Aviation White Paper and will advocate that the scope include an investigation into appropriate measures to manage aircraft noise intrusions in areas forecast to be subject to exposure above the significant ANEF levels (30 ANEF).

### **Essendon Fields ANEF**

EAPL’s concerns about the implications of Master Plan 2022 for their Master Plan approval are acknowledged – including the suggestion that APAM produce a combination ANEF for both airports prior to the approval of MP22. APAM does not believe this is valid and note an ANEF and Preliminary Draft Master Plan for Essendon Fields was prepared in 2019 after the Melbourne Airport Master Plan 2018 was approved. APAM is committed to continuing working with and supporting EAPL in developing an ANEF that reflects the plans at Melbourne Airport. The good working relationship with the team at Essendon Fields is very much appreciated.

### **Historic Noise Contours and Dwelling Counts**

Though the desire of community action groups to reference the Supplement Report 1990 contours is understood, reference has only been made to one ANEC. The three-runway contours developed in 1990, which cover a larger contour extent are not discussed. The Supplement Report 1990 did not present a ‘composite ANEF’ which would have included all the potential runway stages. This ‘composite ANEF’ has been included in all Master Plans since 1998.

Comparing the Master Plan 2022 and Supplement Report 1990 contours does not acknowledge or reflect on the changes in noise contours over the last 20+ years with each subsequent Master Plan. Modelling software, aircraft types (1990s ANECs were based on five aircraft types, the current contours include 22) and operating standards/requirements have changed significantly over the last 30 years. The changes in each endorsed ANEF are detailed within the relevant Master Plan. Changes from the 2018 ANEF to the 2022 ANEF are described within Section 15.6.4. APAM is currently investigating inclusion of historic ANEFs in the online noise tool.

Regarding the Supplement Report 1990 dwelling counts referenced within the HRAAG/MACAG joint submission, it appears that the full data set has not been referenced. Information from Table 4.2 within the Supplement Report 1990 (which indicates 3,003 dwellings within the 20 ANEC contour and 186 dwellings within the 25 ANEC contour) is noted, but the document does not reference the dwelling counts of the north-south ANEC in Table 4.4 that estimated 7,499 dwellings within the 20 ANEC and 1,201 dwellings within the 25 ANEC contour.

There was no ‘composite’ ANEF shown in the 1990 document which would have considered the extents of all runway layouts (as per the ANEFs included in all Master Plans since 1998).

### **N-above Contours**

The N60 night = 6 for the four-runway layout is included in the Draft Master Plan 2022, as it has been requested by community members and supports the amended VC218 referencing the NASF Guideline A metrics. N60 night = 5 is retained for the three-runway layout as this is consistent with the MDP metrics for M3R.

### **Concerns with Noise Descriptors Used**

Though APAM acknowledges community concerns about accurate representation of noise experience through modelling, the company assures that the metrics applied in accordance with NASF Guideline A represent current industry best practice. Every effort has been made by APAM to provide accurate representation of forecast N-above based on the information and technology available, and steps have been taken to improve accuracy by introducing Melbourne-specific parameters (such as the use of aircraft noise data from monitoring stations around the airport to help validate the noise modelling software, and inclusion of various meteorological conditions at the airport which will influence the aircraft noise parameters).

Calls for inclusion of WHO Aircraft Noise guidelines features heavily in feedback from all types of submitters. The WHO prepared a report titled ‘Environmental noise guidelines for the European Region’ in 2018. Within the document, the following recommendations are made:

- For average noise exposure - reduce noise levels produced by aircraft below 45 dB Lden
- For night noise exposure - reduce noise levels produced by aircraft during night time below 40 dB Lnight.

Australia is a foundation member of the United Nations’ International Civil Aviation Organisation (ICAO). Australia’s international involvement spans all of ICAO’s 5 global strategic objectives including 5. *Environmental protection*:

*“Minimize the adverse environmental effects of civil aviation activities. This Strategic Objective fosters ICAO’s leadership in all aviation-related environmental activities and is consistent with the ICAO and UN system environmental protection policies and practices.”*

The three core areas of this objective are:

- Climate change and aviation emissions
- Aircraft noise
- Local air quality.

ICAO released an Environmental Report in 2019 which included several topics related to Aircraft Noise (in Chapter Two). Within the section covering 'Aircraft Noise Annoyance', on page 91 a specific reference is made to the WHO recommendations:

*“The World Health Organization (WHO) has recently published new environmental noise guidelines for Europe that state that the annoyance has increased, and it therefore recommends a limit of  $L_{den}$  45 dB for aircraft noise in order to prevent adverse health effects. WHO’s newly identified noise exposure levels are an order of magnitude lower than those identified by WHO in 2000.*

*However, this recommendation has been based on a selection of non-representative and non-standardized surveys with results that cannot be applied to a general airport population. The recommendation is therefore unwarranted and unsupported by the reported evidence.”*

It is clear that the new WHO guidance is not supported by ICAO. However, within the ICAO 'Aviation Noise Impacts White Paper' it is noted:

*“Generally, health studies to date have used  $L_{den}$ ,  $L_{day}$  and  $L_{night}$  metrics, most likely as these were available and had been extensively validated in annoyance studies. There is a need to examine other noise metrics that may be more relevant to health endpoints – some of the more recent studies are starting to include other metrics, including intermittency ratio, maximum noise level and to examine specific time periods, especially for night-time exposures. These new metrics should be additional, but not replace the standard equivalent metrics ( $L_{Aeq}$ ,  $L_{den}$ ) to allow for comparability of results, at least at present while the evidence base is being compiled.”*

APAM notes the new Australian Government’s commitment to an Aviation White Paper and will advocate that the scope include discussion of items raised in submissions regarding aircraft noise descriptors.

Some of the information presented regarding the WHO guidelines and shared by certain members of the community is inaccurate. The inaccuracy relates to simple conversion or 'ANEF equivalence'. For example, the VTAG submission infers:

- Australia’s ANEF 20 metric is roughly equivalent to 55db Lden
- ANEF 10 metric is comparable to 45 db Lden

Both referred to adding '+35' to the ANEF value – inferring a simple correlation.

The  $L_{den}$  applies a 5dB penalty for operations 6pm-10pm (evening) and 10dB penalty for operations 10pm-7am (night). The ANEF metric utilises an Effective Perceived Noise level in EPNdB. There is a penalty of 6dB for operations during 7pm to 7am. Depending on the distribution of movements between the evening and night period, this

can greatly influence the difference between an  $L_{den}$  compared to the ANEF metric.

Within Brimbank City Council's submission, Marshall Day prepared a table correlating the ANEF contours into both  $L_{den}$  and  $L_{night}$  values. The ANEF 20 was correlated to a 61  $L_{den}$  and 53  $L_{night}$ . The report includes "noise model data for airports which are currently similar in size and operation (number of annual movements) to Melbourne Airport has been used. Specifically, the forecast annual noise models prepared for Auckland Airport and Christchurch Airport were recalculated for each noise metric of interest".

Regarding "current similar size and operation" - comparison is shown below using Auckland Airport's '2019 Financial Year Annual Noise Management Report', Christchurch Airport's '2019 Noise Monitoring Report' (nb. both prepared by Marshall Day) and the 2019 Noise Flight Path Monitoring System (NFPMS) data from Airservices for Melbourne Airport.

	Auckland FY2019	Christchurch 2019	Melbourne CY2019
<b>Total Aircraft Movements</b>	181,356	109,307	242,225
<b>Comparison to Melbourne</b>	-60,869	-132,918	-
<b>Night <sup>1</sup> Movements</b>	20,338	11,893 <sup>2</sup>	33,727
<b>Night %</b>	11%	10.9%	14%
<b>Comparison to Melbourne</b>	-13,389	-21,834 <sup>2</sup>	-
<b>Jet %</b>	58%	39% <sup>2</sup>	91%
<b>Non-jet %</b>	40%	61% <sup>2</sup>	9%
<b>Jet Movements</b>	105,186	42,910 <sup>2</sup>	220,891

<b>Comparison to Melbourne</b>	-115,705	-177,981 <sup>2</sup>	-
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Notes:

1. Night definition for New Zealand is 10pm to 7am. This has been adopted for Melbourne to serve comparison.
2. Data for Christchurch is provided for the busy three months in noise report. A uniform distribution across the year has been adopted for comparison.

It also appears as though New Zealand noise modelling utilises software called Integrated Noise Modelling (INM) Program. Australia uses AEDT.

Forecast activity at both New Zealand airports is shown in the below table, which compares annual movements from Auckland Airport's 'Airport of the Future' report and Christchurch Airport's 'Master Plan'. It should be noted that these reports do not outline specific fleet or operational changes (day/night split) forecast.

	Auckland	Christchurch	Melbourne
<b>Forecast Year</b>	2044	2040	FY2042
<b>Annual aircraft movements</b>	260,000	111,000	429,000

Based on the comparisons above, and without the detail on changes to fleet and operations, it cannot be determined how current operations or "forecast annual noise models" for these airports could reasonably be considered comparable/equivalent to Melbourne Airport.

The limitations of this estimate were not stated within the report completed by Tonkin & Taylor.

**Survey and AS2021:2015 Update**

APAM notes the Australian Government's commitment to an Aviation White Paper and will advocate that the scope include a discussion on the items raised in submissions regarding the survey used to inform the ANEF and AS2021:2015.

APAM notes that some developments around the airport have sought to reduce costs of noise insulation for dwellings through excluding aircraft types from AS2021:2015 calculations. Reports from some acoustic consultants suggest that the Boeing 747 aircraft should be considered atypical due to low operations forecasts - some reference a study completed by the Western Australian Planning Commission



which recommended a set of principles for when a B747 should be used. APAM will work with local Councils to develop and agree clear guidance principles for use in AS2021:2015 calculations to provide certainty to developers and also, importantly, protect future residents as much as possible in developments that will be affected by aircraft noise.

It is not always clear whether new buildings subject to noise insulation requirements have been built in compliance with AS2021:2015, as local Councils do not share or publish this information. Some community members expressed concern during the public exhibition period that their new houses are not compliant. Advice will be sought from local Councils as to how assurance can be achieved that the Planning Scheme (the MAEO) has been adhered to by new developments.

### **Accuracy of Modelling – Aircraft and Peak Noise**

It is best practice in generating the noise forecasts to not include very infrequent aircraft types - for Melbourne Airport this includes some notable aircraft (such as the Antonov freighters). Though the airport has had AN-124 (averaging less than four movements per year since 2007), the AN-225 has never been to the airport. APAM will continue to follow best practice in generating noise modelling reflecting aircraft types known/expected to visit the airport.

Regarding the specific occupational health and safety concerns expressed for Keilor Public School, methodology used to calculate 110 dB(A) was not included in the submission. To derive a metric from AS2021:2015, APAM has adopted the following methodology.

The school is approximately 3.9 kilometres south of the Runway 34L arrival threshold and Runway 16R end of runway. As a result, DL (distance from arrival threshold to the location) is 3.9km and DT (distance from the take-off to location) is 6.9km (additional 3km for the runway length). The school is located 300-400 metres to the east of the runway centreline however, to be conservative in this calculation, it is assumed the school is directly under the flight path, so DS = 0.

Considering the elevation of the runways (Runway 16R is 131 metres and Runway 34L is 100 metres) above the school (approximately 33m AHD using information on VICMAP), land height corrections are required. As a result distances from Table 3.2 in AS2021:2015 are to be added to DL and DT:

- For landings, 1,330 metres is to be added to 3.9 kilometres, resulting in 5,230m.
  - For departures, the following are added to 6.9km:
    - International aircraft 750 metres (total 7,650 metres)
    - Domestic jets 590 metres (total 7,490 metres)
    - Domestic propeller aircraft 1,120 metres (total 8,020 metres).
-

Below is a table highlighting the noise levels shown in AS2021 for aircraft typically operating at Melbourne Airport:

<b>Aircraft</b>	<b>Arrival Noise Level (DL = 5,000m)</b>	<b>Departure Noise Level (DT = 7,500m)</b>
<b>A319-131</b>	75 dB(A)	73 dB(A)
<b>A320-232</b>	75 dB(A)	71 dB(A)
<b>A321-232</b>	76 dB(A)	75 dB(A)
<b>A330-301</b>	79 dB(A)	82 dB(A)
<b>A340-642</b>	80 dB(A)	79 dB(A)
<b>A380-841</b>	79 dB(A)	83 dB(A) <sup>1</sup>
<b>BAe146-200</b>	76 dB(A)	79 dB(A)
<b>B717-200</b>	73 dB(A)	71 dB(A)
<b>B737-300</b>	78 dB(A)	78 dB(A)
<b>B737-400</b>	78 dB(A)	77 dB(A)
<b>B737-700</b>	79 dB(A)	79 dB(A)
<b>B737-800</b>	78 dB(A)	79 dB(A)
<b>B747-400</b>	84 dB(A)	88 dB(A) <sup>1</sup>
<b>B757-200</b>	80 dB(A)	78 dB(A)
<b>B767-300</b>	83 dB(A)	84 dB(A)
<b>B777-300</b>	80 dB(A)	82 dB(A)
<b>B787-8</b>	77 dB(A) <sup>2</sup>	78 dB(A) <sup>1</sup>
<b>EMB-145</b>	72 dB(A)	68 dB(A)
<b>ERJ-190</b>	76 dB(A)	73 dB(A)

<b>Dash 8-300</b>	66 dB(A)	57 dB(A) <sup>3</sup>
<b>Saab 340</b>	72 dB(A)	64 dB(A) <sup>3</sup>

Notes:

1 Based on departure long haul

2 Based on arrival long haul

3 Based on a DT of 8,000m

Source: Australian Standard 2021:2015

Based on the above methodology, AS2021:2015 concludes that 110dB(A) would not be experienced at the school. The maximum noise level identified is a B747-400 long haul departure resulting in 88 dB(A). It is presumed that the 110 dB(A) may have been derived from reading 106dB(A) for a DT of 3,750 metres, and DS of 0 for a B747-400 long haul departure. Whilst this DT value approximately references the distance from Runway 34L to the school, it erroneously does not include the runway length for a departure heading south.

Regardless, though not 110 dB(A), 88 dB(A) is still a high noise level. All Keilor Primary School buildings are within the ANEF 25 contour in the Preliminary Draft Master Plan 2022 (nb. the 2018 ANEF 25 contour covered half of the school buildings). APAM appreciates and understands the concerns of the school, community, and State Government about this level of exposure. Further discussion around potential mitigations for this school will be addressed in the Supplementary Report to the Draft M3R MDP.

### **Accuracy of Modelling – Noise Monitoring**

APAM cautions against reliance on ExPlane data for noise assessment. Community desire to measure noise in their area is understandable, however ExPlane is not an accurate tool - its own website states that *“Although the data gathered with ExPlane app will not be perfect, we aim to collect so much data what it will force stakeholders to take it into account”*. It is not clear how the ExPlane app generates a decibel reading or links this to an aircraft. APAM team members have trialed the app and receive varying results. Accuracy is critical, so APAM preferences installation of noise monitoring stations around the airport, with commitment to sharing accurate data with the community.

While APAM commends KRRA for exercising initiative in commissioning noise monitoring in their local area, the analysis of only two weeks’ data with operations in one direction does not render the ANEF inaccurate. The ANEF is a forecast of noise movements and is an average across the year, reflecting operations in all directions and conditions. It is important to note that one of the key

noise mitigation measures proposed is to direct more departures to the north with the third runway, which will result in different noise contours/outputs compared to the two-week period of southerly departures.

Regarding the Keilor monitor that was removed by Airservices in 2016, Airservices provided a response to the Melbourne Airport CACG in May 2021:

*“[Airservices have] completed a review of noise monitoring effectiveness in 2011. This found that the noise information being captured by the permanent noise monitor formerly located at the Scout Hall in Keilor Village, had several issues in relation to the consistency and validity of the data. The review identified there were a number false positive readings in the data occurring on regular basis, where noise events were attributed to aircraft when this was not the case, and vice versa.*

*These issues were highlighted and discussed with the CACG and Brimbank Council on the 17 March 2012. The findings of the review were also captured in a report - Melbourne Environmental Monitoring Units Review - February 2012 - which was shared with the CACG at the time. The main issue was stated to be the angle between the noise monitor and approaching aircraft, noting it did not meet the ISO20906; 2009 Acoustics (ISO20906) standards, which resulted in the data not being reliable.”*

As noted earlier, APAM is actively exploring purchasing noise monitors for deployment within the community. APAM will work with the community and Airservices to identify appropriate locations and data sharing channels.

APAM also notes that Airservices will complete a review of noise monitor locations based on the final flight path design, to ensure noise monitors are in the most relevant locations to capture noise data.

### **Noise Complaint Improvements**

APAM shares recommended improvements to the noise complaints handling process to Airservices. APAM also commits to sharing complaint data with the community in a format for community understanding. APAM will seek further community feedback through on-going engagement activities.

### **Independent Review of Modelling**

A large share of submissions demand independent review of the modelling tendered by APAM. The noise modelling presented has been produced per the requirements of the Airports Act, and the noise model has been endorsed for technical accuracy via the ANEF endorsement of Airservices.

Approval for any Master Plan or MDP is independent of the airport (i.e. the plans are prepared by the airport, provided to community and

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stakeholders for comment, and then submitted to the Minister for approval - along with consultation feedback and the airport's response.

APAM notes the Australian Government's commitment to an Aviation White Paper and will advocate that the scope includes items raised in submissions regarding independent review of aircraft noise forecasts.

### **Vibration Concerns**

APAM understands residents' concerns regarding aircraft-induced vibration of homes. Whilst not discussed in the Master Plan, the M3R MDP analyses noise-induced vibration and notes "*Noise-induced vibration may begin in typical light building structures when the maximum external noise level reaches approximately 90 A-weighted decibels*". A 90 A-weighted decibel contour ( $L_{Amax}$ ) is included in the MDP for the loudest regular arrival/departure events at Melbourne Airport.

### **Conclusion**

APAM is committed to a greater presence within the local community to help explain aircraft noise - in terms of current operations and future plans.

APAM is also committed to providing more regular noise outputs from historical data (such as ANELs, N-above contours and any other useful descriptors) to the community via the online noise tool.

Current industry best practice has been applied to noise descriptors, assessment and forecast methodology. The requirements of the Airports Act 1996 and NASF Guideline A documentation have been met.

APAM acknowledges that it has relied on Airservices for noise monitoring and handling of noise complaints due to the effects of or associated with aircraft operations, but is committed to being more proactive in this regard. This includes exploring purchasing and installing noise monitors for deployment within the community and openly sharing data from these units.

APAM notes that whilst Airservices was criticised by several parties in submissions, they are committed to continually improving noise monitoring and complaint management.

Every effort has been made to provide the most accurate representation of forecast aircraft noise based on the information and technology available. APAM has taken steps to improve accuracy by introducing Melbourne-specific parameters (such as the use of aircraft noise data from monitoring stations around the airport) to help validate the noise modelling software and inclusion of various meteorological conditions at the airport which will influence the aircraft noise parameters.

**Change to Master Plan** Updated text in Section 15.6.6 Number-above contours (N-contours), *In line with NASF Guideline A, the following N-contours are provided in Figure 15-34 and Figure 15-35: N70 24hr = 20, N65 24hr = 50, N60 24hr = 100 and N60 Night = 5 6. Note: Although the NASF guideline suggests using N60 Night = 6, Melbourne Airport has chosen to provide N60 Night = 5 for Figure 15-33 as this aligns with the conservative approach adopted in the M3R MDP.*

Update Figure 15-34 Four Runway Long-range (2052) noise forecasts: N-contours to include N60 night = 6.

### 5.7.2.2 Health impacts

**Theme: Aircraft effects and impacts**

**Issue: Health impacts**

**Summary of Issue** The Preliminary Draft Master Plan 2022 discussed the expansion of Melbourne Airport’s capacity and operations for the period 2022 to 2042 – importantly including M3R. Though some submitters report and discuss health impacts related to the airport’s existing operation, the vast majority express concern about potential health impacts of M3R.

Respondent health concerns can be broadly grouped into four impact categories (in order of prevalence):

- Aircraft noise effects
- Air quality and ‘fumes’
- Downstream water quality
- Employment benefits (and distribution thereof)

While most submissions express general reservations (e.g. impact on ‘wellbeing’), specific concerns include:

- Sleep disturbance (immediate and longer-term effects)
- Mental health (e.g. stress, anxiety, depression, annoyance)
- Cognitive development (children) and function (45+ years)
- Asthma and other respiratory issues
- Hearing damage
- Cardiovascular effects (e.g. hypertension, myocardial infarction)
- Metabolic disorders (e.g. diabetes)
- Air- and water-borne carcinogens

Brimbank City Council commissioned a technical analysis of aviation-related health impacts in its constituency by Tonkin & Taylor, and included this in their submission. As the majority of community feedback concerning health originates from Brimbank, and is captured by the Council report, its key findings are highlighted following. The Brimbank analysis includes residents’ commentary about current noise experiences:

*“People in Keilor Park, Keilor Village and Kealba all stated that the current situation is intolerable, as they were:*

- *Only getting a maximum of 3-4 hours sleep per night and that is highly disturbed*
- *Having to spend nights away from their home in order to get some sleep*
- ...
- *unable to hold conversations when planes were taking off and in some cases the noise was quite painful*
- ...

*A lot of older residents stated that they were depressed and are being treated by a medical professional for anxiety and depression as a result of the aircraft noise, which will only worsen with the expansion.*

*Several residents commented that they are unable to use Brimbank Park for exercise and recreation due to the aircraft noise, which is predicted to get worse with the Airport expansion.”*

Similar concerns are also raised by residents elsewhere in Melbourne, particularly as the temporary traffic reprieve afforded by COVID-19 dissipates. For example, a resident of Richmond (~21km from the airport) commented:

*“When air travel to Melbourne resumed this year, I noticed a rapid increase in the number of aircraft flying over my property. When a northerly wind is blowing there is a continuous stream of noisy, low altitude overhead flights throughout the day and night. These range from mildly annoying or distracting (eg. when working from home during the day) to invasive and aggravating (eg. late at night when trying to relax or sleep). I’ve experienced increased stress levels arising from these frequent noise events.”*

The submission made by Melbourne Airport’s Community Aviation Consultation Group (CACG) refers to historical health data connected to the operation of Melbourne Airport:

## *2. Human Health*

*28. Has MA retained and referenced longitudinal data with regard to health? Is there information from data collected over the last decade, for example?*

*29. Is it planning to do this into the future?*

The underlying sentiment that more health assessment and data is necessary in high-impact areas, particularly to the immediate north and south, is often expressed – the example below is from a resident of Keilor:

*“The health assessment included in the documentation presented is deficient and unmeaningful. There is no health assessment focused on the areas closer to the airport, the areas most impacted by the proposed NS runway. There is no consideration whatsoever of the mental health*



*impacts on the Communities, adults, seniors and children alike, living in or using amenities underneath the new flight paths and within the noise contours.*

*1. The assessment is conducted over 3 different radii around the airport extending out to 50kms and the results are averaged across all 3 making these same results diluted and totally irrelevant and unrepresentative of the significant health impacts on those Communities within 15kms of the proposed runway.*

*2. The assessment mentions the benefits to mental health due to assumed increased employment but brazenly omits all the significant negative impacts on mental health of the Communities within the Brimbank municipality, and various other areas, brought about by the increased noise pollution as a result of the proposed 3rd runway.”*

A significant and recurring theme evident in submissions is community desire to better understand correlation between aircraft operations and community health. This manifests in comments that request:

- Review of Australian noise modelling methodology and representation

There are substantial concerns that current noise metrics (ANEF/N-contours per NASF Guideline A v1.2 2016, AS2021:2015) inadequately represent noise environments and forecasts, and thus are not useful for evaluating impacts. As an example, Brimbank City Council requests that APAM:

*“Support an independent expert review of the existing ANEF/N-contour systems to adequately protect the community’s health and wellbeing, correctly identifying where high levels of aircraft noise/overflights will occur and development of a new noise metric to protect human health.”*

Another example tendered by the Victorian Transport Action Group (VTAG):

Issue	Request or Action
<p><b><i>Aircraft Noise Impacts:</i></b></p> <p><b><u>Community Health</u></b></p> <p><b><i>The current measurement of noise disturbance to the community, the Australian Noise Exposure Forecast (ANEF), under or near existing and planned runways and flight paths is no longer a sufficient metric to solely apply in the planning of new runways</i></b></p>	<p><i>VTAG recommendation for immediate consideration is that the Federal Minister for Infrastructure does not consider runway development proposals in the Master Development Plan until there has been an independent evaluation of the existing ANEF/N contour systems to adequately protect the community’s health. That new health related aircraft noise metrics need to be considered by the Federal government, based on the WHO recommendations, and be</i></p>

**and consideration of their utilisation. Both ANEF and N contours are used in the planning of Melbourne Airport and other major airports in Australia. But they are a measure of the distraction and disturbance to the surrounding community from aircraft noise; they do not measure the likely impacts on personal health and cognitive development.**

*enshrined in the Airports Act 1996, Airservices Australia ANEF approvals and in the National Airports Safeguarding Framework (NASF); applicable to all airports in Australia*

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Particular reference is often drawn to the 2018 World Health Organisation (WHO) framework 'Environmental noise guidelines for the European Region' as a contemporary alternative to the ANEF/N-contour framework.

- Independent review of APAM's health impact assessments

Multiple requests have been made for existing and projected health assessments to be independently reviewed and/or verified. Distrust of APAM's analysis and presentation has been cited – per Brimbank's submission:

*"Perhaps the most significant concern with the Master Plan and MDP from the residents that attended the focus groups, is their significant distrust of Melbourne Airport, which is detailed by Dr Denison's in her findings, below:*

*"Some of the residents in Kealba and Keilor Village questioned the accuracy of the noise predictions developed by the Airport Corporation as part of their Master Plan. A number said that according to the interactive noise tool their houses are shown as not currently being impacted by the noise from aircraft, however they are unable to sleep due or enjoy their outside areas due to the aircraft noise. Some had conducted noise monitoring at their homes and had recorded noise levels between 70 and 80 dB which is not consistent with the information provided in the noise tool when their addresses were entered into the system. This has raised concerns about the accuracy of future predictions of noise when the current experience at their homes is that they are impacted more severely than the noise tool is predicting."*

- Ongoing consultation and information sharing

Brimbank City Council stated that community health monitoring and performance reporting for airport-attributable impacts should be an ongoing commitment by APAM.

*"Melbourne Airport is an important neighbour to Brimbank, and Council wants to build on its existing relationship with Melbourne Airport to:*

...

*Ensure any public health impacts brought about by Melbourne Airport’s current and future operation are appropriately addressed by Melbourne Airport, including existing concerns raised through the current consultation.”*

Further to the above, consultation feedback indicates that ongoing confidence in the airport’s health assessments would be valuable.

<b>Number of Submitters</b>	246
<b>Type of Submitters</b>	Community Government Non-government organisations
<b>Master Plan Reference</b>	None – the Master Plan does not explicitly raise or address relationships between community health and the airport.
<b>APAM Position</b>	<p>The Preliminary Draft Master Plan 2022 does not specifically raise or address relationships between community health and the airport. This approach is consistent with the guidance of the Airports Act and the established framework of Australian airport master plans.</p> <p>This theme acknowledges health-related submissions lodged in response to the Preliminary Draft Master Plan 2022, with focus upon submissions that reference current operations and/or sections of the Master Plan. Comments directly related to M3R health impacts are addressed here but will be appropriately responded to in detail in the Draft M3R MDP and Supplementary Report process so that they are considered in the context of that project and the health impact assessments provided in the M3R MDP.</p> <p><b>Health impact of current and historic noise</b></p> <p>APAM acknowledges that current community health outcomes that are (or may be) related to the airport are not adequately understood.</p> <p>Though M3R MDP Chapter D3: Health Impacts analyses ‘baseline’ health indicators in the six Local Government Areas (LGA) surrounding Melbourne Airport, specific data that isolates airport-induced effects from other factors has not been researched.</p> <p>Baseline health assessments for the six LGAs surrounding Melbourne Airport are contained in the M3R MDP. This data was sourced from the Victorian Population Health Survey of 2019 and is thus objectively representative of existing health conditions – including potential airport-attributable effects.</p>

APAM acknowledges that it has a role to play in the future wellbeing of communities – particularly its immediate neighbours. For this reason, M3R health analysis was conducted for two impact areas: 0-15 kilometres (immediate neighbours, where aircraft are landing and taking off and thus impacts are expected to be greater) and 15-50 kilometres (overflight impacts, which are expected to be more diffuse) from the airport. A third region (50+ kilometres from the airport) is analysed for economic effects only. This approach serves to balance the concentration of impacts in some areas against overall community outcomes.

In the M3R project context, APAM (as the proponent) is required to conduct and consult investigations into reasonably expected community health effects attributable to M3R. The Preliminary Draft M3R MDP included this assessment as Chapter D3: Health Impacts, and the Draft M3R MDP Supplementary Report will provide further explanation to address consultation queries and concerns.

### **WHO framework**

The 2018 World Health Organisation (WHO) framework ‘Environmental noise guidelines for the European Region’, and its suitability and equivalence to Australian systems, is discussed in detail in Issue G1 of this Supplementary Report, and in the Draft M3R MDP Supplementary Report.

APAM maintains that presentation of noise forecasts in accordance with NASF Guideline A - the current applicable governance in Australia - is the most effective means of demonstrating forecast noise scenarios in airport master plans. Subsequent analysis of impacts related to noise must correlate with the ANEF/N-above contour system.

Should aviation regulatory oversight deem review or replacement of NASF Guideline A appropriate (including via the scope of the upcoming Aviation White Paper proposed by the new Australian Government), APAM will participate actively and faithfully in that process.

### **Ongoing consultation and information sharing**

APAM acknowledges community concern around the absence of health-related content in airport master plans. A key update to Master Plan 2022 that directly results from this issue’s prevalence in consultation is an undertaking to install active noise monitoring in key communities and report data generated via appropriate and accessible channels (such as Airservices’ Webtrak platform). As knowledge about correlations between noise and community health improves, monitor data can be utilised to update impact assessments.

Project- and expansion- related forecasts for community health will be explored in greater detail in the Supplementary Report to the Draft M3R MDP.

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#### **Change to Master Plan**

Undertaking to install noise monitoring in affected communities (locations to be determined) in order to establish reliable data upon which to review and validate community impact assessments – including health.

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### 5.7.2.3 Social impacts

**Theme: Aircraft effects and impacts**

**Issue: Social impacts**

**Summary of Issue** APAM connects people and economies - the Preliminary Draft Master Plan 2022 described the airport's important societal role as a transport/travel hub for people and industries.

The Preliminary Draft Master Plan 2022 discussed expansion of Melbourne Airport's capacity and operations for the period to 2042 – including as facilitated by M3R. Though some submitters report and discuss social impacts related to the airport's existing operation, the vast majority relate directly to growth facilitated by M3R.

This section acknowledges submissions lodged in response to the Preliminary Draft Master Plan 2022 that discuss community/social outcomes. Focus is drawn to submissions that reference current operations and/or sections of the Master Plan. Expansion/M3R submissions are briefly addressed, but are also included in the Draft M3R MDP and Supplementary Report process so that they are considered thoroughly within the context of the project and its social impact assessments.

Many MP22 public exhibition submissions acknowledge and value the airport's contributions to community through social connection, economic activity and employment. Conversely, a large share of submitters remark on social impacts and disbenefits associated with the airport in the context of its immediate surrounds. These sentiments are not mutually-exclusive – an example:

*“As a regular traveler, I am pleased Melbourne Airport is planning on a 3rd runway.*

*I hope it'll result in needless hovering waiting for a landing window or take-off window, and consequently quicker exiting to get home or on-time departure.*

*However, as a long-term resident of Richmond, I am expressing my annoyance and huge concerns over aircrafts noise over my house.”*

Though the majority of submissions that discuss social impact do so in general terms (e.g. 'quality of life', 'peaceful enjoyment'), some specific themes have emerged (most being functions of aircraft noise), including:

- Inequity of impact distribution
- Socio-economic (dis)advantage
- Flight path impacts upon residential communities
- Cumulative and compounding impacts
- Inequity of impact distribution

Melbourne Airport is located on the fringe of north-west Melbourne's urban expanse. While overflight paths extend above much of

Metropolitan Melbourne, the greater impacts of flight at lower altitude (i.e. during approach/landing and departure/climb) concentrate adverse impact in communities to the airport's immediate east and south (due largely to the 'green wedges' of sparse population to the north and west). The majority of employment directly based at the airport comes from the same communities. Maribyrnong City Council neatly summarised the at-times paradoxical relationship Melbourne Airport has with its neighbours:

*"While it is understood that the west of Melbourne benefits from the local employment that the airport provides, it also experiences significant dis-benefits from having a major metropolitan airport nearby."*

A complex range of factors influence the socio-economic characteristics of Melbourne. Employment is major among these, but not impervious to other social contexts and influences, as noted by a submitter from Keilor:

*"Brimbank is Melbourne's second most economically disadvantaged LGA's and Melbourne Airport have been a major employer for decades. Are these jobs that will bring prosperity? The electorate of Fraser was one of the hardest hit by COVID-19 related lockdowns because so many jobs were tied to aviation. Brimbank needs diversity of employment"*

and a resident of Bulla:

*"[Melbourne Airport states] It is one of the state's largest employment sites and is a major contributor to local economic and social well-being.*

*response*

*Where has it helped Bulla. No Sewerage, no Public toilets, No amenities, No schools, etc. Going to be worse now because no one will want to live here."*

- Socio-economic (dis)advantage

Existing socio-economic (dis)advantage, as modelled by the Australian Bureau of Statistics, is detailed in M3R MDP Chapter D4: Social Impacts. High- and low-ranked communities neighbour the airport and its existing flight paths.

APAM acknowledges it is likely new and increased airport impacts (particularly noise associated with M3R growth) will adversely influence socio-economic performance in some communities – particularly to the south. Some of these communities have significant existing social challenges, and have submitted objections to further impact - such as (from Sunshine):

*"The financial, educational, physical and psychological impacts on a community which is already at disadvantage will be further entrenched."*

and from Bulla (responding to Master Plan commentary about M3R):

*“Over time, this will result in a gradual decrease in population and activity in the area. Consequently, a general malaise and decay of our community will occur. This will be squarely attributable to what Melbourne Airport does now.”*

Some submissions go further to raise allegations of deliberate ‘targeting’ by the airport of specific communities. From Altona North:

*“It is once again people who live in lower socio-economic areas in the West, whose health and wellbeing are being exploited for corporate profit. The use of navigational RMP technology, while beneficial from an accuracy perspective, will only seek to further concentrate and exacerbate the issue for select populations deemed expendable.”*

and Bulla:

*“Residents were told at a community engagement meeting by airport staff there will be at least 200 flyovers over Bulla where residents won’t be able to sleep. It was also chosen as there are less residents in Bulla to other areas to complain.”*

This theme is often accompanied by remarks about unfair concentration of impact in the west (rather than the ‘privileged’ east). From Keilor:

*“The current planning proposal represents the wishes of a large corporate body that is expressly motivated by profit but is not accountable to the people of this region. We argue that the planned M3R and especially the intense usage underpinning the planning also raises strong concerns of lack of equity, fairness and respect. This will unfairly impact upon residents of Keilor and Brimbank, whose lives are highly diverse with respect to culture, language, country of origin, educational status, and with many at the lower end of socioeconomic status scale. Indeed Brimbank is one of the most disadvantaged localities in all of Victoria. Why then should people in this locality and indeed across the Western and Northern suburbs bear all the many disadvantages to this proposal, whilst residents in much more affluent areas in Melbourne’s East take all the advantages?”*

*“The main populations (business travellers, high-net-worth individuals, frequent travellers) who stand to benefit from the proposals largely reside in the East of Melbourne and in places unaffected by any change in operation or development.”*

- Flight path impacts upon residential communities

A substantial share of submissions raise specific objection to flight paths above residential areas – particularly those of high density or very close to the airport. An example from Yarraville:



*“At times outdoor gatherings in our own backyard are near-impossible to host as raised voices are regularly necessary. Aircraft noise impacts on the quiet enjoyment of our property.”*

Some residents, particularly those in high impact areas, report serious fears and personal experiences of being trapped by and in the airport’s impacts (both current and projected). Negative residential mortgage equity is an example – from Keilor:

*“We live in a modest home which I cannot afford to make any improvements to. It shudders with the air traffic. My children are frightened here as they are at school. My home has dropped in value by \$200,000 since December 2021 and it is now only May 2022. I can now not afford to move. My home is not fit for purpose as a dwelling under the noise contours proposed let alone a place of peace, solitude and sanctuary for my 11 and 8 year olds in future.”*

Concerns are compounded for some by post-pandemic social changes – most notably those who now work from their residence, as explained by a resident of Kealba:

*“I also work from home (due to the pandemic and permanently going forward) providing vital mental health services to young people across Australia via video conferencing modality- I am concerned that the projected noise as shown on the master plan will have a detrimental impact by interrupting service continuity for those most in need within the community. I am worried about the impacts it will have on my ability to work successfully and provide the highest quality of service to my clients”*

Flight path concerns are not limited to neighbours of the airport. Communities further afield and subject to lower impact, discuss threat to Melbourne’s liveability. Examples from St Kilda:

*“why is it flying over the most densely populated areas? Melbourne cbd and nearby surrounds. ...It would ruin the character and quality of life of the inner city.”*

and Footscray:

*“Changes like this will undoubtedly drive people away from Melbourne, a city already suffering from population reduction.”*

- Cumulative and compounding impacts

Socio-economic performance is determined by a range of factors that collectively enable assessment of community wellbeing. The airport’s contribution to social outcomes in Melbourne is complex and multi-faceted. A resident of Coburg North remarked upon the sociological environment in which Melbourne Airport exists and has influence:

*“Melbourne prides itself as one of the most diverse cities on the planet. The benefit of peaceful coexistence of a large number of people from diverse backgrounds cannot be*

*valued high enough, and any disturbance of this fragile process should not be underestimated. The northern suburbs account for a lot of this diversity, they stand for successful integration, and persistent efforts to cultivate a healthy social balance. This cannot be taken for granted. Social cohesion is a matter of national safety and population health. Melbourne’s high position on the international liveability index would suffer”*

A resident (location unspecified) contributed this assessment of potential social consequence stemming from airport activity:

*“Whilst air travellers gain benefits from airport-related development and aviation, residents of nearby communities bear the brunt of the negative impacts. Airport-related development can affect community cohesion in a number of interconnected ways. Airport-related workers can buy homes in communities close to the airport so that they don’t have to commute far to work. However, they often work long and unsociable hours, and may not participate in community activities as much as the previous residents did. Airport operators may buy up local homes as a compensation for noise or other impacts. They may rent out these homes, sometimes as houses of multiple occupation.*

*House values may fall due to noise, landscape and other impacts from the airport. Residents may find it difficult to sell their houses at a time and price that they have control over. Airport operators’ buy-up schemes may be restricted and divisive. This drip-feed of factors could result in a greater proportion of empty and neglected properties, further reducing the value of remaining local properties. This could lead to a negative spiral of increased uncertainty about the future of the community, more people moving out of the area, and more houses being rented out or empty. Thus, the number of children attending schools in the area could fall, as could the number of people participating in community activities. This could affect the viability of some community services, such as village halls and shops. Community cohesion may start to erode.”*

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<b>Number of Submitters</b>	251
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<b>Type of Submitters</b>	Community
	Government
	Non-government organisations

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<b>Master Plan Reference</b>	None – the Master Plan does not explicitly raise or address social interactions with the airport.
<b>APAM Position</b>	<p>APAM acknowledges the significant share of submissions that discuss social impacts associated with its operation.</p> <p>It is in all parties’ interests for APAM to meaningfully contribute to the social cohesion and wellbeing of Melbourne wherever possible.</p> <p>APAM is a significant participant in the existing socio-economic performance of Melbourne. Though social benefits (i.e. access to travel, logistics, employment) are available across the city, the same is not true for impacts. Aircraft noise and traffic congestion are higher in the city’s north-west. This is a function of the airport’s geographic location and the nature of airspace design for safe flight – not a deliberate or cynical strategy to target any particular community.</p> <p>APAM is confident that its existing operation has not induced any pattern of social dysfunction in any of its surrounding communities – nor is this reasonably expected to result from planned expansion.</p> <p>The temporary reprieve from aircraft noise due to the pandemic appears to have raised community awareness and concern about flight paths. Some submissions report ‘noticing’ noise recently that they had not experienced prior to COVID-19 - even mistakenly concluding that ‘new’ M3R flight paths are being tested. APAM assures the community that the due process of project approval, detailed airspace design and airspace change (including appropriate community consultations) will be followed.</p>
<b>Change to Master Plan</b>	Undertaking to install noise monitoring in affected communities (locations to be determined) in order to establish reliable data upon which to review and validate community impact assessments – including social.

**5.7.2.4 Financial impacts, property values, compensation**

**Theme: Aircraft effects and impacts**

**Issue: Financial impacts, property values, compensation**

<b>Summary of Issue</b>	<p>Financial remedy is a major feature of submissions discussing impacts of the M3R project. These comments are often coupled with health and social impact-based objections and are similarly based on the expected effects of noise.</p> <p>A large share of submissions in this category contain broad demand for ‘compensation’ with no further detail. APAM responds that direct cash payments will not be offered. Other mitigations may be consequent of M3R, if approved (following approval of Master Plan 2022). Should any programs be instigated, they will be for functional mitigation (i.e. funds shall only be allocated for substantive treatment of unavoidable impacts,</p>
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following appropriate risk-based assessment). Long-term sustainability of the airport's operation within Melbourne's community would be the objective of any such program.

APAM commits to include the full scope of submissions that discuss financial impacts and remedies related to M3R expansion (including those lodged to the Master Plan consultation) in the Draft M3R MDP and accompanying Supplementary Report. These themes include:

- Property value

A substantial share of submissions by private citizens expect residential property value in impacted areas will inevitably decrease as a direct result of airport traffic expansion, and thus that APAM should specifically remedy investment shortfall.

A few submissions discuss property acquisition by APAM as an option or preference.

Chapter D4: Social Impacts of the M3R MDP contains detailed assessment of expected residential property value performance across the M3R study areas.

- Noise mitigation subsidy

A small share of submissions suggest the airport provide noise amelioration measures to noise-affected residences (e.g. double-glazed windows, insulation, roof improvements).

[REDACTED]

Chapter D4: Social Impacts of the M3R MDP discusses applicable governance, precedent and potential strategies for noise attenuation programs, in alignment with NASF guidance.

- Employment and economic activity projections

Some submissions challenge growth projections described by the Master Plan. COVID-19 recovery uncertainty, increasing use of automation/technology and scepticism of current employment data are cited. One community group submission queries the scope of economic assessment and contests that net benefit cannot be claimed.

Some city councils have considered the airport's expansion in 'agent of change' terms and tender that APAM should bear external expenses attributable to its current and expanded operation. These issues include community health, environmental and land-use restriction.

The City of Moonee Valley provided the following commentary on several 'agent of change' issues:

*“It is clear that Melbourne Airport is a major infrastructure facility that supports the Melbourne and Victorian economy. However, the airport ultimately is run by a private entity that obtains a capital return from the operations. The aircraft operations have wide ranging known and demonstrable environmental negative impacts. These impacts create direct mitigation costs which are currently required to be absorbed by the surrounding community. Such costs can be identified and measured in terms of impacts on health and financial impositions.*

*The MAEO2 has mandatory standards that dictate how residential sites are allowed to be developed. The aircraft environmental overlays impose a minimum subdivision level, and also have a direct cost imposition for affected buildings that must include minimum insulation requirements.*

*Therefore, there are negative financial and health costs which are being absorbed by affected communities. These costs are imposed by an infrastructure facility, i.e. the Airport, the operators of which are listed on the Australian Stock Exchange.*

...

*The Commonwealth Government has the ultimate responsibility for the management of the Airport, and has the powers to identify and manage compensation outcomes for residents affected by aircraft noise*

*As it currently stands, there is no compensation or reimbursement made available for the owners of impacted properties around Melbourne Airport.*

*It is noted that in the case of other capital city airports in Australia, including Adelaide and Sydney, financial provisions are made to impacted residents to assist in addressing noise impacts on individual properties.*

...

*The operations of the airport, whilst providing benefits to the Victorian economy, ultimately deliver a profit for the owner.*

*As such, there is an inherent imbalance whereby the operators aim to seek an increased return whilst the affected community must absorb the costs and disbenefits associated with aircraft noise that is predicted to increase in the coming years*

*It is considered that Melbourne Airport has an obligation to outline these impacts in the Master Plan. Where these impacts are unreasonable, Melbourne Airport should be obliged to ameliorate those impacts or, if the impacts cannot be ameliorated, then compensation should be provided to those affected.*

*Council considers that those properties most impacted by noise from Melbourne Airport should receive financial compensation. The rationale and need for compensation is based on:*

- *Aircraft noise exposure is recognised as a health risk.*
- *The health effects impact people of all ages, in particular the older (over 65 years of age) and younger (1-14 years of age) members of the community and can also negative economic effects, as they impact the productivity of workers and cause a burden on health care systems.*
- *There are examples of where such schemes are employed elsewhere”*

Though APAM is a commercial entity (primarily owned by superannuation funds to benefit millions of Australian members), it operates the airport under lease from the Federal government according to the Airports Act (1996) with governance that requires its operation as a community asset. Previous noise amelioration schemes have been administered by the Federal government to balance community interests with airport expansion. The scope (and equivalence of these to the Melbourne scenario) are discussed in Issue G7 Curfew.

The airport has operated its current two-runway system since 1970, with traffic density increasing over time. The airport is well established and known within its urban environs, and almost all residents have made informed choices about residing in proximity to flight paths and their effects. Claims for compensation by those residents have not been evident in community submissions – with notable exception of a small group who describe having made house purchase decisions based on the airport’s declared plan to build the third runway east-west (per the Runway Development Program project). This issue was raised by a resident of Keilor (and is also discussed in Issue G3):

*“Compensation should be provided to property owners for the complete loss in actual value of homes who have purchased their homes on the 2013 or 2018 decision of a third runway operating east west and now this decision is proposed to change. This compensation should also include, social, economic and environmental losses. Some property owners would have purchased their home on this decision thinking that the fourth runway is more than two decades after the third and may never happen or can at least make a decision to sell prior to this time. This decision was not provided for them and selling and buying homes is a costly exercise that not all people can afford to do.”*

Brimbank City Council also raised community health costs as a primary concern:

*“It is considered that compensation should be provided either by means of a noise amelioration program (NAP) or other forms of compensation to owners of dwellings and buildings accommodating sensitive land uses (i.e., schools, places of*

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*worship, childcare centres and hospitals) adversely affected by aircraft noise associated with Melbourne Airport.*

*The following excerpts of the [legal] advice appropriately identify Council's position on this important matter:*

*“Council submits there is sound policy rationale and need for compensation to those adversely affected by both existing aircraft noise and future anticipated aircraft noise from the operations of Melbourne Airport.*

*The purpose of such compensation is required to reduce the impact of adverse aircraft noise on the affected communities around Melbourne Airport by either insulating dwellings and buildings accommodating sensitive uses or by other forms of compensation, as necessary. “*

*The rationale and need for compensation are based on:*

- *Aircraft noise exposure is recognised as a health risk.*
- *The health effects impact people of all ages, in particular the older (> 65 years of age) and younger (1-14 years of age) members of the community and can also negative economic effects, as they impact the productivity of workers and cause a burden on health care systems.”*

As discussed in Issue G2 Health Impacts, specific data that isolates airport-induced health effects from other factors is not available. APAM does, however, undertake to ensure noise monitoring is installed in order to establish reliable data upon which to review and validate impact assessments.

As described in Part 14 of Master Plan 2022, and Issue I, thorough corrective, monitoring and reporting systems are in place for a range of known impacts (e.g. air quality, water quality, PFAS contamination). These all accord with applicable State and Federal legislation - claims for compensation outside these instruments are thus not considered.

Planning overlays are imposed in certain airport surrounds by the regulation of the airport. These safeguard flight safety and minimise development incompatible with the airport's operation (importantly limiting residential development in areas of high noise). Several submissions have been lodged by property developers and community members who posit that these planning restrictions have value for which APAM is responsible. Examples include:

Community – Greenvale:

*“Yet the consequences of these changes and adjustments made without clear rationale, and in some cases can appear to be at the whim of the Airport have significant financial impact on affected landowners. As the difference in price of land between farmland and zoned urban land can vary by several million dollars per gross*

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*hectare, these costs, as they affect thousands of hectares of land, run to tens of billions of dollars in lost urban potential land value.”*

Property developer – City:

*“The proposal has placed a significant risk and delay specifically on our business, as the future development tower which has been approved by the Victorian Government at 118 City Road Southbank has been delayed due to the uncertainty around the impacts of the third runway to flight procedures at Essendon Fields Airport. This is compromising a \$1billion+ private investment into Victoria and many thousand of jobs. A project with government, council, public and commercial support is compromised due to the impacts of this proposed runway.”*

Brimbank City Council discusses social and financial implications of timely updates to planning controls:

*“This circumstance arises (at least partially) as a result of the significant delay in updating the MAEO maps in Victorian Planning Schemes to reflect the most recently approved ANEF contours.*

*Until 26 October 2021, since its introduction on 14 May 2007, the MAEO was applied to land based on the ANEF contours in the 2003 Melbourne Airport Master Plan. This was despite the existence of updated and approved ANEF contours contained in both the subsequent 2013 and 2018 Melbourne Airport Master Plans.*

*This results in a fundamentally unfair outcome where certain buildings were not required to be constructed to comply with the relevant Australian Standard under the Scheme despite being identified within the relevant ANEF contours in subsequent 2013 and 2018 Melbourne Airport Master Plan, in turn, warranting the application of the MAEO.*

*While it may be said this outcome arose as a consequence of the inaction of the Victorian Government, Council submits it should nonetheless be redressed as part of this compensation scheme within prescribed eligibility parameters for buildings within the ANEF contours based evidence assessing the severity of impact.*

*Specifically, Council submits owners of dwellings and other buildings accommodating sensitive land uses should be compensated for the necessary attenuation works required to achieve compliance with the relevant Australian Standard.”*

APAM’s detailed discussion of land-use planning and safeguarding feedback is included in Theme C.

A notable subset of planning restriction submissions are specific to the declaration of Public Safety Areas (PSA) via NASF Guideline I. Though these are not enshrined in planning schemes, they are likely to be enacted in the future. Several submissions venture that a PSA overlay would so

unduly restrict property use that acquisition by the airport is warranted.

Examples:

*Keilor:*

*“I request the Compatible Uses / Incompatible uses / activities be revised to clearly state & provide for:*

- 1. Ongoing occupation of existing dwellings.*
- 2. Replacement of existing dwellings.*
- 3. Ongoing replacement of dwellings as sought by future landholders.*
- 4. Where 1, 2, 3 are not permissible, then Melbourne Airport purchase property from landholder, comprehending the negative opportunity impact this new overlay forces upon existing landholders of long standing.”*

*Brimbank:*

*[APAM should] “Introduce a scheme where properties within the PSA can be voluntarily offered by owners, at current market value, for purchase by Melbourne Airport/ Commonwealth, or alternatively compensation is paid for the loss of property value.”*

There are very few properties within the inner (1:10,000) PSA and all have other restrictive planning overlays as well (e.g. MAEO 1, bushfire, cultural heritage). Where these properties are in a M3R PSA they will also be in very high aircraft noise impact areas and thus likely to feature in any future mitigation/treatment frameworks (as detailed in the Draft M3R MDP and accompanying Supplementary Report).

The joint submission by the Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG) queries APAM’s scope of economic analysis:

*“Importantly, discussion of the economic benefits Melbourne Airport brings to the state should be supplemented with an account of the costs to the state. While the Plan indicates MA will contribute \$4.5b to the Victorian economy by 2042, it is not clear this takes into account the costs of road and rail infrastructure required to service expansion, nor other costs such as the avoidable costs of traffic delays that may be, in part, attributable to the concentration of aviation operations in one major airport with potentially inadequate transport access. This should include Furthermore, for every dollar in export revenue to Australia, Melbourne Airport facilitates 2.2 dollars in import expenditure, an apparent net loss to our economy”*

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**Number of Submitters**      217

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<b>Type of Submitters</b>	<p>Community</p> <p>Government</p> <p>Non-government organisations</p>
<b>Master Plan Reference</b>	<p>Part 15</p> <p>NASF: Section 15.2</p> <p>Victorian Planning Policies: section 15.4</p> <p>Aircraft noise impact frameworks (ANEF/MAEO): Section 15.7</p> <p>PSA: Section 15.15</p>
<b>APAM Position</b>	<p>APAM offers no general ‘compensation’ in relation to Master Plan 2022. Other mitigations may be consequent of M3R, if approved (following approval of Master Plan 2022). Should any programs be instigated, they will be for functional mitigation (i.e. funds shall only be allocated for substantive treatment of unavoidable impacts, following appropriate risk-based assessment). Long-term sustainability of the airport’s operation within Melbourne’s community would be the objective of any such program.</p> <p>Though APAM is a commercial entity (primarily owned by superannuation funds to benefit millions of Australian members), it operates the airport under lease from the Federal government according to the Airports Act (1996) with governance that requires its operation as a community asset. Previous noise amelioration schemes have been administered by the Federal government to balance community interests with airport expansion. The scope (and equivalence of these to the Melbourne scenario) are discussed in Issue G7.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The Master Plan’s primary function is to outline APAM’s strategic vision. It does not provide details of major projects, such as M3R, as the impacts and benefits of these are consulted on and provided for approval by the MDP process.</p> <p>The Master Plan does, however, include demonstration of APAM’s means of conformance with NASF guidelines for a 20-year horizon. These frameworks have indirect financial implications where they impose limitations.</p> <p>As discussed in Issue G1, the ANEF in Master Plan 2022 continues to reflect the noise impacts associated with the ultimate four-runway</p>

operation but has been revised to reflect changed planning for a third runway oriented north-south (from Master Plan 2018, which had the third runway in east-west orientation), and incorporates the latest airspace design and utilisation intelligence. [REDACTED]

[REDACTED] The ANEF thus forms the Master Plan basis for evaluating noise and land use planning effects. It also enables comparison with precedent noise-amelioration funding programs (e.g. Sydney and Adelaide), which are often cited in submissions.

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<b>Change to Master Plan</b>	None proposed. No new financial obligations are required to accompany Draft Master Plan 2022.
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### 5.7.2.5 Safety risks – both on and off airport

**Theme: Aircraft effects and impacts**

**Issue: Safety risks – on- and off-airport**

**Summary of Issue**

Concerns related to aviation safety hazards beyond the airport featured in a small share of submissions.

The majority of these concerns related to increasing risk during landings and take-offs correlating with increased flying activity. These concerns were heightened for residents in close proximity to the airport, who relate worries about low flying aircraft and falling objects. One example stated fears exacerbated by the 9/11 tragedy of 2001. Another submission concluded that, despite aviation’s positive safety performance, it is a statistical certainty that catastrophe will occur.

A significant share of submissions raised concerns about house vibration/shaking due to low flying aircraft. In one case this prompted concern that household objects may fall due to the vibration caused by aircraft.

Increasing use of flight paths over hazardous facilities (such as fuel depots) raises community concern about potential catastrophic accidents. A submission referred specifically to the risk of aircraft collision with electricity pylons and transmission lines near to the southern end of the new runway.

Reservations concerning personal safety for children and teachers at schools close to the airport were also raised in submissions. A particular reference was made to occupational health and safety standards for maximum exposure periods at dB(A) levels. This submission indicated that AS2021:2015 validated a peak noise event of 110 dB(A) at the Keilor Primary School. It is noted that the question was asked during a briefing with the school and a

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maximum exposure value was not available at the time, however  $L_{Amax}$  values were discussed.

One submission referenced a news article from January 2022 discussing risk of pilots making errors following long periods without flying. The submission highlighted concerns this risk would apply across all airlines (domestic and international) and that further lockdowns might increase this threat. The submission sought assurance that this hazard is being appropriately considered as the industry recovers from the COVID-19 downturn.

Some submissions from the surrounds of Essendon Fields cited previous incidents as cause for concern about airport safety, and in the shared airspace – particularly as traffic increases at both airports. This submission also referenced emergency vehicle processes and access in the event of emergency.

Correlation between social disadvantage and crime was drawn – including a conclusion that increased social disadvantage attributable to airport operations would adversely affect public safety.

Public Safety Areas (PSA) were mentioned broadly in a few submissions (nb. individual letters were sent to residential properties within the forecast PSA). One resident indicated concern about their location in a 1:100,000 (Outer) PSA contour. Other submissions noted that the east-west PSA contains no residential dwellings, and that land south of the new runway is not compatible for residential occupation based on the NASF Guideline I advice.

One submission suggested that Avalon Airport is safer than Melbourne Airport because its proximity to the bay (thus an aircraft emergency could/would occur away from populated areas).

<b>Number of Submitters</b>	36
<b>Type of Submitters</b>	Community
<b>Master Plan Reference</b>	Part C15 Safeguarding APAM, Section 15.15 Managing the risk in public safety areas.
<b>APAM Position</b>	Safety risks are discussed within the Master Plan, though they focus on the safeguarding measures applied to manage risk in Public Safety Areas. PSA modelling evaluates risk based on the aircraft movement forecast, however it does not address specific concerns community members have around aviation safety.

### **Public Safety Areas**

APAM acknowledges that the letters sent to dwellings within (or close to) the PSA contours may have raised undue alarm for recipients. The letter included FAQs based on the information available from the Guideline I website and APAM offered further information with affected residents upon request.

It appears that the engagement was not sufficiently clear regarding the purpose of PSA from a land use planning perspective (for future developments), and that the guideline will not be applied retrospectively. APAM is proposing further information to the community regarding PSAs (including calculation methodology and intended use - see example commentary below) to address this shortcoming.

This is the second Melbourne Airport Master Plan that has presented PSAs. This topic is not yet addressed consistently across other Australian airports – several federally-leased airports have not included PSA figures in their post-2018 Master Plans.

The airport has adopted the methodology proposed in NASF Guideline I, which follows the methodology developed by UK NATS - this applies accident frequencies based on historic data (1970 to 1998). An outcome of this method is a higher crash rate than would result if based on the modern fleet operating and forecast at APAM. In developing the contours, APAM considered presenting other PSAs based on a crash rate more reflective of the trends presented in Boeing's annual summary of airplane accidents (*Boeing Statistical Summary of Commercial Jet Airplane Accidents, Worldwide Operations 1959-2020*). Additional consideration was given to whether worldwide statistics are appropriate for Australian airports.

These alternate methodologies were ultimately discarded to not risk creating confusion as to which PSA should be considered.

APAM notes the Australian Government's commitment to an Aviation White Paper and will advocate for that scope to include discussion of available PSA calculation methodologies, with an objective of nominating an optimal framework for application in Australia.

### **Occupational health and safety**

The submission referring to occupational health and safety hazards for Keilor Primary School attributable to noise was reviewed in detail. As discussed in Issue G1, calculation using the AS2021:2015 methodology shows that 110dB(A) will not be experienced at Keilor Primary School.

### **Aviation safety**

Although Australia has an excellent aviation safety record, there are inherent and unavoidable risks in the industry. Australia has

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not experienced a high-capacity (i.e. aircraft with more than 38 seats) Regular Public Transport (RPT) fatal accident since 1968 and has never had a major accident involving a RPT jet aircraft. There has never been a serious accident involving RPT at Melbourne Airport.

Melbourne Airport's safe operation is highly regulated. The aerodrome is certified under section 139.050 of the CAS Regulations and is therefore bound to satisfy CASA that appropriate operating procedures, equipment and adequately trained and experienced personnel are in place so that suitable provision for the safety of aircraft and personnel is maintained.

RPT aircraft using Melbourne Airport are subject to extensive regulatory controls to ensure they are safely maintained and operated. Pilots and crew are subject to high standards of licensing and regulatory control.

Small-scale safety risks are managed through systemic industry practices – this includes the public exposure to the hazard of falling aircraft components (which may be lost during take-off or landing). Airline safety management includes a strong focus on preventing objects accidentally detaching from aircraft in flight. Though rare occurrences, when objects are discovered to have fallen off aircraft, these occurrences are reported to the Australian Transport Safety Bureau (ATSB) which maintains a database and may investigate.

### **More engagement on aviation safety**

As the Master Plan is a strategic document prepared every five years, it is not an appropriate location for current public information about airport safety. APAM believes better reporting, consultation and engagement on aviation safety could be achieved via:

- Regular publication of performance data for wildlife strikes, fallen objects, etc
- Industry expert (airline, regulator, air traffic controller) participation in engagement to provide specific information and answer specific community questions
- Partnering with Essendon Fields and Airservices to collectively inform the community of safety measures in place to manage the airspace between the two airports
- Regular reporting on safety metric performance to CACG.

Safety performance, improvement and strategic content could be summarised and incorporated into future Master Plan documents.

### **Conclusion**

As outlined above, APAM believes regular reporting, consultation and engagement regarding aviation safety will help enhance the

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community’s understanding of safety hazards and risks associated with the airport’s operations.

**Change to Master Plan**

Based on the commentary included in ‘APAM Position’, APAM does not propose to change the Master Plan.

**5.7.2.6 Noise mitigation measures**

**Theme: Aircraft effects and impacts**

**Issue: Noise mitigation measures**

**Summary of Issue**

Flight path design and runway operating modes (including noise abatement procedures) are discussed in Theme F. This section concerns technical noise mitigation measures, such as amelioration (e.g. insulation) schemes and operational restrictions (noting curfew is addressed as its own issue).

Submissions from community discuss this subject from a range of perspectives:

- Requests and demands for general ‘noise treatment’ of personal property, schools (particularly Keilor Primary) and other sensitive use sites
- Reported lack of appropriate insulation at property for current noise conditions
- Apprehension about lack of content about amelioration in the Master Plan and M3R MDP
- Concern that any amelioration will be inadequate to mitigate disbenefit (particularly outdoors)
- Queries about future provision of insulation, double-glazing or other noise attenuation for areas impacted by M3R.

The Melbourne Airport Community Airport Consultation Group (CACG) seeks to understand how the airport will take its share of responsibility for community losses and expenses that may result from airport development – in compensation terms and particularly for noise insulation and property development restrictions.

The submission from the Keilor Residents and Ratepayers Association (KRRRA) calls for noise amelioration for buildings within the ANEF 20 contour and asks who will pay for the works. KRRRA note some of the residents consider the MAEO2 overlay “*generally acceptable*”.

The East Melbourne Group’s submission seeks to understand airport responses to noise complaints - suggesting it is incumbent upon the airport to be aware of, and take action to mitigate, aircraft noise.

A substantial share of submissions (including Brimbank and Moonee Valley City Councils) reference the Commonwealth noise insulation scheme applied at Sydney and Adelaide Airports. The joint submission from Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG) also referred to the insulation rebate scheme introduced at Sydney Airport.

The Brimbank City Council and Moonee Valley City Council submissions also cite international examples of insulation schemes. Brimbank City Council's submission examines specifics of a noise insulation program in the areas within the ANEF 20 and ANEF 25 for residential premises, schools, childcare and early learning centres, aged care facilities and public buildings. They also reference a Noise Amelioration Program that responds to the World Health Organisation (WHO) noise guidance. This submission describes scenarios considered reasonable for incorporation in a Noise Amelioration Program or compensation:

- Dwellings within the 2022 ANEF 30-35 contour
- Sensitive land uses within the 2022 ANEF 25 contour
- Sensitive buildings constructed in accordance with the requirements of the Brimbank Planning Scheme (Scheme) and Building Act and Regulations at that time, but now proposed for inclusion in the Melbourne Airport Environs Overlay (MAEO) as a result of the 2022 ANEF contours
- Sensitive buildings constructed in accordance with the requirements of the MAEO (i.e. to meet the Australian Standard) that are proposed to be removed from the MAEO by M3R
- Sensitive buildings that were constructed before the Melbourne Airport construction project was announced in 1959
- Sensitive buildings constructed after 1959 but before the former Airport Environs Overlay was introduced on an interim basis through planning scheme amendment L45 to the former Keilor Planning Scheme in May 1992
- Sensitive buildings identified within the 2022 ANEF contours but not the 2018 ANEF contours.

The Maribyrnong City Council includes several noise mitigation suggestions including:

- Noise amelioration should be provided
  - "Cost effective noise controls in the Victorian Building Regulations on new buildings intended for sensitive uses and exposed to N contours."
  - "A commitment, with measurable targets, in the Masterplan to progressive reductions in aircraft noise impacts through the use of new technologies and ways of organising aircraft movements."
-

- Movement quotas, comparable to the scheme applied at Sydney, be applied.

Hume City Council’s submission calls on the airport to explore options for retrofitting existing dwellings, child and aged care facilities, libraries and schools with noise insulation.

[REDACTED]

<b>Number of Submitters</b>	129
<b>Type of Submitters</b>	Community Government Non-government organisations
<b>Master Plan Reference</b>	Noise amelioration programs and movement caps are not discussed within the Master Plan.  Part C15 Safeguarding Melbourne Airport, Section 15.7.2 Significant ANEF Levels
<b>APAM Position</b>	<b>Noise Amelioration Programs (Insulation)</b>  Previous noise amelioration programs in Australia were funded by an aircraft noise levy under the Aircraft Noise Levy Act 1995 and the Aircraft Noise Levy Collection Act 1995. Levies were imposed on operators of jet aircraft using the respective airport and those airlines passed the cost to passengers through ticket prices.  Around Sydney Airport residential properties in the-then Australian Noise Exposure Index (ANEI) 30 contour and public buildings (schools, churches, day care centres and hospitals) in the ANEI 25 contour were eligible for financial and technical assistance under the program. This was similar for Adelaide Airport, however the ANEF was used rather than an ANEI.  Application of these metrics to Melbourne Airport’s M3R proposal would yield 33 residential properties within the ANEF 30 contour and 11 public buildings within the ANEF 25 contour. A comparison

of equivalent noise amelioration programs is provided in the table below:

<b>Airport</b>	<b>Residential</b>	<b>Public buildings</b>
<b>Sydney Airport</b>	4,083	99
<b>Adelaide Airport</b>	648	9
<b>Melbourne Airport</b>	33	11

The eleven public buildings within the ANEF 25 contour include:

- One school (Keilor Primary School)
- One library (Keilor Library)
- One hospital (Keilor Private)
- Two community centres and neighbourhood houses (Old Shire Hall and Keilor Community Hall)
- Three childcare centres & kindergartens (Keilor Primary School OSHC, Keilor Village Preschool and Goodstart Early Learning Keilor Village)
- Three places of worship (Uniting Church Keilor, Keilor City Church and Brimbank Anglican Church)

As outlined in the M3R MDP, facility information (including location) was obtained from a data request from Spatial Datamart (DELWP) in 2021. To ensure consistency with Council data, a request was made to the Councils surrounding the airport to confirm this information. Where additional data was provided, this was merged with the Spatial Datamart data and duplicates removed. While APAM has endeavoured to collate complete data set for community facilities, some may have been missed. As part of any Noise Amelioration Program, updated facility information would be sourced from Councils and the State Government.

APAM notes that there is a wide range of preferences across the community and levels of government for how boundaries for noise amelioration could/should be determined. This discussion is explored in detail in the Supplementary Report to the Draft M3R MDP.

#### **Operating Restrictions (excluding Curfew)**

APAM acknowledges Maribyrnong City Council's recommendation for caps on flight movement. As discussed within this report, the objective of noise mitigation through limitation of overflights is facilitated by Segregated and SODPROPS operating Modes. This

discussion is explored in detail in the Supplementary Report to the Draft M3R MDP.

### Conclusion

APAM has applied precedent principles to evaluate potential noise amelioration programs that may be associated with the M3R project. This subject is considered in further detail by M3R, and the detail of related submissions will be included in the Supplementary Report to the Draft M3R MDP.

APAM notes the Australian Government’s commitment to an Aviation White Paper and APAM will advocate the scope to include discussing some of the noise mitigation items raised in submissions.

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#### Change to Master Plan

Based on the commentary included in ‘*APAM Position*’, APAM does not propose to change the content of the Preliminary Draft Master Plan.

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### 5.7.2.7 Curfew

**Theme: Aircraft effects and impacts**

**Issue: Curfew**

#### Summary of Issue

Commentary about noise (current and projected) is the single most prevalent topic of feedback to the Preliminary Draft Master Plan 2022. Calls for curfew on flight operations feature heavily in this conversation.

These submissions discuss:

- Concern that a curfew is not already in place, nor proposed
- That an airport-wide curfew should be implemented similarly to other major airports (e.g. Sydney, Adelaide, Gold Coast, other internationals)
- That a curfew should apply to operation of the third runway
- Community reaction to new impacts associated with M3R may render a curfew inevitable
- Recommendation that a curfew would mitigate health impacts associated with aircraft noise at night (i.e. sleep disturbance induced issues).

Some submissions propose specific parameters for a curfew proposition:

- Airport-wide curfew for all flights
  - Curfew on the new runway only
  - Certain (louder) aircraft types restricted only
-

- International arrivals restricted only
- Curfew for the existing east-west runway (10pm to 7am)
- Specific curfew periods:
  - 10pm-7am
  - 12am-6am
  - 10pm-6am

One submission surmised that if Noise Abatement Procedures and amelioration efforts do not meet the World Health Organisation (WHO) noise guidelines, then a curfew should be introduced.

Melbourne Airport’s Community Aviation Consultation Group (CACG) queried whether a curfew had been considered, and if not, what would ‘trigger’ consideration of night curfews.

A submission by the Keilor Residents and Ratepayers Association (KRRRA) highlights that curfews were being sought by communities to the south of the airport prior to COVID-19. KRRRA states that they will continue to lobby for night curfews, especially for runway 16 departures. This submission also challenges APAM’s assertion that the airport has always been planned as curfew-free and should remain so. As evidence the submission includes scanned copies of newspaper stories from 1969 quoting the House of Representatives Select Committee on Airport Noise chairman Mr Bosman: *“the curfew restricting night flying should remain in force until the committee presented its final report”*. KRRRA responds to the curfew-free history of APAM as *“no more than politicians of the time talking up the new airport for Melbourne and adding fuel to the Melbourne/Sydney rivalry”*. They also reference that there is *“no culture of noise abatement at Melbourne Airport nor with Airservices”* which forces residents to call for curfew.

KRRRA distributed a proforma response to community that included a point of concern about 24/7 operations and stated that a curfew should be put in place for Melbourne Airport similar to Sydney, Adelaide and Surfers Paradise (presumed reference to Gold Coast Airport).

As part of the joint submission from Hume Residents Airport Action Group (HRAAG) and Melbourne Airport Community Action Group (MACAG), a request is made that the economic value of the curfew-free status be provided to give greater understanding of where the true balance lies between the benefits and harms associated with 24/7 operations.

A submission requested legislation of a curfew for Melbourne Airport consistent with the independent review of the four-runway plan of 1990 by PD Technologies.

The Brimbank City Council submission asserts that APAM does not attempt to prevent or minimise health impacts associated with

aircraft noise (through curfew, noise insulation scheme, compulsory acquisition, etc). Brimbank suggests that curfews are an important element of noise mitigation at international airports. A recommendation is made that APAM address Noise Abatement Procedures (particularly at night-time) and review potential for noise sharing by reconsidering the four-runway configuration. Alternatively, the airport should consider a curfew and/or limit night flights to modern (i.e. quieter) aircraft. The Brimbank submission includes a Health Impact Assessment, completed by Tonkin & Taylor, which references a laboratory study comparing the potential effects of changes in the night-time curfew at Frankfurt airport on sleep disruption with 128 subjects over 13 nights. The study found that small improvements were observed in sleep structure for the nights with curfew.

Maribyrnong City Council's submission recommends that APAM further examine alternatives to the third runway in north-south orientation - including a selective curfew and re-distribution of more traffic to Avalon Airport. The Council requests that a mechanism for curfew on M3R is retained for use in the event that noise mitigation measure do not satisfactorily address deleterious health impacts. The submission posits that the health, educational and other social benefits of protecting sleep for thousands of residents outweigh the economic disbenefits of a curfew. Maribyrnong suggest that residential property growth would be an associated benefit of curfew and should be included.

Maribyrnong City Council call for further investigation of:

- Curfew on all arrivals and departures
- Curfew on all arrivals and departures except for low-noise freight and business jets (per Sydney Airport)
- Requirement for night flights to approach over non-residential areas
- Limited annual quota for night flights and/or movements at the start or end of a curfew
- A daytime quota (per Sydney airport's limit of 80 flights per hour).

Moonee Valley City Council's submission suggested that the Master Plan should consider curfews on some/all runways to maintain a 24-hour operation. Additional consideration is recommended of restricting access to only modern/quieter aircraft at sensitive times.

Moreland City Council's submission describes general community concern around noise and health impacts of a third runway, with particular notation of no plans for a curfew.

Hobsons Bay City Council broadly supports the submissions of neighbouring councils such as Brimbank and Moonee Valley - both of which raise curfew as an issue.



Hume City Council’s submission supports the airport’s growth and development, including its ongoing curfew-free operation. Hume does, however, state that *“affected communities need to be given more support to mitigate and minimise aircraft noise impacts”*. Hume sees a significant role for APAM in this given the continued curfew-free status relies to an extent upon continued community support.

[REDACTED]

The Qantas Group’s submission values the airport’s curfew-free status, noting the flexibility this provides for their customers. They also note that they will continue to work closely with interested parties to ensure an appropriate balance can be struck between the operational needs of airlines and the impacts of aircraft noise – with the objective of preserving Melbourne’s curfew-free operation.

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<b>Number of Submitters</b>	152
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<b>Type of Submitters</b>	Community Government Non-government organisations
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<b>Master Plan Reference</b>	<p>The importance of Melbourne Airport’s curfew-free status is discussed in Part B6, Section 6.1.5.</p> <p>Preferred modes of operations (covering the night period) are discussed in Part C15, Sections 15.5.5 and 15.7.5.</p> <p>Forecast runway use for night periods (11pm to 6am) are highlighted in Figures 15-23 (M3R) and 15-25 (four runways).</p> <p>N-above contours covering the N60 night = 5 contours for 2046 (M3R) and 2052 (four-runway ANEF) are shown in Figures 15-33 and 15-34. Although the NASF Guideline suggests using N60 night = 6, APAM has chosen to provide a more conservative N60 night = 5 as this aligns with the conservative approach adopted in the M3R MDP.</p>
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## **APAM Position**

### **Curfew Modelling in Master Plan**

Submissions from some Councils request that curfew be explored within the Master Plan document. This is inconsistent with Victorian State Government Planning and the longstanding operating concept of Melbourne Airport – as reflected in all Master Plans to date. APAM’s position that Melbourne Airport must operate without curfew is unchanged.

### **Best Practice Noise Mitigation**

APAM observes the International Civil Aviation Organisation (ICAO) ‘Balanced Approach to Aircraft Noise Management’ framework. The four pillars of this strategy include:

Principle 1: Reduction of noise at source

Principle 2: Land-use planning and management

Principle 3: Noise abatement operational procedures

Principle 4: Operating restrictions

Curfew would be considered under Principle 4 - only if/when all other principles have been exhausted. APAM acknowledges that there is yet opportunity to improve within Principles 1-3.

### **Noise Abatement Procedures at Night**

There are existing noise abatement procedures and runway use modes in place aimed at limiting and reducing the impact of aircraft noise where safe and practicable. APAM will continue to work with Airservices and industry in the ongoing design, development and implementation of airspace and flight path changes to improve the safety, environmental/sustainability and balanced outcomes for the Melbourne community.

APAM has included new specific operating modes at night to reduce the impacts on communities where possible for M3R and the long-term four runway system. These includes new modes (e.g. Segregated and SODPROPS) for M3R, which afford flexibility to distribute noise, including by prioritising flight over the sparsely populated north at night.

APAM received community feedback during public exhibition about the accessibility of current Noise Abatement Procedures – if/how they are implemented and monitored, and that on occasions where wind is not a factor aircraft are not always flown per NAP. APAM has not provided information to the community regarding use of or compliance with NAP and are not aware of such data being provided by Airservices - this is a gap in community engagement. APAM undertakes to work with Airservices to produce and share NAP performance data via the CACG forum.

### **Comparison with Sydney, Adelaide and Gold Coast Airports**

Some submissions (majority via the KRRRA proforma) draw analogy with curfewed (11pm to 6am) Australian airports (Sydney, Adelaide, Gold Coast) and similar international airports. Brimbank City Council's submission questions why residential populations around Melbourne Airport should not receive respite from night-time flights when communities in Adelaide and Sydney do.

It is important to understand the unique location and planning history of the Tullamarine site. Sydney, Adelaide and Gold Coast aerodromes are all located much closer to residential populations than Melbourne (**Error! Reference source not found.**). The Tullamarine site was deliberately selected in the 1950s with an objective of minimising aircraft noise impacts. The site's surrounds were largely rural, with only few dwellings south of the airport (north of the Calder Freeway) and the township of Bulla to the north-west.

Suburbs south of the Calder Freeway are more than 3.6 kilometres from the new runway, which is similar to the distance between the existing north-south runway and Keilor Park.

APAM does not agree that curfew for the Tullamarine site is warranted by its proximity to residential properties. As demonstrated in Issue G6, if the metrics for noise treatment programs previously applied in previous Australian schemes are applied to this site, the scale of community impact in Melbourne is substantially smaller.

Curfews on Australian airports have curtailed their ability to attract international tourism, which in turn impacts economic activity and opportunity.

### **Curfew Exemptions**

While most aircraft operations are prohibited during curfews, some provisions are made to allow freight and emergency movements. Freight aircraft tend to be older and louder than current passenger fleet (often converted from previous passenger configuration). It is worth noting that the curfew regulations at Sydney and Adelaide airports preclude the upgrade of legacy aircraft (e.g. BAe-146s) for routes that partner with those airports. This has a flow-on effect of enforcing these legacy aircraft at other airports around Australia.

Principle 1 of the ICAO Balanced Approach is to reduce noise at its source. APAM is committing to engaging with freight operators and other night-time operators to discuss fleet improvement programs and commitments to bringing in newer aircraft types to Melbourne Airport. Where there are no plans, APAM will explore incentives (such as additional charges) and advocate for the Aviation White Paper to discuss a review/update the requirements under the '*Air Navigation (Aircraft Noise) Regulations 2018*'.

### Historic Curfew References

The KRRRA submission includes a 1969 quote “*the curfew restricting night flying should remain in force until the committee presented its final report*” which is attributed to the interim report House of Representatives Select Committee on Airport Noise. APAM has not been able to source the reference from the news clipping.

APAM notes that Melbourne Airport has never operated with a curfew.

One submission referenced a P&D Technology recommendation for curfew as part of their review of the 1990 APAM Strategy / Draft Environmental Impact Assessment. APAM have reviewed this report (version dated 11<sup>th</sup> December 1989) but are unable to find the referenced recommendation.

### Curfew Triggers / Mechanism

A question raised by CACG sought to understand how consideration of night curfew might be triggered. Maribyrnong City Council recommended that a mechanism should be in place for introducing a curfew in the event that other noise mitigation measures do not adequately mitigate potential health impacts. Consideration of a potential curfew would be a role of DITRDCA. APAM will advocate for the Aviation White Paper to discuss curfew considerations as raised in these submissions.

### Support for Curfew-Free Status

APAM’s curfew-free status is an important economic competitive advantage - particularly in terms of international tourism, business connection and freight. 24-hour operations enable time-critical freight to arrive fresh at destination. This benefits Victorian exporters of fresh food, allowing their produce to be exported in a timely manner.

[REDACTED]

[REDACTED]

Qantas' support for retaining an operation unconstrained by curfew is appreciated by APAM. Their commitment to balancing operational needs with community outcomes is aligned with the airport's objectives.

Hume City Council support for growth at the airport, including ongoing curfew-free operations is appreciated by APAM. APAM will respond directly to comments regarding its role in giving more support to mitigate and minimise aircraft noise impacts as part of the M3R MDP Supplementary Report.

**Conclusion**

APAM does not support consideration of a curfew at APAM.

The airport acknowledges the impacts of night flights on affected residents, and their concerns over the additional activity enabled by a third and fourth runway. The M3R MDP and Supplementary Report further evaluate the implications of the airport's capacity growth, as enabled by that runway development project.

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**Change to Master Plan**

Based on the commentary included in '*APAM Position*', APAM does not propose any curfew-related change to the Preliminary Draft Master Plan.

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Figure 26: Comparison of residential areas around curfew Australian airports with Melbourne Airport





### 5.7.3 Summary and Conclusion

The concurrent exhibition of Preliminary Draft Master Plan 2022 with the Melbourne Airport's Third Runway MDP has substantially influenced the type and volume of submissions lodged to this process. This is particularly evident in the volume of submissions that discuss aircraft effects on the community – particularly in relation to the forecast growth enabled by M3R.

Within the context of the Master Plan the key aircraft effect topics raised are:

#### **Aircraft Noise, Mitigation and Curfews**

Monitoring, modelling and presentation of aircraft noise by the airport is a major focus of residents, local government authorities and various community representative groups. Current Australian standards and best practice have been used to ensure the Master Plan presents the most accurate and accessible noise representations possible. Community sentiment, however, indicates that more should be done to build confidence and form basis for conversations about the health, social and financial impacts of overflight.

APAM makes several commitments relating to this theme – it will:

- Respond to the CACG answering their questions about aircraft noise
- Continue to work with and support EAPL in developing an ANEF reflecting the plans at Melbourne Airport
- Investigate including historic ANEF in the online noise tool
- APAM will advocate for the Aviation White Paper to discuss aircraft noise items raised in the submissions. This includes discussion on appropriate measures to manage aircraft noise intrusions in areas forecast to be subject to exposure above the significant ANEF levels (30 ANEF), noise descriptors, survey used to inform the ANEF and AS2021:2015, independent review of noise modelling, noise mitigation measures and curfew triggers / mechanisms
- Explore purchasing noise monitors for deployment within the community. The objective shall be to accurately model current conditions and establish baseline data for areas within M3R impact projections. APAM will work with the community and Airservices to identify appropriate locations and channels for presenting output data
- Provide suggested improvements for the complaints process to Airservices
- Commit to sharing complaint data with the community
- Be open to discussing a mechanism for an independent review of noise modelling with the DITRDCA
- Provide more regular noise outputs from historical data (such as ANEI, N-above contours and any other descriptors) to the community via the online noise tool.

#### **Health & Social**

APAM acknowledges it has a role to play in the future wellbeing of communities – especially its immediate neighbours.

APAM has committed to installing active noise monitoring in key communities and report data generated via appropriate channels. As knowledge about correlations between noise and community health improves, noise monitoring data can be utilised to update impact assessments.

Project- and expansion- related forecasts for community health and social impacts will be explored in greater detail in the Supplementary Report to the M3R MDP.



## **Financial**

APAM offers no general ‘compensation’ in relation to Master Plan 2022. Other mitigations may be consequent of M3R, if approved (following approval of Master Plan 2022). Should any programs be instigated, they will be for functional mitigation (i.e. funds shall only be allocated for substantive treatment of unavoidable impacts, following appropriate risk-based assessment). Long-term sustainability of the airport’s operation within Melbourne’s community would be the objective of any such program.

## **Safety Risks**

APAM’s safety standards are world-class, nevertheless the airport acknowledges that the community has legitimate interest in its performance. APAM thus commits to:

- Advocating for the Aviation White Paper to discuss optional methodology for generating Public Safety Areas
- Improve community awareness of aviation safety risks and data through ongoing community engagement.

## 5.8 Theme H: Ground Transport

### 5.8.1 Overview of Theme

APAM's plan for Ground Transport is covered in Part C12 of the Master Plan (the Master Plan) and outlines the transport response to forecast increases in passenger and freight demand over the next five years, alongside the strategic direction over the next 20 years. To accommodate demand from various user groups with different transport needs, it sets out a multi-modal transport plan, with major development projects and initiatives anticipated in both the short and long term. The Ground Transport Plan includes improvements to external and internal road networks, as well as public and active transport enhancements. These are collectively dedicated to safeguarding continued, safe and efficient access to Melbourne Airport for the community.

In recognising existing congestion issues on and off site and responding to the forecast growth, APAM seeks to maintain reliable, road-based access options through key upgrades to the road network within the airport. Within the next five years, short-term internal road network improvements focus on the Elevated Roads Project. This project will enhance traffic movement to and from the Tullamarine Freeway and connect with a new elevated forecourt within the T1, T2, T3 multi-level car park. An MDP for Stage 1 of the project, the new T4 Express Link off-ramp from the Tullamarine Freeway, was approved by the Department of Infrastructure in October 2019. Construction is already underway and due for completion in FY23. An MDP for Stage 2 to complete the elevated road network and the new drop-off and pick-up areas, was approved 21 October 2021. Construction on Stage 2 will commence in mid-2023 and complete by mid-2025.

In the long-term, a series of other internal road access improvements are proposed for safeguarding to improve, for example, access from the north of the airport. These road network upgrades complement Victorian Government proposed external upgrades, such as the Melbourne Airport Link road project, Bulla Bypass and Outer Metropolitan Ring Road. The Ground Transport Plan also identifies opportunities for securing access to the western side of the airport to accommodate the potential for future development.

The Ground Transport Plan further responds to the forecast growth and existing network challenges through public transport improvements, which include a combination of bus improvements and the Melbourne Airport Rail project. Buses will benefit from priority access in the redeveloped ground forecourt of the Elevated Roads Project, and from APAM's commitment to work with public and private operators in investigating additional service enhancements. Major rail upgrades referenced in the Ground Transport Plan are centred on the Melbourne Airport Rail and Suburban Rail Loop projects. Melbourne Airport Rail is expected to commence construction in the next five years with a target opening date of 2029, while the Suburban Rail Loop (Stage 2 – Box Hill to Melbourne Airport) is expected in the long term. APAM is committed to working with the Victorian Government and relevant authorities to improve outcomes for airport users through the timely development and delivery of these projects.

The Ground Transport Plan also promotes active transport improvements to safeguard diverse options for accessing terminals and employment areas. In response to pedestrian demand, the Elevated Roads Project is fundamentally designed to re-distribute traffic and allocate more space to people and facilitate walking between the terminal frontage and key transport services. For cycling, APAM aims to foster convenient, integrated links by addressing existing gaps in connectivity. As indicated in the Ground Transport Plan, it supports the alignment of on-site routes with the Victorian Department of Transport's Strategic Cycling Corridor network and will incrementally deliver cycling infrastructure where it forms part of major road or precinct developments. Of note, this includes provision of a Shared User Path (SUP) as part of the

Melbourne Airport Rail project which will connect to off-airport cycling paths and feed across the airport land into the terminal precinct. In the long-term, the Ground Transport Plan expresses support for local and state government to develop enhancements to the cycling network beyond the Strategic Cycling Corridors.

The Ground Transport Plan is underpinned by an overarching commitment from APAM to ongoing collaboration with government authorities and the purposeful accommodation of innovative transport technologies in its delivery of a multimodal access strategy.

#### *Overview of submissions*

The theme of Ground Transport has been raised in 98 submissions relating to the Master Plan. The complexity of the transport system is such that the submissions varied in their nature. This includes challenges and impacts of congestion on the existing road network and particularly for access from north of the airport as well as concerns for impacts to amenity relating to new internal road network connections and the approach to car parking management.

Public transport is highlighted as being critical in responding to forecast growth in demand and addressing wider social and environmental impacts, with a particular focus on new rail connections, such as Melbourne Airport Rail, and bus access enhancements. The need for improved active transport facilities is raised, including the timing for the development of planned links, a need for the integration of facilities as part of other major projects, the opportunity for additional connections on new corridors and the importance of supporting end-of-trip facilities.

There are also a series of requests for further information in relation to the integration of technology and new transport innovations, the timing of major projects both within and external to the airport, design details of these projects, and the anticipated impacts during construction.

The submissions under the Ground Transport theme have been reviewed and grouped into the following issues, which align broadly with the structure of the Ground Transport Plan:

1. Public transport
2. Road access to airport
3. On airport road network
4. Cycling and walking access
5. Car parking
6. Taxis, ride share, etc.
7. Construction traffic

A response to each of these issues is provided below. It is noted that some submissions relate to more than one issue, and these have been separately considered under each of the relevant headings.

## 5.8.2 APAM Response to Issues

### 5.8.2.1 Public Transport

**Theme: Ground Transport**

**Issue: Public transport**

#### **Summary of Issue**

Public transport access to Melbourne Airport is a strong focus of the submissions relating to the Ground Transport Plan. The submissions emphasise the need to plan for enhanced access by rail and bus in both the short and long term.

#### **Rail**

Melbourne Airport Rail will be one of the most, if not the most, significant interventions to ground transport at Melbourne Airport since the current site first became operational over 50 years ago. This is reflected in the submissions that highlight its criticality in responding to the forecast growth, as well as the potential influence in changing travel patterns to the airport in turn reducing climate impacts and traffic congestion. The submissions seek further detail on the nature of the project including the forecast usage, its impact on other transport network interventions (e.g. the Elevated Road Project), the proposed operation, ticketing arrangements and project timing. Requests are also included to support additional intermediate stations along the rail corridor including the Western Gateway Station at Airport West. For the Melbourne Airport Rail Station there are requests for additional design detail including the station platform configuration, the user experience connecting to the terminal and the importance of weather protection. Further detail is also requested on the nature of the rail line (alignment to be confirmed) noted in Figure 2-2 that connects to the Western Sub-Precinct.

Suburban Rail Loop represents a major transformational change to Melbourne's transport network and the submissions reflect this, highlighting the need for integration with the existing and proposed transport network. More specifically, there is emphasis on the importance that a station associated with Suburban Rail Loop is directly connected to the proposed Melbourne Airport Rail Station. There are also requests to implement interim public transport interventions to build the demand for travel along the SRL corridor and requests to highlight the connectivity to Broadmeadows station precinct super hub.

There are also a series of submissions seeking broader rail connections to both Melbourne Airport and Melbourne more generally, including High Speed Rail to Sydney.

### Bus

The role of Skybus and public bus services (PTV) to Melbourne Airport, serving the full range of airport users, was raised in a number of submissions. These recommendations highlight the importance of travel choice for employees within Melbourne Airport as well as passengers and visitors to the precinct. While the range of requested enhancements was broad, key examples include:

- Upgrades to the Smart Bus 901 route stop and facilities at Broadmeadows Train Station.
- Realign the SmartBus 902 route to terminate at Melbourne Airport.
- Create new direct bus connections to key employee catchments in Craigieburn and the suburbs around Sunbury.
- Increase service levels on key links through areas such the Airport Business Park and express services to Broadmeadows Station.
- Identify a smart bus service from Sunbury to Melbourne Airport to Broadmeadows, and a smart or rapid bus service to the northern Hume area from the Airport via Aitken Boulevard.
- The need for additional road connections to support high frequency bus movements from the east.
- Additional private bus services (e.g. SkyBus) to a range of locations across Melbourne.

There are also requests to accelerate the development of the delivery of bus-related public transport interventions highlighted in the Master Plan and update the hours of operation of services to better respond to the needs of employees and passengers at Melbourne Airport.

<b>Number of Submitters</b>	A total of 42 submissions raised the issue of public transport.
<b>Type of Submitters</b>	Of these, 35 submissions came from the community, three were prepared by private companies, four others by local governments (Cities of Hume, Brimbank, Yarra, and Moonee Valley), and one was submitted by the Victorian Government.
<b>Master Plan Reference</b>	The purpose of the Master Plan is to provide plans for the continued development of the airport over the next five years, coupled with a 20-year strategic direction. To respond to growth and safeguard the airport’s continued operation over the long term, the Master Plan identifies the expected public transport projects and connections that will be required. Major projects would be the focus of subsequent planning processes, such as a Major Development Plan for the elements within Melbourne

Airport, where further detail is provided in relation to the impact and design of these projects.

A summary of planning for Melbourne Airport Rail is provided in Section 12.3.4.4, which outlines APAM's strong support for the project to increase choice of transport modes, provide reliable travel times for public transport users, encourage mode shift, provide capacity to accommodate growth and reduce congestion on major road infrastructure in the long-term. This section of the Master Plan includes supporting figures on the alignment of Melbourne Airport Rail and the indicative station location alongside an outline of the future planning and design activities that will occur over the next five years in support of the project.

A summary of the status of planning for the Suburban Rail Loop project is provided in Section 12.3.4.5 and highlights its potential to provide significant improvements to the airport's public transport connectivity. Given its strategic nature and long-term delivery program, the alignment for Suburban Rail Loop within the airport is still being developed with the potential for planning phases to commence in the next five years. The Master Plan notes that APAM will work with the relevant authorities to maximise its benefits for the community and integrate the requirements of Melbourne Airport as a significant destination along the Suburban Rail Loop corridor.

Public transport improvements for buses (including private express buses) over the next five years are outlined in Section 12.3.4.1 to 12.3.4.3 of the Master Plan, with longer term planning outlined in 12.4.4. In the next five years, there will be improvements to bus performance through the enhanced road network capacity. The Master Plan also highlights that APAM will work with the Department of Transport and private express bus operators to investigate opportunities for enhancing local public transport connectivity, either in terms of improved service provision of existing routes or expanded network coverage.

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### **APAM Position**

APAM is committed to enhancing public transport access as part of a multi-modal access strategy for ground transport, which would be realised through a range of projects and initiatives in collaboration with the Victorian Government. A multi-modal access strategy would provide increased transport choice, reduced traffic congestion and reduced climate impacts and would more effectively respond to forecast growth. It also recognises that traveller needs and their origins can vary significantly, with some trips best served by public transport and others requiring safe, efficient and reliable road access.

As a global city, metropolitan Melbourne is anticipated to grow from 5.1 million to around 7 million people over the next 20 years and become Australia's largest city. At Melbourne Airport, annual passenger numbers are expected to double from 2018-2019 levels to reach almost 76 million with freight activity to more than

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double in the same period. The current ground transport system cannot accommodate this growth and requires a multi-modal strategy that incorporates mass transit as well as road network improvements to respond to this growth, conveniently serve the variety of users that require access to the airport, and realise the benefits outlined above.

The nature of public transport is that it is a system linking people to places through a combination of services, rolling stock and infrastructure that is developed and managed by the Victorian Government. APAM is committed to working closely with the Victorian Government, its relevant authorities, as well as local government to provide ground transport access that meets the needs of airport users and manages the impact to the community.

### **Melbourne Airport Rail**

Melbourne Airport Rail is currently being developed by the Victorian Government, with APAM providing advice and requirements for works within the airport boundary. As outlined above, APAM is strongly supportive of this project and will prepare a Major Development Plan (for works on the airport site) for consideration by the Commonwealth Government as part of the development of the project.

The target completion date for the project is 2029, subject to relevant Victorian and Federal planning, environmental and other government approvals. Once complete, Melbourne Airport Rail services will run every 10 minutes, which equates to 6 services per hour, providing access to Melbourne's CBD in around 30 minutes.

The forecast patronage for Melbourne Airport Rail is developed by the Victorian Government and will be dependent on a number of factors, including the forecast growth in the passenger demand, rail service provision, adopted fare structure, and any capacity or service changes to the surrounding transport network. APAM will incorporate the developed rail patronage forecasts into the planning, as further details of the project are confirmed by the Victorian Government, however these details are not expected to be available to incorporate into this Master Plan. Once constructed, the operation of Melbourne Airport Rail, including the fare structure, is the responsibility of the Victorian Government. APAM advocates a convenient and competitive fare system that maximises the benefits of capital investment in the rail line including value for money access for workers at the airport.

The design outcome and operation of Melbourne Airport Station associated with the Melbourne Airport Rail project is still being developed with the Victorian Government including the connectivity to the terminals, station connectivity and required infrastructure for the anticipated rail operations. Current representations of the Melbourne Airport Rail within the Master Plan including the alignment path across airport land are at a



scale that accommodates various design solutions and reflective of the Master Plan's overarching intent to safeguard long-term strategic objectives. Details around elements such as the platform requirements and integration with the existing and future transport network will be the subject of both a Major Development Plan as well as future design phases and engagement by the Victorian Government. Given that the station will be a gateway to and from Melbourne for travellers, APAM advocates a station design that provides an appropriately high-quality experience for all users, a convenient, weather protected connection to the terminals and integrates with the existing and future development of the airport.

APAM recognises that additional stations along Melbourne Airport Rail between the airport and Sunshine would provide benefits for some airport users alongside the wider community and is supportive of enhanced accessibility to the airport in general terms. A commitment for additional stations for Melbourne Airport Rail should be carefully considered by the Victorian and Federal Governments. Any additional station would enhance access for the community and the merits of this will need to be considered alongside the impact to travel times for airport users.

It is noted that the reference to a 'rail line' to connect to the Midfield and Western Sub-Precincts is a potential alignment for long-term safeguarding purposes. This type of arrangement is commonplace at many airports around the world where connection of separate precincts is provided. Therefore, it is only appropriate to identify and safeguard for this potential future connection in the ultimate Master Plan representations. The exact form of this transit, whether it be rail, intra-airport automated people mover, or other and the specific alignment is to be confirmed at an appropriate point in the future when development of those precincts is being planned.

APAM is committed to working with the Victorian and Federal Governments to safeguard the area required for Melbourne Airport Rail and enable the timely delivery of this important project.

### **Suburban Rail Loop**

APAM is supportive of the Suburban Rail Loop (SRL) project. The first two stages connecting from Cheltenham to Melbourne Airport would improve access to the airport for the northern and eastern suburbs of Melbourne, which takes in a variety of precincts of local, metropolitan, state and national significance and includes the Broadmeadows super hub. The Victorian Government has identified that Stage 2 (SRL North) is expected to be operational by around 2053 with the current focus being on the delivery of Stage 1 (SRL East) between Cheltenham and Box Hill by 2035.

APAM encourages a station and alignment configuration that would conveniently connect to the airport terminals and integrate with Melbourne Airport Rail. APAM will work with the Victorian

Government and its authorities, including the Suburban Rail Loop Authority and Department of Transport to inform the planning for the alignment and a future SRL station at Melbourne Airport and safeguard the requirements and land area of this infrastructure as it is further defined.

## **Bus**

APAM is supportive of a multi-modal approach to enhance the transport network. This includes improvements to bus services, infrastructure and new routes that would better connect the airport to its users. The public bus routes and initiatives that have been highlighted in submissions would require further development by the Department of Transport and it is noted that many of these initiatives align with APAM's planning as identified within the Master Plan. This includes better alignment of bus service times to employee shift times and enhancing connections to major activity centres and areas that are under-serviced, including Sunbury and Craigieburn.

A number of specific improvements to bus services are recommended in the Northern Region Transport Study (May 2022), which was led by the Northern Council Alliance. APAM participated in this study and is supportive of enhanced bus connectivity between the airport and significant employee catchments around Sunbury and Craigieburn, as well as a direct express bus service to Broadmeadows Station. Proposed recommendations include two direct connections to Craigieburn, with one connecting via Roxburgh Park through Mickleham Road and the other via Aitken Boulevard. Similarly, improving frequency and level of service to Sunbury on Route 479 and by extending route 482 to Sunbury, are also recommended in that study. APAM supports these connections, recognising their potential to broaden overall network coverage, improve service reliability, and reduce transfer requirements for airport workers and passengers travelling to or from the northern Hume area.

APAM is equally supportive of improvements to SmartBus routes, including a realignment of Route 902 to connect to Melbourne Airport and Route 901 to connect to Airport West shopping centre. Similarly, extending Route 490 to Melbourne Airport via Sharps Road and Airport Drive will improve access from Gowanbrae. These enhancements are likely to offer airport workers greater diversity in transport choice and reduce travel times between residential areas in Sunbury, the Melbourne Airport Business Park, and Airport West.

APAM will continue to work with Department of Transport along with Local Government to identify the opportunities for enhancing existing services and providing new public bus routes and associated infrastructure to under-serviced areas. The timing of the changes to services or the introduction of new public bus routes remains the responsibility of the Department of Transport.

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This will occur alongside enhancements to express bus services, as identified by private operators and supported by APAM and the Department of Transport.

In relation to new road link infrastructure for public transport from the east, APAM recognises that there are a range of network constraints and opportunities for this catchment. Any new potential connections to the airport would likely serve a wide range of trips and the design and planning should consider the full breadth of journeys across all modes of transport. Should these links be further developed and defined, APAM would support the relevant transport authorities to inform the planning such that it responds to the needs of all airport users, including employees, visitors, businesses and passengers, and that it complements the internal road network identified within the Master Plan.

**Change to Master Plan**

Additional connections included in Figure 12-4 to show potential improvements to public transport services (0-5 years) linking the airport to Broadmeadows Station and Craigieburn, which would service both the existing bus route catchment, the Craigieburn Rail line and surrounding areas to provide enhanced connectivity to the north-east of the airport.

Minor updates made to the descriptions and wording within the Master Plan, including added definition on the timing of construction commencement and target operation dates of Melbourne Airport Rail, the strategic case for investment in rail with the introduction of the third runway. [REDACTED]

[REDACTED]

**5.8.2.2 Road Access to Airport**

**Theme: Ground Transport**  
**Issue: Road access to airport**

**Summary of Issue**

Access from the external road network to the airport and the performance of the road system is another strong focus of some submissions. These submissions raise a number of topics, including alternative mitigation measures to respond to forecast growth in air travel in Victoria, the challenges with increased congestion along existing corridors, the timing of proposed road network upgrades, the potential to optimise the performance of existing road transport corridors, and the impact on local roads.

The possible alternative measures to respond to the current road network congestion noted in the submissions include enhancing

the role of public transport. Submissions highlight the need for a rail link to be incorporated into the traffic demand forecasts that inform the transport infrastructure planning. Submissions also suggest that aviation growth including passengers and freight should be accommodated at an alternative airport rather than at Melbourne Airport, including new airport sites to the south or east of Melbourne or alternatively at Avalon Airport.

In terms of traffic network performance, there is a strong focus on the existing travel time and reliability challenges across a number of corridors and the impact that this creates for the community surrounding the airport. In particular, the existing performance of Sunbury Road and Calder Freeway is highlighted alongside how this will change with a growth in travel demand or as a result of traffic associated with construction activities.

The timing for the delivery of road improvements external to the airport is raised, including both the benefits and the impacts of the Outer Metropolitan Ring Road, the Melbourne Airport Link and Bulla Bypass.

There are also a number of suggestions for additional road access links that would improve access and disperse congestion on the existing road network. These submissions highlight the need to enhance the Calder Freeway corridor as part of any additional potential connections at the Kings Road interchange, the need for a public acquisition overlay to support the connectivity to the Kings Road interchange, as well as the need for enhanced access to the airport from the east.

Submissions also highlight the potential to utilise measures that will optimise existing road corridors from a traffic performance perspective such as the use of intelligent transport systems, as well as a request to support local government in managing the impacts to local roads outside of the airport.

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<b>Number of Submitters</b>	A total of 64 submitters raised the issue of road access to the airport.
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<b>Type of Submitters</b>	This includes 57 community submissions (including 11 that are identical), four from private companies, two from local governments (City of Hume and City of Brimbank), and a submission from the Victorian Government.
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<b>Master Plan Reference</b>	As outlined above, the Master Plan provides plans for the continued development of the airport over the next five years, coupled with a 20-year strategic direction for the airport. In defining this, the Master Plan identifies the road network enhancement projects that interface with the external road network, highlights the areas that require safeguarding within the airport site and notes that the projects would be subject to
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subsequent, detailed planning processes where they occur within the airport.

In responding to congestion on the road network and growth, the Master Plan outlines APAM’s strong support for public transport interventions as part of a multi-modal transport access strategy. This is defined in a number of sections across 12.3 and 12.4.

In relation to the forecast growth being accommodated at alternative airports, an overview of the basis of the aviation forecasts is provided within Part B7. The Master Plan highlights that the future role of alternative airports is considered in defining both the forecast passenger and freight demand and that this is considered alongside broader industry factors, such as oil prices, technology advances and the desired destinations. Further details around airport growth forecasting are covered under Theme A: Planning Background & Context. This includes a discussion of the potential role for alternative airports to accommodate long-term growth in flight demand, which is dealt with in Theme A, under the issue related to Options and Alternatives.

The expected external road network upgrade projects are outlined in Section 12.3.1 and 12.4.1. The Master Plan recognises the recent investment in CityLink and the Tullamarine Freeway, which serves a majority of movements to the airport. It highlights the importance of investing in the Victorian Government proposed Melbourne Airport Link road project, Bulla Bypass and the Outer Metropolitan Ring Road over the next 20 years. The Master Plan also highlights the need to safeguard additional access from the Calder Freeway to service the Western Sub-Precinct in the medium to long term in Figure 2-2 and Figure 2-3. This includes connections to the Calder Freeway (via Kings Road interchange), and a southern link to either McNabs Road or Operations Road, subject to further investigation. Figure 2-1 highlights a potential direct connection from Sunbury Road to the Western Precinct in the short-term.

The potential to utilise intelligent transport systems (ITS) to improve the performance of the existing network and the ongoing work with the Department of Transport is outlined in Section 12.3.1.

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**APAM Position**

**Travel demand and ground transport access strategy**

APAM is committed to enhancing road network access as part of a multi-modal access strategy for ground transport. A multi-modal access strategy would provide increased transport choice, reduced traffic congestion and reduced climate impacts and would more effectively respond to the forecasted aviation growth.

Traffic demand forecasting to inform the transport infrastructure requirements in the Master Plan has not included the impact of Melbourne Airport Rail but does incorporate some anticipated

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growth in public transport demand. The forecasts for Melbourne Airport Rail are being developed and refined by the Victorian Government and were not available at the time of preparation of the Preliminary Draft Master Plan. APAM has also adopted this conservative approach to recognise that there is a need to plan for the infrastructure requirements that could address road access challenges in the short to medium term prior to the construction of a rail link.

It is expected that a rail link to Melbourne Airport will increase the capacity for access to the airport. Melbourne Airport Rail will both link to the centre of Melbourne and provide connectivity with the metropolitan and regional rail network to serve a range of catchments and journey types. However, the nature of travel to Melbourne Airport is such that the road network will continue to have a significant role to play given it can more effectively serve some journeys where the public transport network is less developed or convenient for some user groups (e.g. due to group size, family needs, business requirements, time of day of travel). Planning for these enhancements is considered appropriate as ultimately, a combination of road improvements, rail access, and improvements across other modes will be needed to respond to the substantial forecast growth in the long term.

It is expected that the patronage forecasts for Melbourne Airport Rail will be available to be incorporated in the next Master Plan iteration in 2027.

### **Road access from the north and west of Melbourne Airport**

In relation to access from Sunbury Road and the Calder Freeway, APAM recognises that the areas to the north of the airport are among the fastest growing regions in the country. The combined population of the Sunbury Growth Corridor and Northern Growth Corridor is expected to exceed 300,000 people when fully developed. This growth will put increasing pressure on the Calder Freeway and Sunbury Road, as well as arterial road corridors in the north-west metropolitan area. These corridors are already at or approaching capacity, which is impacting travel times, reliability and in some cases safety.

The Victorian Government projects that respond to both this growth and wider network congestion include Melbourne Airport Link road project, Bulla Bypass and ultimately, the Outer Metropolitan Ring Road. These projects are identified within the Master Plan in terms of supporting and safeguarding for these future connections. More broadly, the Victorian Government has also committed to major projects such as the West Gate Tunnel Project and North-East Link, which will also enhance the accessibility to and from Melbourne's north. The development and delivery of these network interventions are the responsibility of the Victorian Government. APAM is supportive of the timely delivery of external road network improvements, as outlined in Section 12.4.1 of the Master Plan, and notes that the Victorian

Government is currently undertaking planning for the Bulla Bypass. Over the next five years, APAM will continue to work closely with the Department of Transport and the associated delivery authorities such that the planning for these projects integrates the needs of airport users. This includes further discussion with the Victorian Government to refine assumptions that inform APAM's surface transport assessment, specifically those around the staging and expected delivery dates of the Melbourne Airport Link and Bulla Bypass.

APAM will also work with the Victorian Government to identify opportunities to bring forward the timing of the delivery of projects in these corridors and particularly for the enhanced capacity of Sunbury Road through a combination of the Melbourne Airport Link and Bulla Bypass projects. APAM recognises current congestion pressures in the area to the north of the airport and will continue discussions with the Victorian Government to accommodate transport demand and plan for potential further improvements and connections to the airport.

#### **Additional external road network connections**

The additional external road network connections within the Master Plan focus on access to the Western Sub-Precinct. These links have been identified to safeguard requirements for future development and transport infrastructure in alignment with the purpose of the Master Plan and featured in previous Master Plans, including the current approved 2018 iteration. New development on this western side of the airport is expected to be a combination of aviation and non-aviation uses. The timing of any development in this area is not expected in the short term and would be subject to further investigation and consultation. The planning for any potential corridor would be undertaken in collaboration with local and state government and include further consideration of the financial, economic, social and environmental feasibility. This would be undertaken prior to pursuing the need for specific planning controls, such as a public acquisition overlay.

In terms of new road access from the west, as outlined previously, such links would likely serve a range of journeys and require further definition. Should this be further developed and defined, APAM would support the relevant transport authorities to inform the planning such that it responds to the needs of all airport users, provides for a range of modes, and complements the internal road network identified within the Master Plan.

#### **Utilising technology to improve the transport network**

The importance of achieving network performance outcomes through the use of Intelligent Transport Systems (ITS) is a notable opportunity within the next five years. This initiative is strongly supported by the Victorian Government and is consistent with Action 37 of Plan Melbourne's Implementation plan – to implement initiatives that improve the efficiency of the motorway



network including by delivering ITS infrastructure. APAM proposes to continue to work with the Victorian Government to establish this technology including considering activation of Melbourne Drive ramp metering at an appropriate future point in time, as well as the development of systems and controls that facilitate integration with the Department of Transport’s managed motorway network.

**Local road impacts**

APAM recognises that nearly all road-based trips to the airport will utilise the local road network at some stage of their journey. This has the potential to impact the operation and function of these roads. These impacts can be exacerbated where the local road network is required to perform a more strategic traffic movement function than it has been planned and designed to accommodate due to congestion on the off-airport main road network.

APAM is committed to working with the relevant state and local government authorities to minimise or mitigate these impacts, as appropriate, with a focus on enhanced public transport and improvements to the off-airport main road network. Within the airport, this will be achieved through a combination of assessments forming subsequent stages of the planning process, such as Major Development Plans.

As appropriate, any likely impacts to local roads associated with construction will be identified as part of a Major Development Plan and managed through the preparation of an Environmental Management Framework and Construction Traffic Management Plans. All projects must be approved by the federally appointed Airport Building Controller and comply with the current Melbourne Airport Environmental Management Strategy.

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**Change to Master Plan**

[Redacted content]



### 5.8.2.3 On-Airport Road Network

**Theme: Ground Transport**  
**Issue: On airport road network**

#### Summary of Issue

The planning, development and safeguarding of the internal road network at Melbourne Airport is a primary function of the Ground Transport Plan within the Master Plan. This includes the identification of enhanced capacity through the provision of the Elevated Road Project, which comprises two primary components. The first of these is new connection from the Tullamarine freeway to the T1, T2, T3 car park and back to the Tullamarine Freeway via a reconfigured Departure Drive and Melbourne Drive. The second component is a conversion of the existing T1, T2, T3 multi-level car park to provide drop-off and pick-up functions. Several submissions outline that this level of infrastructure provision would not be required given the Melbourne Airport Rail project.

The proposed additional internal roads to facilitate the development of the site between Airport Drive, Melrose Drive and the Tullamarine Freeway is another focus of submissions. This site is referred to as Elite Park and its development incorporates connection from Melrose Drive, Derby Street to Mercer Drive in the short-term, and a potential extension of Melrose Drive to Airport Drive in the long-term. The submissions raise concerns for additional traffic along the relevant local roads and the associated impact to street character and amenity.

There are also a series of submissions that focus on the design of the Elevated Road Project for over-height vehicles, the opportunity to integrate intelligent transport systems in the operation of the internal road network and the potential to adapt construction routes for cycling access. The potential for additional links to manage through traffic from Sunbury Road is also highlighted.

#### Number of Submitters

12 submissions refer to issues associated with the on-airport road network.

#### Type of Submitters

These included nine community submitters, one private organisation (Melbourne Transport Forum), the City of Hume, and the Victorian Government.

**Master Plan Reference**

The Master Plan outlines the proposals for the internal road network along with the benefits and impacts within Section 12.3.2 and 12.4.2. This includes the Elevated Road Project, which has been the subject of two Major Development Plans for Stage 1 T4 Express Link (approved October 2019) and Stage 2 Elevated Forecourt Pick-Up and Drop-Off (approved 21 October 2021).

The proposed connectivity for Elite Park is highlighted in Figure 12-1 and Figure 12-2 including its proposed construction within the next five years.

Figure 12-1 alongside Section 12.4.2 describes proposed north-facing ramps for the Tullamarine Freeway, which would allow traffic to avoid the main terminal precinct along Centre Road. The Master Plan notes that the implementation of these north-facing ramps would be timed to integrate with the projects that enhance road access north of the airport, including Melbourne Airport Link and the Bulla Bypass.

**APAM Position****Elevated Road Project and future external road network links**

The planning for the internal road network outlined within the Master Plan draws upon a multi-modal access strategy and considers the transport requirements over the short, medium and long term. Currently, the transport system is at or approaching capacity, which is evidenced by queuing that extends along the Tullamarine Freeway in peak periods. Alongside these immediate needs, passenger and freight demand is expected to continue to grow in the short to medium term. There is a need to develop the existing transport network to maintain efficient access to the airport and leverage recent enhancements to the transport network, including the CityLink-Tulla Widening.

The Elevated Roads Project provides this response by adding capacity for access to and from the Tullamarine Freeway, while also enhancing the forecourt capacity for drop-off and pick-up movements. Importantly, the Elevated Roads Project also provides improved priority at the ground level for public transport, taxis and ride share movements and separates the significant traffic demand movement from people walking and cycling.

In the medium to long term, Melbourne Airport Rail will become operational with a target opening year of 2029. This will introduce mass transit to Melbourne Airport, which in combination with the enhanced road network will respond to the forecast growth over the next 20 years.

As identified in the Master Plan both public transport and road network enhancements will have a significant role to play in responding to the forecast growth. This is in part due to the volume of growth and also given the nature of the different modes of transport, some journeys are better served by public transport

network and others by the road network (e.g. due to group size, family needs, business requirements, time of day of travel).

These projects, including the long-term enhancement to manage increased demand of through traffic from north of the airport, are being safeguarded as part of the Master Plan process. This will be complemented by the continued development of enhanced bus access to the airport in collaboration with the Victorian Government.

This approach to develop the road network prior to the introduction of rail access is considered appropriate in responding to the immediate transport needs, whilst providing additional capacity that can continue to serve the growth of Melbourne Airport over the long-term.

### **Elite Park access proposal**

Planning for the development of Elite Park is currently underway, which includes developing a plan for the road networks in this area. Since the preparation of the Preliminary Draft Master Plan, the ongoing land-use design and development proposal for Elite Park has revised, including the intended location of key access points. The proposed primary access points will be via a left-in/left-out access from Mercer Drive and a new intersection from Airport Drive, to provide direct connections into the Elite Park precinct. Noting construction timing conflicts with the Melbourne Airport Rail project for the next few years, the Airport Drive access intersection cannot be initially provided to serve the initial activation of Elite Park. Therefore, in the short-term, southern access to Elite Park will be via Melrose Drive until the new intersection can be provided within the 5-10 year timeframe. However, it is important to note that this short-term Melrose Drive access will not be connected to Airport Drive. The proposed road network plan associated with the Elite Park development will also no longer include a direct connection with Derby Street. These updates will ensure that Melrose Drive and Derby Street continue to be protected for local access only, which will prevent the reintroduction of through traffic that occurred prior to the development of Airport Drive and alleviate submitters concerns about another airport access point increasing traffic on local roads.

### **Design development, technology and cycling links**

Given the Master Plan's purpose to safeguard future projects and development, the design, detail and impact of specific initiatives are assessed subsequent to the Master Plan. This includes the Major Development Plan process, as well as the additional design and stakeholder consultation phases for projects that are approved. It is expected that these projects will address issues relating to over-height vehicles and the application and integration of intelligent transport systems. For over-height vehicles, the response is anticipated to be a combination of design and

operational management measures that provide for the safe and efficient operation of the network, whilst being resilient to human error.

The potential for intelligent transport systems to enhance the internal road network operation, resilience and safety is strongly supported by APAM, who will develop the network to integrate with the Victorian Department of Transport's managed motorway system.

In terms of new cycling routes along construction corridors associated with the third runway, APAM recognises that this may enhance connectivity from the north to the south of the Airport. The size and volume of construction vehicles may present a risk to the safety of people cycling and the quality of the cycling experience. It is expected that any provision for cycling along these links would be best considered following the completion of construction activities as a potential legacy of any third runway works. Separately it is noted that APAM supports and is working with the Victorian Government on provision of a pedestrian / cycling Shared User Path (SUP) is proposed as part of the Melbourne Airport Rail project which will connect to off-airport cycling paths and feed across the airport land into the terminal precinct.

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**Change to Master Plan**

Updated text to strengthen reference to the Victorian Government's commitment to the use of intelligent transport systems to optimise network performance under Section 12.3.1.

Update Figures 2-1, 2-2, 2-3, 12-1 and 12-2 to show an access off Airport Drive and Mercer Drive into Elite Park and remove any connection between Melrose Drive and Airport Drive, and Mercer Drive and Derby Street. Updates also include the latest internal ring road configuration for Elite Park with appropriate description added to 12.3.2.

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### 5.8.2.4 Bicycle and Pedestrian Access

**Theme: Ground Transport**

**Issue: Bicycle and pedestrian access**

#### **Summary of Issue**

The planning and design for active transport at Melbourne Airport is raised in a few submissions related to ground transport, notably from Hume and Brimbank City councils. These submissions highlight the importance of providing efficient walking links for people accessing other modes, providing additional cycling links within the airport and integrating with the existing and proposed external cycling network. Requests are also provided for improvements to other cycle facilities, including parking, end-of-trip and electric charging infrastructure.

#### **Walking network**

A safe, convenient walking network is identified as critical to facilitating access to, from and between other transport modes at Melbourne Airport. This is raised in two submissions, one of which emphasises the need for direct, efficient walking links from terminals to public transport, taxi and ride share services. The other requests greater detail around the potential integration of a shared user path in the design for Melbourne Airport Rail. This submission highlights the need to integrate Melbourne Airport Rail with surrounding local networks and to leverage the project for improvements to active transport connections and urban design within the station catchment.

From an accessibility perspective, two submissions outline the importance of ensuring that walking networks across landside precincts and passenger terminals are equitable and cater to people of all ages and abilities.

#### **Cycling network**

Submissions relating to cycling highlighted a number of challenges with the existing conditions and the opportunities for enhancement. From a network planning perspective, this includes the integration of cycle routes with the external network (including the M80 Trail and Moonee Ponds Creek Trail to facilitate access to the CBD), with one submitter requesting advocacy for upgrade and restoration of Moonee Ponds Creek Trail. Shared path links are also recommended locally between Moonee Ponds Creek Trail and Marker Road, with a request that these be delivered in the short term. There are also requests for further connections along Arundel Road, a combined connection along Deep Creek, Maribyrnong River, Arundel Creek and Steele Creek, as well as to and from the east along the 'Attwood Connector' corridor.

Several submissions highlight the opportunity to reduce the cost associated with the provision of cycle infrastructure by leveraging

other (ongoing and future) major development projects and to avoid the need for costly retrofits at a later stage.

The need for end-of-trip cycling facilities is common among the submissions, with recommendations that these be planned and designed for employees as well as passengers, clients and visitors to Melbourne Airport and surrounding businesses. Related to this, there are two submissions that identified the need for e-bike infrastructure, such as charging facilities to promote more widespread accessibility, as well as requests for the inclusion of e-bike hire facilities at ground floor of main arrival / departure entrances. These facilities are noted as being required at premium locations, focused on convenience and competitiveness with other transport modes.

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<b>Number of Submitters</b>	A total of eight submissions include reference to the issues of pedestrian and or bicycle access to the airport.
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<b>Type of Submitters</b>	Five of the submissions were prepared by the community, one by a private organisation, and two from government.
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<b>Master Plan Reference</b>	<p>The role of the Master Plan is to safeguard opportunities for ongoing development and outline a long-term strategic direction for Melbourne Airport. The Ground Transport Plan describes key projects and strategies aimed at improving the safety and convenience of walking spaces and facilitating more connected cycle networks on and around the Airport site.</p> <p><b>Walking network</b></p> <p>No section of the Ground Transport Plan is dedicated to walking since the conditions of current footpaths, and the provision of wayfinding signage and safety measures are outlined in section 5.4.5 of the Master Plan.</p> <p>The Ground Transport Plan does include improvements to the internal road network that offer distinct benefits to on-site walking networks. The Elevated Roads Project is designed to enhance the safety of transport movement and improve function of the airport forecourt. Section 12.3.2 outlines how the Elevated Road Project separates people walking from traffic and prioritises efficient walking access between terminals and key transport services. Buses, and taxi and rideshare pick-up facilities, will continue to be accessible at ground-level, while dedicated walking links will connect travellers to and from drop-off, public-pick-up and car parking areas.</p> <p>The potential delivery of a shared use path in conjunction with the Melbourne Airport Rail project is not covered in the relevant section of the Master Plan (12.3.4.4.). However, it confirms that</p>
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the new station will be located near terminals to ensure convenient access for all passengers.

APAM has published separate documentation – the Disability Access Facilitations Plan – to demonstrate how development accommodates various users, including how it complies with the requirements set out in the *Disability Discrimination Act 1992*.

### **Cycling network**

The Master Plan details APAM's support for the integration of on- and off-site cycle connections in alignment with the Victorian Department of Transport's Strategic Cycling Corridors within Sections 12.3.5. and 12.4.5. This includes recognition of the existing Moonee Ponds Creek Trail, Melrose Drive and Airport Drive facilities (between Sharps Road and Mercer Drive), as well as the proposed Airport Drive / Keilor Park Drive routes, which connect the airport site to the M80 Trail. The Master Plan notes that new projects external to the airport are expected to accommodate additional cycling infrastructure, including Melbourne Airport Link, Bulla Bypass and the Outer Metropolitan Ring Road. There is also commitment to incrementally improving the cycling experience when undertaking other road and precinct improvements within the airport, with a note that bicycle parking forms part of this response.

In relation to end-of-trip facilities, in Section 12.3.5 the Master Plan highlights that APAM has published a Planning and Urban Design Strategy, which provides guidelines for the provision of end-of-trip facilities for all landside developments and is incorporated in the internal permit process for Melbourne Airport.

## **APAM Position**

### **Walking network**

APAM is committed to enhancing walking access and safety, especially around terminal frontages. This is evidenced by the Elevated Roads Project, which will streamline the function of the T1, 2, 3 ground forecourt and facilitate more efficient pedestrian movements, as car traffic is reduced, and space is reallocated to people walking. These benefits are highlighted in the Master Plan but APAM's commitment to the continuous provision of safe, efficient, and integrated walking links could be made more explicit.

More specific elements of planning for on-site walking networks are at a level of detail that is not required for the Master Plan. This includes the forecourt layout and design, as well as the details around the delivery of associated walking links. These are covered in Major Development Plans for the Elevated Roads Project, which were approved in October 2019 (Stage 1 T4 Express Link) and October 2021 (Stage 2 Elevated Forecourt). Further information around opportunities for incorporating a shared user path with the Melbourne Airport Rail project are also at a level of detail beyond the scope of the Master Plan. Instead,

this relates to ongoing design processes being led by the Department of Transport, which are carried out separately from the Master Plan. APAM will continue to work with the Victorian Government in specifying the location and layout of the new station, as well as any associated landscape treatments, and will seek to provide integration with existing and future pedestrian links.

From an accessibility perspective, APAM acknowledges the need to facilitate access for people of all ages and abilities and will continue to enhance existing networks and provide new infrastructure that aligns with relevant legislation.

### **Cycling infrastructure**

APAM is supportive of enhancements to the cycling network and associated facilities given the role that these can play in diversifying transport choice, reducing congestion, improving community health, and reducing the climate impact of travel. As part of a multi-modal access strategy, enhanced cycling access will provide benefits for those working within the airport site but also potentially for passengers, visitors and the wider community.

This commitment is demonstrated through planning for the Strategic Cycling Corridors identified by the Department of Transport and the recently developed guidance on end-of-trip facilities being introduced for new or expanded developments within Melbourne Airport.

Furthermore, APAM is working with the Victorian Government on the provision of a proposed share user path (SUP) as part of the Melbourne Airport Rail project will connect from the M80 Trail through to the station in the main terminal precinct, delivering a dedicated an enhanced pathway for cyclists and pedestrians.

#### *Strategic cycling corridors*

The shared path links that are shown in the Master Plan incorporate the endorsed Strategic Cycling Corridors, as identified by the Department of Transport, and APAM encourages funding of these corridors. APAM will support local and state government agencies to investigate these corridors given that the design will likely be influenced by planning decisions beyond the airport site. APAM will safeguard the established Strategic Cycling Corridors and seek to develop those that interface or could be combined with other major projects, such as Melbourne Airport Rail.

As outlined above, the focus for the development of the cycling network will be on the Strategic Cycling Corridors and incremental enhancement of the cycling network as part of other major transport investments or road upgrades. In addition, the connectivity of Marker Road to the Moonee Ponds Creek Trail will be further considered. APAM notes its status as part of a Strategic Cycling Corridor and the local barrier that this missing link presents. APAM will consider this connection across the Moonee

Ponds Creek to Marker Road and will work as appropriate with local government and state government to investigate. The timing of upgrades would depend on availability of funding, the funding of the improvements beyond the airport site and future upgrades to Marker Road.

Additional cycling links

The additional cycling links that have been outlined in submissions include connections along Arundel Road and a combined route connecting Deep Creek, Maribyrnong River, Arundel Creek and Steele Creek, as well as a proposed link to the east of the airport that aligns to the ‘Attwood Connector’. While not identified as Strategic Cycling Corridors, APAM recognises that there may be benefits to both airport and non-airport users in providing these links. For example, a connection from Steele Creek to Deep Creek could form a recreational route linking Sunbury and Bulla to the M80 in Keilor Park and onward to the Maribyrnong River Trail as an alternative to the Strategic Cycling Corridor along Airport Drive and Sunbury Road. In this case, the proposed corridor is significant in its nature, likely passing through a number of sensitive environmental areas, with challenging topography, that may be located both within and outside the airport site. It is expected that this would require external funding for project development and planning given the length of this corridor.

Recognising both the challenges and opportunities, over the next five years, APAM will support state and local government agencies to identify the planning and feasibility of other connectivity improvements, including those outlined above, that provide strategic links to or through the airport.

End-of-trip facilities and bicycle hire schemes

The location and design of end-of-trip facilities, including bicycle parking would be investigated as part of other transport network enhancements and through new developments within the airport. Bicycle parking would be located having regard to user needs, including safety, connectivity and convenience.

APAM has a history of adapting to new technologies and market disruption (e.g. integrating car sharing into the ground transport system) and will continue this adaptation in response to associated needs. This will include the consideration of e-bike charging infrastructure as a part of new bicycle parking facilities. The viability of a bicycle hire scheme would need to be further tested but would be considered in response to cycling demand and development of the connecting network.

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**Change to Master Plan**

Minor update made to Section 12.3.3 to include more detail on the pedestrian benefits tied to the Elevated Roads Project. This highlights that a review of connectivity and maintenance of

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footpaths and walking facilities is undertaken as part of this project.

Minor update made to Section 12.3.3 to indicate compliance with relevant accessibility legislation in the delivery of new walking links associated with the Elevated Roads Project. This also specifies how accessibility requirements are applied across other areas at Melbourne Airport.

Additional discussion on complementary walking links added to the discussion on Melbourne Airport Rail in Section 12.4.4.

Additional text included in Section 12.3.5. to highlight APAM's intention to consider and work with local and state governments to investigate the potential for a cycle connection across the Moonee Ponds Creek to Marker Road in the next five years.

Minor update made to Section 12.4.5 to highlight a focus on prioritising the Strategic Cycling Corridors and other incremental enhancement as a part of other projects, and support to local and state government in investigating the feasibility of other corridors.

Minor update made to Section 12.3.5 outlining a commitment to offer bicycle parking in safe, convenient and connected locations and to consider other cycling interventions such as charging infrastructure or hire schemes in response to demand.

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### 5.8.2.5 Car Parking

**Theme: Ground Transport**

**Issue: Car parking**

#### **Summary of Issue**

Several submissions raised specific concerns related to the provision of car parking, which reflects an ongoing need to accommodate access to the Airport by private vehicle. Submissions mostly relate to the capacity, traffic implications and costs associated with the provision and management of on-site car park facilities.

The supply of adequate car parking space is essential to facilitating access to Melbourne Airport by private vehicle. One submission notes that additional long-term parking spaces must be secured before any major development is pursued. It is suggested that further airport development should be dependent on first ensuring sufficient accessibility across all transport modes, with parking capacity identified as an immediate concern.

Other submissions emphasised the implications that the availability of car parking has on traffic flows across the site. Two submitters specifically suggest that car parking fees at Melbourne Airport were expensive and effectively prohibitive. One of these submissions highlighted the related increase in congestion across

the internal road network as a concern, implying that people avoid paying for short-term parking by circling the Airport site instead. However, the existing public drop-off and pick-up zones are identified as a convenient, reliable, and preferred alternative in the other submission.

One final submitter requested greater detail on how airport planning and development will ensure that people of all ages and abilities are able to move between terminals and car parking areas.

<b>Number of Submitters</b>	Four submitters raised the issue of car parking as a concern related to the ground transport theme.
<b>Type of Submitters</b>	The submissions that mentioned car parking were all made by community members.
<b>Master Plan Reference</b>	<p>The provision of car parking and management of associated demand remains a key component of APAM’s broader multi-modal ground transport strategy. This is evidenced in the Master Plan and will be pursued through key projects and initiatives, including the Elevated Roads Project, increased capacity of on-site parking, and the proposed review of car parking requirements across Airport land, while ensuring that the supply of car parking remains responsive to demand and enhanced transport choice.</p> <p>A key feature of the Ground Transport Plan is to enhance both the safety and function of parking areas, and of drop-off and pick-up zones. This is largely addressed through the Elevated Roads Project, and specifically the reconfiguration of car and pedestrian access to parking areas. As outlined in Section 12.3.2 of the Master Plan, the new elevated road purposefully separates traffic from people walking on the ground forecourt, as it redirects all car drop-offs and public pick-up to the existing T1, 2, 3 car parking structure. The overarching strategic intention is to offer increased kerb-side capacity and streamline the circulation of traffic, while also reducing conflict between transport modes.</p> <p>The benefits of the Elevated Roads Project will be enhanced by other car parking strategies detailed in the Master Plan. While no capacity increases are planned for long-term car parking on site, Figure 12-2 shows a proposed at-grade expansion of short-stay parking space in the next five years.</p> <p>As indicated in Section 12.3.6 of the Master Plan, current minimum supply rates for on-site car parking are based on the Hume Planning Scheme and included in APAM’s internal Planning and Design Strategy. APAM will undertake a review of the car parking provisions outlined in this strategy and support assessments of demand that align with forecasts for growth in employment and public transport upgrades. The Master Plan</p>

notes that this review is expected to assist in managing future travel needs, with specific consideration of ongoing changes in the transport options available to various Airport users.

The accessibility of car parking areas for people of all ages and abilities is not directly addressed in the Master Plan. APAM has published separate documentation – the Disability Access Facilitations Plan – to demonstrate how development accommodates various users, including how it complies with the requirements set out in the *Disability Discrimination Act 1992*.

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### **APAM Position**

The Master Plan’s purpose is to safeguard future strategic opportunities for Melbourne Airport. For car parking, this involves outlining an overarching strategy for the management of car travel and associated parking capacity requirements. APAM is supportive of responding to site-specific demand and pursuing an integrated, multi-modal transport strategy, with car travel to remain a viable access option.

This strategy is underpinned by key projects that facilitate safe and efficient road access, including the Elevated Roads Project, for which Major Development Plans were approved in October 2019 (Stage 1 T4 Express Link) and October 2021 (Stage 2). The internal road network improvements associated with this project will enhance the convenience of public pick-up and drop-off zones, prioritising these as convenient options for accessing the Airport. Beyond this, the proposed increase in short-stay parking capacity will help maintain a diversity of transport choices for people travelling by car.

The parking demand directly generated by or specifically required to accommodate individual development projects is beyond the scope of the Master Plan. Car parking provision requirements and associated impacts are considered for all projects as part of the internal planning approval process referred to in Section 8.10 of the Master Plan. As appropriate, these issues are also considered in the preparation and assessment of Major Development Plans (MDPs), which involve detailed studies to ensure that all Airport developments are supported by sufficient transport access. The MDP process is carried out separately from the Master Plan but includes traffic impact and car parking demand assessments. APAM will continue to respond to demand in its application of car parking requirements and align with the needs of workers and the development of alternative transport offerings.

APAM acknowledges the need to meet accessibility requirements laid out in relevant legislation, and to demonstrate how this is applied across the site, including car parking areas.

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### **Change to Master Plan**

Minor update made to Section 12.3.2 to indicate compliance with relevant accessibility legislation in the T1,2,3 carpark structure associated with the Elevated Roads Project. This also specifies

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how accessibility requirements are applied across other areas at Melbourne Airport.

### 5.8.2.6 Taxis, Ride Share etc

**Theme: Ground Transport**

**Issue: Taxis, ride share, etc.**

<b>Summary of Issue</b>	<p>The integration of taxis, ride share, and airport bus services is raised as an issue related to the Ground Transport Plan. The submission identifies a concern for user experience when accessing taxi, ride share facilities, notably concerning weather protection and ease of access.</p> <p>The submission highlights the need for weather protection (including wind protection and walkway coverings) on the paths to access taxi and ride share facilities. It is noted in the submission that there is currently minimal protection provided in the waiting areas.</p> <p>The submission also identifies a need to maximise path efficiency between pick-up zones and airport terminals to facilitate easy, convenient access to taxis and ride share vehicles.</p> <p>In terms of design, the weather protection of taxi and ride share areas is identified as a priority required to support traveller comfort.</p>
<b>Number of Submitters</b>	One submission referred to the accommodation of taxis and ride share services at the airport.
<b>Type of Submitters</b>	The submission was prepared by a community member.
<b>Master Plan Reference</b>	<p>The issue of taxis, ride share, and other related facilities is addressed in Section 12.3.1 of the Master Plan, which outlines APAM's short-term plan for the internal road network and mainly discusses the Elevated Roads Project. The Stage 2 Major Development Plan involves a reconfiguration of the existing airport forecourt and was approved in October 2021.</p> <p>This section addresses transport access implications associated with the Elevated Roads Project, including provisions for taxi and ride share services. As indicated in the Master Plan, public drop-off and pick-up areas will be relocated, and the space will be reallocated to pedestrian uses. The ground forecourt will continue to accommodate taxi and ride share pick up facilities, as well as</p>



Skybus, shuttle bus, coach, and other commercial passenger services.

From the perspective of digital and market innovation, Section 12.7 of the Master Plan outlines APAM's ongoing commitment to respond to changes in demand for taxi and ride share services by monitoring market disruptions and technological innovations. The Airport is intent on offering a variety of choices to both travellers and service operators and identifies clear opportunities for incorporating electric vehicle charging infrastructure in pick-up zones.

**APAM Position**

It is APAM's view that the Elevated Roads Project will streamline the function of the ground transport forecourt and facilitate more efficient pedestrian movements, as traffic is reduced, and more space is dedicated to people leaving the terminal by foot. This will benefit travellers using taxi and ride share services by providing convenient access to pick-up zones located in the forecourt area.

Specific details of the forecourt's layout and the design elements applied to taxi and ride share waiting areas are covered in the Major Development Plan for the Elevated Roads Project. This includes the consideration of user needs. The new drop-off kerbs will include canopies and the new arrivals pick-up area is within the multi-level car park structure to provide weather protection for passengers. The Master Plan aims to provide the definition and safeguarding of the future development of Melbourne Airport.

**Change to Master Plan**

No update to the Master Plan. Comments generally relate to issues that are more appropriate to a Major Development Plan rather than a Master Plan.

**5.8.2.7 Construction Traffic**

**Theme: Ground Transport**

**Issue: Construction traffic**

**Summary of Issue**

The impacts of traffic generated during the construction of projects identified in the Master Plan is a key theme in the submissions. The submissions raised a number of construction-related topics, with a particular focus on traffic/congestion generated by construction vehicles on local roads.

Across all the submissions the impact of construction traffic on congestion is a common theme with many noting that current congestion levels are already unacceptable in the Bulla area, with specific mention of Sunbury Road. The duplication of Sunbury Road was suggested as being needed within the next 5 years. The duplication would aim to address existing traffic congestion as

well as manage construction traffic generated by the construction of the third runway.

Arundel Road and McNabs Road are specifically mentioned in several submissions as being unsuitable to accommodate future construction traffic. The concerns are focussed on the roads not being built to handle the heavy loading produced by construction vehicles.

The submissions identified a number of mitigations or alternative options to address the issue of constructions traffic. The options noted in the submissions included development of Avalon Airport or a new airport in Melbourne’s south-east as an alternative, and the Bulla Bypass as a solution to Sunbury Road congestion.

One submission also identifies a concern for the impact of traffic generated construction workers/operational staff travelling to and from site on top of the construction vehicles themselves. There is concern that the overall increase in traffic will have impacts on local businesses.

<b>Number of Submitters</b>	A total of 20 submissions referred to construction traffic.
<b>Type of Submitters</b>	19 of the submissions were prepared by community members (of which 11 were identical), and one was submitted by Brimbank City Council.
<b>Master Plan Reference</b>	<p>Construction traffic and the associated impacts are not directly addressed in the Master Plan. The Master Plan is clear in stating that it does not consider construction traffic impacts for specific projects. With Section 12.1 stating that construction traffic impacts are considered as part of Major Development Plans for each project. The aim of the Ground Transport Plan is to outline the strategy for providing access to and moving people and freight at the airport. Detailed planning for how each project is constructed and the associated traffic impacts are addressed in the Major Development Plans. Separate community consultation is conducted for each Major Development Plan.</p> <p>While the Master Plan does not directly address construction traffic, it does identify internal and external road network improvements that will support future development (including for construction). Specifically, Sections 12.3.2 and 12.4.2 notes that new access roads will be required within 5 years to support the construction of the third runway and for future aviation and non-aviation development in the Western Sub-Precinct. The final location, form and timing of these roads is subject to future planning and consultation. The Master Plan identifies that the new roads are expected to approach from the north and west.</p>

The Master Plan discusses the opportunities for alternative airports to meet demand growth. This is discussed within the Road Access to Airport issue discussed earlier in this theme. Additionally, the Master Plan does include some mention of upgrades that may mitigate construction traffic issues such as Melbourne Airport Link road project, Bulla Bypass and Outer Metropolitan Ring Road.

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**APAM Position**

The Master Plan focuses on the projects and their broad spatial requirements to address forecast growth at the airport. The issues and potential impacts relating to construction traffic are addressed through subsequent planning and design processes once there is more certainty on the possible impacts. These processes include Major Development Plans prepared for projects as well as Construction Environmental Management Plans and Construction Traffic Management Plans. These documents will be issued for consultation with relevant road authorities once planning work is developed. The Major Development Plan process will be expected to address topics including construction traffic congestion overall, use of local roads by heavy vehicles, construction worker traffic and potential impacts to local businesses.

APAM recognises the potential limitations and impacts to Arundel Road and McNabs Road and particularly in relation to truck movements associated with construction. Should there be any significant impacts to the local road network identified in the planning and design of each specific project, the opportunity to avoid, protect or mitigate the impact will be further explored. This will include measures such as the use of alternative routes, asset management agreements with the responsible road authority or road network improvement works as it is appropriate.

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**Change to Master Plan**

Additional text added within Section 12.1 to highlight when construction traffic management would be considered in the design and planning process. This includes how construction traffic is addressed (such as impact assessments considering forecast traffic, Construction Traffic Management Plan, Environmental Management Framework process) and that works will be carried out in line with requirements of the relevant road authority.

Additional text added within 12.3.1 and 12.4.1 to acknowledge that Sunbury Road and the Calder Freeway are already congested.

Additional reference to indicative road alignments shown in Part A2 of the Master Plan added to the last paragraph of Section 12.3.2 (to align with Section 12.4.2).

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### 5.8.3 Summary and Conclusion

APAM's Melbourne Airport Master Plan 2022 includes a detailed Ground Transport Plan, which outlines a transport response to forecast increases in capacity over the short term and defines a long-term strategic direction. This is underpinned by a commitment to continue accommodating the diverse travel needs of airport users through a multi-modal transport strategy, with both public transport and road network enhancements having a significant role to play in responding to expected growth.

A total of 98 submissions were received that relate to Ground Transport, covering a range of issues across public transport, internal and external road networks, active transport, car parking, taxi and rideshare facilities, as well as the traffic implications associated with construction.

These submissions highlight the challenges for ground transport, including the need to respond to existing capacity pressures and manage anticipated increases in demand, while addressing related social, economic, and environmental impacts. They also note opportunities for the ongoing development of access options, such as the importance of a multi-modal strategy, timely investment in the external transport network, including the Melbourne Airport Rail and road network improvements north of the airport, and complementary internal upgrades. Additionally, opportunities for enhanced active transport and the integration of new technology to enhance transport choice and optimise the performance of the network are explored.

The issues raised have been carefully considered and a series of amendments have been identified. These include additional commitments to the development and delivery of major public transport enhancements in collaboration with relevant authorities, incremental improvements to cycle routes that extend beyond the Strategic Cycling Corridors and cover the provision of related facilities, as well as information around how construction traffic related to specific projects is addressed. In particular, updating the road network associated with the Elite Park development area, its primary connections to Mercer Drive and Airport Drive, and the separation with Melrose Drive, specifically respond to concerns raised by some local residents. Other recommendations made reflect changes to maps, figures, and sections of text that address congestion pressures and the proposed internal road network, proposed public transport improvements, and associated details around the consideration and integration of benefits to people walking.

By incorporating the identified refinements, it is considered that the Master Plan addresses the issues raised by submissions in line with the purpose of identifying short-term interventions for improving transport outcomes and safeguarding the long-term needs for projects that will facilitate diverse and efficient access options. Where additional information or assessment has been requested, it is considered that these issues can be appropriately addressed in subsequent stages of the planning process, including the preparation of Major Development Plans.

## 5.9 Theme I: Environmental Impacts

### 5.9.1 Overview of Theme

Environmental management and sustainability is discussed in Section 14 (Environment Strategy) of the Master Plan 2022. This section provides the strategic content for environment, First Nations and European cultural heritage and sustainability at the airport, and outlines objectives, targets and actions in relation to continuous improvement of environmental management practices.

The majority of submissions relating to environmental impacts raised issues regarding environmental sustainability, PFAS contamination of soil and waterways, ecology and offset management strategies, air quality, greenhouse gas emissions and climate change.

The following sub-themes and issues fall under this theme:

1. Sustainability
2. Soil and groundwater
3. Surface water and stormwater
4. Ecology and offset management strategy
5. Indigenous and European cultural heritage
6. Ground-based noise
7. Air quality
8. Greenhouse gas emissions
9. Landscape and visual amenity
10. Climate change and natural hazard risk
11. Environmental management framework (including airport environment strategy)

Each of these issues is addressed below.

### 5.9.2 APAM Response to Issues

#### 5.9.2.1 Sustainability

**Theme: Environmental Impacts**

**Issue: Sustainability**

#### **Summary of Issue**

A number of submissions raised concerns about the airport's environmental sustainability with regard to the Preliminary Draft M3R Major Development Plan (M3R MDP), ground transport and traffic to the airport. The submissions included questions about future-proofing access to the airport via rail, sustainable development of carbon-reduced air travel, responsible procurement/sourcing of material and the liveability of Melbourne City. Yarra City Council and other submitters suggest that a high-speed rail should be established between Melbourne and Sydney.

Other matters raised by submitters include developing airports in other areas of Victoria such as Avalon Airport and East Melbourne

to reduce potential impacts on liveability in Melbourne’s northwest suburbs. Sustainability in terms of noise and landscape and visual amenity are discussed in the Ground-based noise and Landscape and visual amenity issue responses (Issues I6 and I9 respectively).

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Brimbank City Council’s submission requested regular updates from the APAM Environment and Sustainability Team to the CACG and Planning Coordination Forum (PCF). APAM will include environment and sustainability as an item in future forums where updates are available. APAM also acknowledges Brimbank City Council’s view that the airport can be an airport leader in terms of sustainability, caring for Country, and climate change resilient biophilic design.

There was some commentary from submissions related to sustainability not being treated as a ‘core concern’, and the limits of the airport policy as it does not relate to potential offsite impacts to the “*historical ambience beauty and village charm*” of Keilor.

A submission from the CACG related to their understanding of current electric vehicle charge points and potential expansion of these at the terminal, and how the airport ensures the minimal removal of woodland as part of the M3R design phase.

<b>Number of Submitters</b>	54 submissions raised this issue.
<b>Type of Submitters</b>	Community (87%), Government (7%) and Private Company or Organisation (6%).
<b>Master Plan Reference</b>	<p>Part C14 Section 14.4.2 addresses sustainability management objectives, targets and actions in further detail. It includes discussion around the following concerns that were raised by submitters:</p> <ul style="list-style-type: none"> <li>• Ground transport: including details on traffic access to the airport, supporting the proposed Melbourne Airport Rail and electric vehicle charging stations.</li> <li>• Ecologically sustainable development including the depletion of non-renewable resources, increased carbon emissions, climate change impacts and pollution.</li> <li>• Responsible procurement in relation to materials and services.</li> </ul> <p>Part A3 Section 3.3 addresses stakeholder and community engagement, including the CACG.</p> <p>Section 14.4.7 in C14 addresses biodiversity and conservation.</p> <p>Section 14.4.1 addresses the need to comply with applicable legislation, including environmental protection legislation.</p>
<b>APAM Position</b>	<p>Sustainability aspects related to aircraft flight and air traffic to and from Melbourne are outside of the scope of the Environment Strategy. However, APAM is committed to continue to work with all stakeholders (including airlines) to improve sustainability across the sector. Alternative airport locations for development and expansion as well as development of a high-speed rail link is also outside of scope of the Environment Strategy.</p> <p>For sustainability management within our operational control, the key outcome of the Environment Strategy is ensuring the integration of sustainable practices across Melbourne Airport’s ongoing operations and new development projects.</p> <p>In relation to the submissions stating that sustainability is not treated as a ‘core concern’ it is noted that the following documents have been approved by APAM since the development of the Preliminary Draft Master Plan:</p> <ul style="list-style-type: none"> <li>• Melbourne Airport Environment and Sustainability Policy, March 2022</li> <li>• APAC Environmental, Social and Governance (ESG) Strategy, February 2022</li> </ul>



The Environment and Sustainability Policy includes overarching commitments to sustainability to ensure it is a central part of how Melbourne Airport operates. Furthermore, the ESG Strategy identifies six ESG priorities which address the issues of highest importance to APAM, its stakeholders and the community. These priorities are carbon emissions, waste, PFAS and water quality, diversity and inclusion, First Nations, and sustainable procurement. The ESG Strategy includes specific targets and key initiatives related to each of these priority areas. This is referenced in Part C14, Section 14.2.1.7, however further detail is not included as the strategy was still under development at the time of developing the Preliminary Draft Master Plan. Further detail on the ESG Strategy commitments has been included in the Draft Master Plan.

[REDACTED]

[REDACTED] APAM commitments to alternative energy solutions are further outlined in Part C14 Section 14.4.3, as well as the APAC ESG Strategy. Recent examples of this commitment include the construction of a 12MW solar farm at Oaklands Junction. [REDACTED]

In reference to the submission questioning the limits of the airport policy with regards to potential offsite impacts to the ‘historical ambience beauty and village charm’ of Keilor, APAM recognises the potential offsite impacts related to operating an airport on the ambience of our nearby residents and communities (including historical). Managing the impact of aircraft noise is covered in Part C15 Section 15.7. The ground transport plan discussed in Section 12 outlines APAM’s support for positive transport improvements to safeguard diverse options for accessing the airport which in turn will reduce potential offsite impacts to local communities.

In relation to the CACG submission questioning how the airport will reduce impacts to the woodland, as part of the ongoing design of M3R the need to reduce the disturbance footprint of the project is a key sustainability driver and a key performance indicator of the design team. As an example, the impact of the design on the Grey Box Woodland was reduced by over 50% (preliminary design v current design). This is further discussed in the M3R MDP.

**Change to Master Plan**

Part 14 Section 14.4.2 has been updated to reference the APAC ESG Strategy and include further clarification relating to the benefits of MAR.

In Part A3 Section 3.3.4, dot point two, sustainability has been included as a topic in the last sentence.

All references to the 'Environment Policy' in the Master Plan have been changed to the 'Environment and Sustainability Policy'.

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**5.9.2.2 Soil and Groundwater**

**Theme: Environmental Impacts**

**Issue: Soils and Groundwater**

**Summary of Issue**

Several submissions related to soil and groundwater impacts in and around the airport. The submissions included questions about PFAS and its impact on M3R, potential leaching from surface soil into the groundwater table, and potential offsite migration into receiving waterways. They also ask what processes the Commonwealth has to handle PFAS contaminated soils and request more detail on plans to manage PFAS contaminated soils and other pollutants.

In relation to PFAS, several submissions from community members state that:

*“The M3R MDP does not detail where the contaminated soil is to go.”, whilst others state that ‘The PFAS contamination resulted from failing to manage and oversight of known sources of toxic substances; it should remain the property of the Commonwealth on airport land.’*

Other submissions requested clarification on *“the precautions taken in movement and storage of PFAS contaminated material that ensures people, waterways and animals are protected.”*

[REDACTED]

Hume City Council's submission states, *“It is preferable that soil (potentially contaminated with PFAS) stays on site and supports the reuse of soil generated by on-site works as fill on site.”*

Some submitters also requested independent assessments of monitoring data and that groundwater action plans be made publicly available. One submission also raised the issue of

migration of contamination from historical landfill sites adjacent to the airport.

<b>Number of Submitters</b>	30 submissions raised this issue.
<b>Type of Submitters</b>	Community (90%), Government (7%), and Private Company or Organisation (3%).
<b>Master Plan Reference</b>	<p>Part C14 Section 14.4.6 addresses soil and groundwater management, objectives, targets and actions in further detail. It includes discussion around the following concerns raised by submitters:</p> <ul style="list-style-type: none"> <li>• The development of a PFAS Management Framework to address all aspects of PFAS management on site.</li> <li>• Other activities with the potential to affect soil and groundwater contamination at the site.</li> <li>• The improvement of the ecological health of receiving waterways.</li> </ul>
<b>APAM Position</b>	<p>PFAS and its impacts associated with M3R are addressed in detail in the M3R MDP.</p> <p>Part C14 Section 14.3.2.3 and Table 14-5 of the Master Plan outline APAM’s ongoing monitoring program. This includes soil contamination testing for all major construction activities, as well as annual stormwater and groundwater quality monitoring, all which include analysis for PFAS. These programs ensure APAM maintains a watching brief on the potential leaching of PFAS (and other contaminants) from surface soil into groundwater, as well as potential offsite migration into receiving waterways.</p> <p>With regards to submissions requesting that monitoring data is made publicly available, APAM does not make assessment monitoring reports publicly available. The exception to this is for large-scale development projects where regulatory approvals condition that management plans (including Major Development Plans) are made publicly available.</p> <p>In relation to submissions requesting independent assessments of monitoring data, APAM confirms that all environmental monitoring and advice is provided by a range of suitably qualified technical specialists who follow industry best practice techniques. All monitoring data is submitted to the Commonwealth airport environment regulator for their review, and where appropriate, EPA Victoria.</p> <p>Part C14 Section 14.4.6 of the Master Plan outlines Melbourne Airport’s land, surface water and groundwater action plan which</p>

outlines the airport’s approach to investigating opportunities to remediate and repurpose airport land that adds value for the airport, local communities and the environment.

APAM acknowledges Hume City Council’s statement that *“It is preferable that soil (potentially contaminated with PFAS) stays on site and supports the reuse of soil generated by on-site works as fill on site.”* To establish a safe process to handle and store PFAS contaminated soil, APAM’s PFAS Management Framework has been developed in accordance with the PFAS NEMP to address all aspects of PFAS management on site. The framework outlines the requirements for safe and effective reuse of PFAS contaminated material on site and encourages reuse where possible during development. Given the airport’s recent community engagement in relation to PFAS, and other progress made at the airport in relation to PFAS management, the Master Plan has been updated to include further detail about the framework and APAM’s preference for material reuse. Additional information has also been included outlining the actions already implemented by APAM to monitor and prevent potential leaching of PFAS from soil into the groundwater table and into receiving waterways offsite. This includes the already completed temporary soil storage facility and construction of two water treatment plants (WTPs).

The inclusion of the above additional information regarding containment and reuse of PFAS contaminated material on site also addresses the community submissions that noted *‘The PFAS contamination resulted from failing to manage and oversight of known sources of toxic substances; it should remain the property of the Commonwealth on airport land.’*

[REDACTED]

In relation to the submission that raised concerns over migration of contaminants from offsite sources onto the airport, APAM continues to engage with Cleanaway who manage the closed landfill site to the north-east of the airport with regards to any potential migration of contaminants from this site. Cleanaway provide APAM with their landfill gas and groundwater monitoring data that is conducted as part of their EPA compliance obligations. EPA Victoria are the statutory regulator of this facility.

**Change to Master Plan**

Part C14 Section 14.4.6 has been updated to provide more context about PFAS management actions that have been completed in recent years. These actions include the already completed soil storage facility, construction of two water treatment plants (WTPs) on site and the preference to store and re-use soil containing PFAS on site.

Part C14 Section 14.3.2.3 has been updated to clarify that monitoring data is submitted to the Commonwealth airport environment regulator for review.

Part C14 Section 14.4.6.3 has been updated to clarify that PFAS is monitored as a contaminant of interest as part of groundwater monitoring programs.

**5.9.2.3 Surface water and stormwater**

**Theme: Environmental Impacts**

**Issue: Surface water and stormwater**

**Summary of Issue**

The majority of submissions related to the potential contamination impacts to waterways from increased air traffic from M3R.

Several submissions expressed concern about potential impacts from airport operations on surface water receptors and waterways surrounding the airport. One submission states that:

*“Airports create a range of potential pollutants including de-icing agents, maintenance and painting chemicals, testing of fire equipment, and fuel leakage and spillage from refuelling and storage. These can either be leaching into groundwater or can contaminate storm water run-off which can pollute nearby water sources.”*

Some submissions, including Brimbank City Council, requested the targets and actions for land, surface water, groundwater and storm water management in the Master Plan be independently reviewed and that stormwater treatment systems should be incorporated that aim to mimic natural water flow patterns of the region.

Brimbank City Council also requested confirmation on whether the target to treat 100% of PFAS impacted wastewater includes impacted surface water discharge. They also suggested including more information on the treatment of Deep Creek as a receiving waterbody.

One submitter suggested including more information on the impact of PFAS contamination in the Maribyrnong River, including the effects on existing ecosystems.

<b>Number of Submitters</b>	14 submissions raised this issue.
<b>Type of Submitters</b>	Community (93%) and Government (7%).
<b>Master Plan Reference</b>	<p>Part C14 Section 14.4.6.2 addresses surface water management, objectives, targets and actions in further detail.</p> <p>It includes discussion around improving the quality of stormwater run-off and receiving waters by managing contaminants (including PFAS) and increasing the resilience of the system through improved processes and technologies, and on-ground rehabilitation. The action plan for land and water management at Melbourne Airport includes a focus on Arundel Creek including the construction of a water treatment plant to treat PFAS-contaminated water.</p>
<b>APAM Position</b>	<p>Surface water monitoring and mitigation measures related to the ongoing operation of Melbourne Airport are outlined in the environment strategy (Part C14). Surface water aspects specifically related to M3R are discussed in more detail in the M3R MDP.</p> <p>APAM is mindful that surface water leaving the site enters receiving waterways in the surrounding municipalities. As such, the Master Plan includes monitoring and management measures to prevent, control and reduce environmental impacts.</p> <p>APAM acknowledges the submission which states:</p> <p><i>“Airports create a range of potential pollutants including de-icing agents, maintenance and painting chemicals, testing of fire equipment, and fuel leakage and spillage from refuelling and storage. These can either be leaching into groundwater or can contaminate storm water run-off which can pollute nearby water sources.”</i></p> <p>There is very little use of de-icing agents at Melbourne Airport, generally only a handful of times each year at most. Where de-icing agents are used, appropriate handling and containment procedures are in place to ensure these materials and wastewater generated do not enter any stormwater drainage onsite. In relation to other hazardous materials (e.g. maintenance and painting chemicals, testing of fire equipment, fuel leakage etc) the management of these is outlined in the Melbourne Airport Environmental Management Plan. Where tenant or construction operations require the use of these materials, tenant Operational Environmental Management Plans and Construction Environmental Management Plans are developed and approved</p>

by APAM to ensure activities are in line with the requirements of the Melbourne Airport Management Plan.

In addition to the Master Plan the APAC ESG Strategy includes commitments APAM has made in relation to surface water and stormwater management. Further reference to the ESG Strategy has been included in Part C14 Section 14.4.2.

Melbourne Airport’s ongoing surface water monitoring program includes sampling waterways upstream of the airport, within the airport boundary, and downstream of the airport. This also includes some fish species to measure the impacts of PFAS on the environment. Further detail clarifying these monitoring locations downstream on the Maribyrnong River has been included in the Master Plan to address submissions suggesting further detail on downstream impacts.

In relation to Brimbank City Council’s question about PFAS impacted wastewater treatment, the target to treat 100% of PFAS impacted wastewater applies to all wastewater generated during operational and construction activities undertaken at the airport. Examples of such wastewater is the slurry generated from non-destructive digging, street sweeper wastewater, and turbid surface water collected on construction sites. The target does not include surface water discharge. APAM has however installed a WTP on Arundel Creek at the southern boundary of the airport estate. This WTP is designed to treat baseflow levels on Arundel Creek and is a pilot program for future use in the potential M3R water sensitive urban design treatment train. Section 14.4.6 has been updated to capture further detail about the two water treatment plants installed onsite.

In relation to submissions requesting independent assessments of action plans and monitoring data, APAM confirms that all environmental monitoring and advice is provided by a range of suitably qualified technical specialists who follow industry best practice techniques. All monitoring data is submitted to the Commonwealth airport environment regulator for their review, and where appropriate, EPA Victoria.

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**Change to Master Plan**

Figure 14-10 of the Master Plan has been amended to include surface water monitoring locations downstream along the Maribyrnong River which were not previously visible in the map extent.

Part C14 Section 14.4.6 of the Master Plan has been updated to include additional information relating to the two water treatment plants onsite.

Part C14 Section 14.3.2.3 has been updated to clarify that monitoring data is submitted to the Commonwealth airport environment regulator for review.

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### 5.9.2.4 Ecology and offset management strategy

**Theme: Environmental Impacts**

**Issue: Ecology and offset management strategy**

#### **Summary of Issue**

Many submissions expressed concern about protecting ecological receptors within and surrounding the airport, including potential offset strategies for flora and fauna. Most entries specifically mention the removal of the Grey Box Woodland and Temperate Grasslands as part of M3R, as well as impacts to protected species including the Growling Grass Frog, Australian Grayling, Swift Parrot, Golden Sun Moth and the Striped Legless Lizard.

The Hume City Council submission request:

*“A revised alignment for the proposed road from the Western sub-precinct to the Calder Freeway that minimises its impact on Deep Creek and its escarpment, and the Growling Grass Frog and Australian Grayling habitat.”*

Several submissions requested more information on how flora and fauna will be protected, what steps are being taken to offset habitat loss, and what offsets are payable by APAM as a consequence of M3R. They also include questions about the efficacy of offsetting natural, established ecosystems.

In relation to adverse consequences for local ecosystems, one submission states that:

*“It has not been clarified how APAM trust this to be possible with the deforestation of the Grey Box forest and ground disruption in not only the building of the runway and expansion of the Airport, but also its future effects.”*

Other matters raised include potential for offsets related to aircraft flight and air traffic. One submitter asked if the wildlife strike rate had not increased due to culling. One submitter also requested secured agreements for biodiversity offsets be made publicly available.

Some submissions provided suggestions to improve existing habitat such as installing predator proof fencing, repopulating other areas with native flora and fauna through the purchase of additional land, or contributing to existing reserves and parklands such as the proposed Sydenham Park.

One submitter asked about what performance requirements will be built into the M3R Construction Environment Management Plan (CEMP) and how will APAM ensure best practice urban ecology management.

[REDACTED]



Part A2 Section 2.3 identifies areas of ‘Recreation, Conservation and Water Management’ as part of the Development Concept Plan for Melbourne Airport.

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**APAM Position**

The majority of submissions related to the ecological impact and offset requirements specifically related to M3R. Further detail on these aspects is covered in the M3R MDP.

Concerns raised around potential offset strategies for flora and fauna are addressed in Part C14 Section 14.4.7 which includes action plan tasks related to biodiversity and conservation management. These include investigating a whole of airport biodiversity offsets strategy and revegetating areas of land under our management to support biodiversity, stream health and cultural heritage in areas identified as ‘Recreation, Conservation and Water Management’ as identified in the Development Concept Plan (Part A2 Section 2.3).

At a more granular level, where offsets are required as part of large development projects specific conditions from regulators articulate the requirements. These can include flora and/or fauna management plans and offsets. Ongoing day-to-day management of flora and fauna on the airport is managed through the Melbourne Airport Environmental Management Plan which is publicly available.

In response to the submission asking for biodiversity offset agreements to be made publicly available, APAM confirms there are 95 hectares of offset sites managed in southwest Victoria that APAM already maintain, and that there is a preference for future projects to include offsets on the airport estate where possible. Secured agreements for biodiversity offsets will not be made publicly available. APAM can confirm ecological management and offset strategies have been created in accordance with relevant statutory requirements and policy.

In response to the submission asking about potential offsets related to aircraft flight and air traffic, APAM notes that ecological offsets relating to aircraft flight and air traffic are outside of the scope of the Environment Strategy.

In response to the submission questioning whether the wildlife strike rate had not increased due to culling, APAM confirms there has been no net increase in the annual 12-month average wildlife strike rate as a result of culling. The data to determine the wildlife strike rate is taken from the number of aircraft that are struck by wildlife during arrival into, and departure from, Melbourne Airport. APAM has the appropriate permits in place issued by the Victorian Government to undertake wildlife management and culling activities.

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██

[REDACTED]

[REDACTED]

In response to the Brimbank City Council submission, APAM does engage specialist contractors to manage all riparian zones on airport land including Deep Creek and the Maribyrnong River.

APAM manages over 2,700 hectares of land and is responsible for ensuring our regulatory requirements are met, including those related to pest plants and animals. Over the last five years APAM have significantly reduced the range and impact of several noxious weeds, including silver-leaf nightshade, wheel cactus, artichoke thistle, Paterson’s curse and serrated tussock, with a focus on those areas that have high ecological significance or high amenity value. The pest animal program was reinvigorated in FY22 with an extensive program throughout the landside estate, and additional surveys and treatment works for newly identified pest animal sites.

In addition to pest plant and animal management, APAM also already undertakes a native vegetation planting program across the estate, with a focus on riparian areas. For example, in early June 2022 to celebrate World Environment Day, APAM brought together more than 140 people from APAM, service providers, tenants, contractors and business partners to plant more than 1,500 trees and shrubs along Moonee Ponds Creek. This built on previous years’ efforts to improve canopy cover along Moonee Ponds Creek on the airport’s north-eastern boundary, and provide habitat for animals, reduce erosion and promote natural regeneration. A further 600 trees were also planted along the Deep Creek / Maribyrnong River corridor as part of ongoing waterway enhancement activities. Around the Melbourne Airport terminal precinct in FY22, APAM have also planted over 7,000

native shrubs and some trees to provide micro-habitat for small birds, reptiles and insects.

Regarding Brimbank Council’s suggestion for independent experts to review targets and actions for biodiversity and conservation, APAM confirms that all environmental monitoring and advice is provided by a range of suitably qualified technical specialists who follow industry best practice techniques. Progress against these the actions outlined in the environment strategy are reviewed regularly by the Commonwealth airport environment regulator.

Regarding submissions, including Brimbank City Council’s, that suggest ongoing partnership with surrounding landholders, APAM does already work collaboratively with key stakeholders and adjoining land-users such as Parks Victoria, Hume City Council, Brimbank City Council and the Victorian Department of Transport with regard to land management activities. As a result of these ongoing partnerships, APAM has achieved more, with less environmental impact across the estate to benefit the whole local community. APAM will continue to engage with these stakeholders to continue to achieve an enhanced outcome to the local environment.

APAM notes Hume City Council’s request for *“A revised alignment for the proposed road from the Western sub-precinct to the Calder Freeway that minimises its impact on Deep Creek and its escarpment, and the Growling Grass Frog and Australian Grayling habitat.”*. The proposed road from the western sub-precinct to the Calder Freeway shown on various figures is indicative only. As part of the planning, design and approval process the environmental impacts of the proposed road will be appropriately assessed and mitigation measures implemented as with all developments on the airport estate.

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**Change to Master Plan**

Part C14 Section 14.4.7 of the Master Plan has been updated to reference the publicly available Melbourne Airport Environment Management Plan (EMP). Additional detail on current offset sites has also been included.

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**5.9.2.5 Indigenous and European Cultural Heritage**

**Theme: Environmental Impacts**

**Issue: Indigenous and European Cultural Heritage**

**Summary of Issue**

Some submissions expressed concern about changes made to Indigenous and/or European sites and artefacts. They include requests to preserve or donate any artefacts found during construction works. One submission specifically states *“I do not*

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*agree with works and changes to indigenous sites. They should be preserved.”.*

The Community Aviation Consultation Group (CACG) submission requests the Cultural Heritage Management Plan (CHMP) for M3R and findings be made public, with clarification of the proposed Deep Creek River crossing and information on APAM’s relationships with the relevant indigenous groups in relation to the M3R MDP. They also specifically ask *“Does MA propose any means for preserving the history of the Keilor region?”.*

The Keilor Historical Society raised matters including the request to *“record this history of the people who have lived and worked in the west but more particularly in the south”.* They also mention certain sites such as the Caroline Chisholm site and Market Gardens and raised concern about airport development *“wipe(ing) out any safeguards of being able to preserve the history of this region”.* They also questioned the credibility of the authors of the heritage sections of the M3R MDP and whether they *“really understands anything about Keilor”.*

Other matters raised include one submitter who queried the potential noise impact to heritage areas outside of the Melbourne Airport boundary such as Hanging Rock stating, *“the (noise) impact should be quantified for hanging rock and the MA environmental impact assessment should include this”.*

<b>Number of Submitters</b>	11 submissions raised this issue.
<b>Type of Submitters</b>	Community (86%) and Private Company or Organisation (14%).
<b>Master Plan Reference</b>	Part C14 Section 14.4.5 addresses Indigenous and European cultural heritage in further detail. It outlines the action plan which includes management of risks that have the potential to impact on cultural heritage values and identification of actions to improve significant areas.
<b>APAM Position</b>	<p>APAM is committed to working closely with the Wurundjeri Woi-wurrung to deepen our understanding of the cultural values of the land on which the airport operates. Over 85% of the 2,700ha Melbourne Airport estate has been assessed for cultural values or has a Cultural Heritage Management Plan (CHMP) in place that has involved consultation with and been approved by the Wurundjeri Woi-wurrung.</p> <p>All construction projects are required to adhere to the conditions outlined in existing CHMPs which may include artefact salvage or conduct additional assessments where a CHMP is not already in place and there is potential for artefacts to occur. Any artefacts</p>

that are salvaged as part of CHMP implementation are preserved by specialist heritage advisors and advice sought from the Wurundjeri Woi-wurrung as to how they would like the artefacts to be managed in perpetuity.

A similar process for salvage and archival recording is also in place for European heritage sites on the airport estate, involving consultation with Heritage Victoria.

In response to the CACG submission request for the M3R CHMP to be made publicly available, APAM notes that CHMPs may be made publicly available following approval as the plans contain sensitive information. This decision is based on advice from the Wurundjeri Woi-wurrung and Aboriginal Heritage Victoria.

The CACG submission also requested clarification of the proposed Deep Creek River crossing. The proposed road from the western sub-precinct to the Calder Freeway that crosses Deep Creek shown on various figures is indicative only. As part of the planning, design and approval process the environmental impacts of the proposed road will be appropriately assessed and mitigation measures implemented as with all developments on the airport estate. This includes investigations of indigenous and non-indigenous cultural heritage within/adjacent to any proposed road corridor.

The CACG submission questioned whether APAM “*propose(s) any means for preserving the history of the Keilor region*”. This echoed the sentiments of the Keilor Historical Society who expressed concern that airport development may “*wipe out any safeguards of being able to preserve the history of this region*”. Part C14 Section 14.4.5 of the Master Plan provides background on APAM’s current understanding of indigenous and non-indigenous heritage values located on the airport estate. The section outlines the due diligence process that is followed prior to any future development in order to reduce impacts to known, or currently unknown, heritage values. Safeguards for cultural heritage locations off the airport estate and within surrounding communities are not within the scope of the Environment Strategy.

Comments made by the Keilor Historical Society regarding consultation and the credibility and content of the M3R MDP will be addressed in the M3R MDP supplementary report.

In relation to the submission that queried potential noise impacts to offsite heritage sites (e.g. Hanging Rock), APAM notes that noise impacts to heritage sites relating to aircraft flight and air traffic are outside of the scope of the Environment Strategy and this concern has not been raised with APAM by Commonwealth or State heritage regulators or by the Wurundjeri Woi-wurrung.



<b>Change to Master Plan</b>	Part C14 Section 14.4.5 of the Master Plan has been updated to include clarification around artefact management.
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### 5.9.2.6 Ground based noise

**Theme: Environmental Impacts**

**Issue: Ground based noise**

<b>Summary of Issue</b>	<p>One submission raised matters relating to ground-based noise. It mentions achievable objectives regarding community complaints as a result of M3R MDP, generators used by aircraft, and other airport expansion activities.</p> <p>Four submissions expressed concerns over noise outside of the airport generated by aircraft, or increased traffic as a result of airport growth.</p>
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<b>Number of Submitters</b>	Five submissions raised this issue.
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<b>Type of Submitters</b>	Community (100%).
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<b>Master Plan Reference</b>	Part C14 Section 14.4.8.2 addresses ground-based noise in further detail.
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<b>APAM Position</b>	<p>Noise related to aircraft and traffic movement to and from Melbourne Airport are outside of the scope of the Environment Strategy.</p> <p>For ground-based noise management within our operational control, key actions are targeted at reducing noise impacts from the airports ongoing operations and new development project, including moving to electric GSE. It is noted in the Master Plan that APAM receives very few ground-based noise complaints and has never experienced a serious incident related to noise emissions generated by ground-based operations. As part of the action plan included in Part C14 Section 14.4.8.2, APAM will continue to monitor all noise complaints to determine whether there are any particular emerging trends or issues.</p>
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<b>Change to Master Plan</b>	No amendments relating to ground-based noise are proposed to the Master Plan.
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## 5.9.2.7 Air quality

## Theme: Environmental Impacts

## Issue: Air quality

## Summary of Issue

A number of submissions related to the airport's air quality, both onsite due to operations and development, and offsite due to aircraft flight and increased ground transport and traffic to the airport. The submissions expressed concern about the potential health impacts from jet fuel pollution and microparticles. They included questions about the effect of fumes/odours on quality of life and the ability to enjoy outdoor activities in the suburbs surrounding the airport. These submissions also ask how the increase in air particle pollution and kerosene odours will be monitored and reduced.

Several submissions from Bulla residents state that *"Air Traffic directly over our town will only increase the pollution which we have now"*.

Other submitters state the following related to human health:

- *"Nano Particles in Jet Fuel is known to cause lung issues and other serious health concerns."*
- *"Air pollution from kerosene exhaust waste has proven negative health effects."*
- *"There have been no independent health risk assessments, particularly in the critical matter of ultrafine particles, which are known to have detrimental effects on our health"*
- *"Not addressed is the spread of Ultra fine particles from the (white stream lines at back of flying aircraft) putting us at risk of increased air pollution"*

Some submissions mention the pollution from additional road traffic as a result of airport growth stating:

- *"This will cause significant impacts on road travel times for locals and nearby freeways, not to mention the increases in pollution levels (both noise and vehicle fumes)."*
- *"There will be further increase of traffic to roads, more noise and pollution"*

The Brimbank City Council submission requested the engagement of an independent expert to determine the impact of odour (fumes) on surrounding communities.

Hume Residents Airport Action Group and Melbourne Airport Community Action Group requested air quality monitoring data be made publicly available. Other submitters also raised this and requested baseline data is collected along flight paths outside of the airport boundary.

<b>Number of Submitters</b>	98 submissions raised this issue.
<b>Type of Submitters</b>	Community (92%), Government (4%), and Private Community or Organisation (4%).
<b>Master Plan Reference</b>	Part C14 Section 14.4.8.1 addresses air quality including odour management in further detail.
<b>APAM Position</b>	<p>A majority of the submissions relate to air quality (including odour) outside of the airport boundary. The management of flight paths and any associated impacts are under the operational control of Airservices Australia.</p> <p>In response to submissions that raised concerns about air quality generated from increased ground transport and traffic to the airport, these aspects are outside of the scope of the Environment Strategy. However, APAM is committed to continue to work with all our stakeholders (including airlines, service providers and tenants) where possible, to assist in managing air quality as it relates to their operations.</p> <p>In relation to requests to air quality monitoring being collected along flight paths outside of the airport boundary, EPA Victoria have a number of air quality monitoring stations in suburbs in the greater Melbourne area which monitor the Melbourne airshed and data is made publicly available on their website.</p> <p>Regarding submissions that express concerns over air pollution from aircraft (including nano particles in jet fuel, kerosene, and ultrafine particles), the knowledge around the health risks of diesel exhaust particulates has improved in recent years and is reflected in regulatory changes. Operations under the control of APAM are managed appropriately in order to meet our regulatory obligations. These management actions are outlined in Part C14 Section 14.4.8.1 of the Master Plan. Human health effects of air pollutants generated by aircraft is outside the scope of the environment strategy. Further information on health impacts associated with M3R are addressed in the M3R MDP.</p> <p>A comprehensive list of airport activities that can affect air quality is included in the Master Plan. APAM have two air quality monitoring stations that collect air quality monitoring data on an ongoing basis. There is one station location onsite immediately south of the north-south runway (on-airport), and one located offsite to the east of the airport (Westmeadows). Additional commentary on these stations and their monitoring regime have been included in the Master Plan.</p>

In relation to submissions, including Hume Residents Airport Action Group and Melbourne Airport Community Action Group, that requested air quality data is made publicly available, APAM confirms that all environmental monitoring and advice is provided by a range of suitably qualified technical specialists who follow industry best practice techniques. Air quality monitoring data is not made publicly available. All monitoring data is submitted to the Commonwealth airport environment regulator for their review and EPA Victoria when requested.

Brimbank City Council requested an independent expert be engaged to determine the impact of odour (fumes) on surrounding communities. APAM has received very minimal odour complaints in the past from airport activities. Where they have been raised, after investigation the source of the odour has not been able to be successfully identified. APAM commits to investigating any odour complaints that are received from the community, however an independent expert is not proposed to be engaged to determine the impact of odour (fumes) generally on surrounding communities.

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**Change to Master Plan**

Part C14 Section 14.4.8.1 of the Master Plan has been updated to include further information about the two air quality monitoring stations.

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**5.9.2.8 Greenhouse gas emissions**

**Theme: Environmental Impacts**

**Issue: Greenhouse gas emission**

**Summary of Issue**

Many submissions specifically outlined objections to the M3R MDP and expressed concern about the increased greenhouse gas emissions that will result from airport expansion and the potential effects this has on climate change (broader scale climate change comments have been addressed as part of the ‘Sustainability’ issue (Issue I1)). Most of these submissions related to greenhouse gas emissions generated specifically by aircraft in flight outside of the airport boundary, for example one submission states *“We know that flying is a huge contributor to global warming and the climate crisis”*.

A few submissions mentioned emissions from onsite operations including infrastructure development. For example, one submission states:

- *“Air travel as an activity is very emissions intense. There are also emissions that can come from infrastructure, such as building or expanding airports, which should be reduced as much as possible.”*
-

Some submissions also included concerns about increased emissions due to ground transport to and from the airport and the offsets APAM have in place to reduce our carbon footprint.

Submissions included the following statements:

- *“The capacity of the roads would be tested, if not exceeded, and increase the greenhouse gas pollution around the area. This pollution would be on top of that brought in by the extra plane traffic expected.”*
- *“APAM should plan how to credibly and positively set off emissions.”*

The Moreland City Council submission states:

- rapidly reducing the emissions and air pollution caused by the transport sector to protect the health and wellbeing of our community and our planet... the federal government needs to urgently invest in alternatives to air travel, such as high speed rail to reduce emissions from aviation.” “Within the context of a climate emergency we need to be

<b>Number of Submitters</b>	64 submissions raised this issue.
<b>Type of Submitters</b>	Community (94%), Government (5%) and Private Community or Organisation (1%).
<b>Master Plan Reference</b>	Part C14 Section 14.4.3 addresses greenhouse gas emission challenges and targets in further detail. It includes discussion around implemented emission offsets and action plan for the future.
<b>APAM Position</b>	<p>A large number of submissions detailed their objections to the M3R MDP, and in particular the increased greenhouse gas emissions attributable to increased aircraft movements. These submissions will be responded to in the M3R MDP Supplementary Report.</p> <p>A majority of the remaining submissions relate to greenhouse gas emissions from aircraft flight. Greenhouse gas emissions directly attributable to aircraft are subject to different legislation and are outside the airport’s direct operational control. These aspects are therefore outside the scope of the Environment Strategy. However, APAM recognises the significance of these aspects and works continuously with airlines and stakeholders to pursue positive environmental outcomes in relation to these matters.</p> <p>In response to submissions that relate to increased emissions as a result of infrastructure development associated with airport expansion, Part C14 Section 14.4.3 includes commitments to</p>

reduce the airport’s energy intensity and carbon footprint. In addition to the Master Plan, the APAC ESG Strategy includes further commitments and targets to reduce greenhouse gas emissions, in particular relating to Scope 3 carbon emissions. Further detail has been included in Part C14 Section 14.4.3 with reference to the ESG Strategy.

Emissions generated from ground-transport to the airport has been addressed in Issue I1.

In response to Moreland City Council’s submission, APAM acknowledges the need for a focus on reducing emissions and air pollution caused by the transport sector, including aviation. As part of the APAC ESG Strategy APAM is committed to engaging with stakeholders, including airlines, to understand and reduce the Scope 3 carbon emissions associated with Melbourne Airport. This is in addition to commitments made to reducing APAM’s Scope one and two emissions.

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**Change to Master Plan**

Part C14 Section 14.4.3 of the Master Plan has been updated to reference the APAC ESG Strategy.

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**5.9.2.9 Landscape and visual amenity**

**Theme: Environmental Impacts**

**Issue: Landscape and visual amenity**

**Summary of Issue**

Submissions related to landscape and visual amenity both onsite and surrounding Melbourne Airport included suggestions for more native plants and greenery be planted around the Airport to improve visual appeal. One submission in particular states that:

- “It would be nice for citizens and visitors arriving on the plane to appreciate the beauty of the airport from the air as they land.”
- Another submission stated, “Why not add native shrubs to add more greenery to the surroundings? Also how about planting more trees outside the airport boundaries including along the river/creek areas?”

One community submission notes:

- “The entry to the airport from sharps road is disgraceful with mounds of dirt and flapping shade cloth hanging from the fences. Also the weeds along Melrose drive and Watson Road are shocking, as is the rubbish from MacDonalds which is always strewn over the nature strip on Link Road.”

The Brimbank City Council submission details biophilic design is changing airports globally and request the Master Plan identify the

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role APAM plays in providing protection for areas of environmental, landscape and scenic values.

<b>Number of Submitters</b>	9 submissions raised this issue.
<b>Type of Submitters</b>	Community (89%) and Government (11%).
<b>Master Plan Reference</b>	The Preliminary Draft Master Plan does not specifically address landscape and visual amenity.
<b>APAM Position</b>	<p>APAM engages with the community to encourage the protection of biodiversity beyond the boundaries of the airport, which also helps to improve the visual amenity of surrounding land. APAM also works collaboratively with key stakeholders and adjoining land-users such as Parks Victoria, Hume City Council, Brimbank City Council and the Victorian Department of Transport about land management activities. As a result of these ongoing partnerships, APAM have achieved more, with less environmental impact across the estate to benefit the whole local community.</p> <p>In early June 2022, to celebrate World Environment Day, APAM brought together more than 140 people from APAM, service providers, tenants, contractors and business partners to plant more than 1,500 trees and shrubs along Moonee Ponds Creek. The team built on previous years' efforts to improve canopy cover along Moonee Ponds Creek on the airport's north-eastern boundary, and provide habitat for animals, reduce erosion and promote natural regeneration. A further 600 trees were also planted along the Deep Creek / Maribymong River corridor as part of ongoing waterway enhancement on that corridor. Around the Melbourne Airport terminal precinct in FY22, APAM have also planted over 7,000 native shrubs and some trees to provide micro-habitat for small birds, reptiles and insects.</p> <p>APAM implements a tree and vegetation removal policy, whereby any removal of trees or vegetation required for airport development is offset by subsidising the Melbourne Airport flora replacement program. These funds are used to implement an ongoing planting program which includes the World Environment Day planting events mentioned above.</p> <p>APAM acknowledges the submission that stated, "<i>the entry to the airport from sharps road is disgraceful with mounds of dirt and flapping shade cloth hanging from the fences. Also, the weeds along Melrose drive and Watson Road are shocking, as is the rubbish from MacDonalds which is always strewn over the nature strip on Link Road.</i>" Shade cloth is typically installed on cyclone fencing around construction compounds and sites as a dust and litter mitigation measure to prevent impacts outside of the</p>



construction site. Where these are observed to be unsightly these will be rectified. Soil mounds are temporarily stockpiled from time to time as a result of construction works across the estate. These are removed at the completion of works and areas made-good to ensure visual amenity is continued. During 2020-early 2022 where the impacts of the covid pandemic were being felt, APAM reduced its weed management program to focus on our regulatory obligations to manage controlled weeds. Since then, APAM have been increasing weed management activities across the estate and will continue to manage areas including Melrose Drive and Watson Road as required. During landscaping activities within the airport estate APAM contractors remove rubbish as they service different areas. Litter management is also the responsibility of airport tenancies and APAM will continue to liaise with relevant tenants to manage litter appropriately in accordance with the Melbourne Airport Environmental Management Plan.

**Change to Master Plan**

Part C14 Section 14.4.7 of the Master Plan has been updated to include further information on Melbourne Airport’s planting program.

**5.9.2.10 Climate Change & Natural Hazard Risk**

**Theme: Environmental Impacts**

**Issue: Climate Change & Natural Hazard Risk**

**Summary of Issue**

Many submissions expressed concern about the airport expansion and the potential effects this has on climate change. Some submissions referenced specific targets from the Paris Agreement and the *Climate Change Act 2017* and questioned how APAM could achieve the target of net zero emissions by the year 2050. For example, submissions included the following statements:

- *“It is not made clear how it is possible that an airport expansion of this magnitude is in line with Victoria’s Climate Strategy and Net Zero Target by 2050 in accordance with the Climate Change Act 2017.”*
- *“Any expansion of the airport is entirely inconsistent with what the science tells us is necessary to meet Australian commitments under the Paris Agreement”*

Some submissions specifically referred to the Heathrow Airport expansion which was declined due to insufficient evidence to be able to meet this target. They also referenced the UK Climate Change Committee who advise there is no space for airport expansion, and the IPCC who state it is critical that major

emissions reductions are required to avoid the most severe impacts of climate change are made in the current decade.

Other matters raised include the potential for cleaner fuel alternatives, developing technology across the aviation industry and the investment in fast rail links across the country. One submission notes that, *“Unlike most road travel, there are no other cleaner fuel alternatives. Developments in Biofuels or other technology for the aviation industry are premature and expensive.”*

Brimbank City Council requested further information on how APAM will become a model environmental leader in the rapid transition away from fossil fuels by having specific reference to short and medium-term targets and KPI’s that are publicly available and consistent with Victoria’s net-zero by 2050 legislated climate target.

APAM acknowledges Virgin Australia’s submissions stating they are, along with other major airlines, *“actively working towards a net zero target by 2050”*. They also acknowledged that APAM has its own emissions reductions and broader sustainability targets.

<b>Number of Submitters</b>	57 submissions raised this issue.
<b>Type of Submitters</b>	Community (96%) and Government (4%).
<b>Master Plan Reference</b>	<p>Part C14 Section 14.2.1.5 addresses climate change and natural hazards in terms of the potential impact to Melbourne Airport Operations.</p> <p>Part C14 Section 14.4.2.1 includes APAM’s plan for investment relating to Climate Change.</p> <p>Part C14 Section 14.4.3 addresses greenhouse gas emission challenges and targets in further detail. Emissions are further discussed in the Greenhouse gas emissions issue (Issue I8).</p>
<b>APAM Position</b>	<p>APAM is committed to meeting our commitments related to climate change. In response to the submissions, including Brimbank City Council, who raised questions about how APAM can achieve the target of net zero emission by 2050, the APAC ESG Strategy includes clear targets relating to the reduction of carbon emissions including an updated target of net zero Scope 1 and 2 emissions (emissions within our control) by 2025. This is the most ambitious carbon emissions reduction target of any capital city airport in Australia. This will be achieved by meeting half of Melbourne Airport’s energy needs through onsite solar generation by 2030, securing green energy from the Victorian grid</p>

via a Green Power Purchasing Agreement (PPA), and reducing energy consumption through continued energy efficiency programs in terminals and across the airport estate. APAM is also working with our tenants, supply chain and airline partners on reducing our Scope 3 emissions. Additional information about the APAC ESG Strategy and its targets has been included in the Master Plan.

In response to the submissions that raised potential for cleaner fuel alternatives and developing technology across the aviation industry, APAM notes that on 20 June 2022 the Australian Government announced Qantas and Airbus will invest a combined US\$200 million to strengthen the sustainable aviation fuel industry in Australia. Sustainable fuels cut greenhouse gas emissions by around 80 per cent compared to traditional fuels and are able to be used in existing engines without significant modification. Moving to sustainable fuels is the easiest way for the aviation sector to cut its emissions in the short to medium term, particularly for medium and long-haul flights. As outlined in the APAC ESG Strategy, APAM will continue to engage with tenants, supply chain, and airline partners on reducing our Scope 3 emissions.

Ground transport to the airport has been addressed in Issue I1. The Master Plan includes details on traffic access to the airport, supporting the proposed Melbourne Airport Rail and electric vehicle charging stations.

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**Change to Master Plan**

Part C14 Section 14.4.2 of the Master Plan has been updated to include reference to the APAC ESG Strategy.

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**5.9.2.11 Environmental Management Framework**

**Theme: Environmental Impacts**

**Issue: Environmental Management Framework**

**Summary of Issue**

A few submissions asked about Melbourne Airport’s Environment Management Framework (EMF) both for M3R and more generally for general airport operations. More specifically submissions enquired about the review process, updating procedure and compliance with regulatory guidelines. One submission states:

*“Victoria’s State Environment Planning Provisions (SEPPs) were updated and replaced in 2021 with Environment Protection Standards to integrate environment protection reforms into land use planning. Have MA’s studies taken these changes into account?”*

APAM acknowledges Brimbank City Council’s submission stating there is potential to strengthen APAM’s stewardship responsibilities through stronger commitments to coordinate

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conservation land management activities with surrounding land managers. They request the engagement of an independent expert to review the targets and actions for land, surface water and groundwater management in the Environment Strategy to ensure improved outcomes for the environment.

Hume City Council and Moreland City Council are supportive APAM's goal *"to be an environmental leader for transport and logistics sites in Australia"* and are encouraged to see APAM have developed an Environmental Management Framework to ensure an environmental lens has been applied across the various functions of the airport.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

<b>Number of Submitters</b>	10 submissions raised this issue.
<b>Type of Submitters</b>	Community (80%) and Government (20%).
<b>Master Plan Reference</b>	Part C14 Section 14.3.1 addresses the Environmental Management Framework in further detail.
<b>APAM Position</b>	<p>A number of submissions included commentary on the Environmental Management Framework to be implemented specifically as part of M3R. Further detail on this is included in the M3R MDP.</p> <p>The Environment Strategy chapter of the Master Plan forms part of the Melbourne Airport EMF and is one of the key mechanisms for ensuring commitments made in Melbourne Airport's Environment and Sustainability Policy, as well as regulatory and compliance obligations are met.</p> <p>The Melbourne Airport EMF brings together all policies, procedures, Regulations and management plans relevant to the airport to inform continuous improvement of environmental management. In response to the submissions relating to review and compliance monitoring (including Brimbank City Council's request for independent expert review), under the EMF environmental compliance is internally and externally monitored and reviewed on an ongoing basis to ensure it is in line with</p>

current regulatory guidelines. External reviews are conducted monthly by the Commonwealth airport environment regulator. In addition, the Melbourne Airport Environmental Management System (EMS) is externally audited periodically as part of maintaining ISO 14001 certification.

APAM will continue to work in consultation with its employees, business partners, regulators, and local and regional communities to effect environmental management and conservation of natural resources. As stated in our Environment and Sustainability Policy, APAM will continue to develop new strategies to improve environmental management practices and performance.

APAM understands our obligations in relation to 'General Environmental Duty' for on-airport activities. This requirement is outlined within Part four of the *Airports (Environmental Protection) Regulations 1997*. [REDACTED]

[REDACTED]

[REDACTED]

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**Change to Master Plan**

[REDACTED]

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### 5.9.3 Summary and Conclusion

The majority of matters raised by submitters relate to air quality, greenhouse gas emissions, climate change, and ecology and offset management strategy. Other matters included collaboration with external parties, Indigenous and European cultural heritage, soils and groundwater (including PFAS management) and noise. A number of the submissions support the environmental framework contained within the Master Plan. Local government and non-government organisations submissions re-iterated their desire to see further collaboration and coordination between the airport and these sectors.

A number of matters raised by submitters that were deemed appropriate and were not covered in the Preliminary Draft Master Plan have been included in the amended Master Plan. Some of these include:

- Providing further detail on the Environment, Social and Governance (ESG) Strategy.
- Referencing Melbourne Airport's Environment Management Plan (EMP).
- Further information about PFAS to provide more context about management actions already achieved.
- Clarification on the external review of monitoring data.
- Clarification about artefact management.
- Clarification on APAM's air quality monitoring stations.



## 5.10 Theme J: Other Issues

### 5.10.1 Overview of Theme

This theme covers a range of issues, raised in some submissions, that do not fall under any of the issues previously addressed. These issues are discussed below.

### 5.10.2 APAM Response to Issues

#### 5.10.2.1 Commonwealth Games 2026

The TCPA submission recommends that the Master Plan be amended to include discussion relating to the 2026 Commonwealth Games. It states:

*“Since the Draft Master Plan 2022 and the Draft M3R MDP 2022 were exhibited, it has been announced that the State of Victoria will be host for the 2026 Commonwealth Games, with a strong focus on regional Victoria. In a Commonwealth Games first, Victoria 2026 will introduce a new multi-city model bringing global sport to four regional hubs: Geelong, Bendigo, Ballarat and Gippsland. Each hub will have its own athlete village, and together they will deliver a 16-sport program in world-class regional sporting venues.*

*This event will clearly have impacts for Melbourne Airport and the Draft Master Plan 2022 should include a new section dealing with the Commonwealth Games, perhaps in Chapter 6. There may be implications for the Draft M3R MDP 2022 as well as other short term projects identified in the Draft Master Plan 2022.”*

APAM agrees with this recommendation and has added a reference to the Commonwealth Games in section 6.1 of the Draft Master Plan.

#### 5.10.2.2 Regional Victoria

The TCPA submission also recommends that the Master Plan be amended to demonstrate a deeper understanding of the relationship between Melbourne Airport and regional Victoria. It states:

*“While Melbourne Airport is located within the Melbourne metropolitan area, its influence carries and is felt far wider. The Master Plan needs to recognise this and reflect on the airport’s role and influence in regional areas – in terms of connections to and economies of Victoria’s 10 key regional cities and rural areas. The current draft barely mentions regional Victoria!”*

The Master Plan addresses regional issues in several places. In Section 6.3.4 it highlights the following from the Infrastructure Victoria report ‘Growing Victoria’s Potential’:

*“Improved transport links can also support growing industries in the economically diverse regional hubs. Fit-for-purpose transport infrastructure is essential in providing people access to key job and service destinations and supporting supply chains for specialist industries.”*

The Master Plan also highlights that Plan Melbourne 2017-2050 identifies the need to *“improve regional connectivity to Melbourne Airport (Direction 7.2)”*.

The Master Plan also discusses regional airline services and regional bus services.

However, APAM acknowledges the point raised in the TCPA submission and has added a new sub-section 6.2.3 to the Draft Master Plan, relating to regional economies, to address this issue.



### 5.10.2.3 The 2042 and Long-Term Development Concept Plans

The City of Hume’s submission states:

*“It is acknowledged that the finer details of projects within the Long Term Development Concept Plan are yet to be determined and will be subject to thorough planning processes over the next twenty years. However, Council is concerned that there is insufficient guidance on the future planning, assessment and approvals that will be undertaken to advance and realise these.*

*Additional guidance is needed to provide stakeholders with certainty that the appropriate steps will be taken in the delivery these projects, as well as how Council and other stakeholders might assist and / or engage with these projects, and reflect them in their own project planning.”*

Hume’s submission recommends the Master Plan be updated to include:

*“A detailed implementation plan that outlines the timing and anticipated steps required for the planning, assessment and approval of the priority development and infrastructure projects shown in the 2042 and Long Term Development Concept Plans.”*

Section 16 of the Master Plan outlines APAM’s implementation plan. Section 16.2 addresses the timing and priority of investments and states:

*“Melbourne Airport will work closely with airlines and other key stakeholders to discuss the timing and priority of investments. Potential priority projects and developments have been identified in the preceding sections of this Master Plan. The actual timing of proposed developments will depend on demand triggers, an assessment of forecast market conditions, commercial discussions, and approval processes.*

*In terms of non-aviation developments, these will be aligned with market demand and opportunities which may arise. Melbourne Airport will ensure that appropriate supporting infrastructure and land remains available to facilitate this market demand.*

*The review of the Master Plan every five years enables Melbourne Airport to periodically reassess project priorities and timeframes, thereby validating forecasts and development requirements. More certainty around growth forecasts and project priorities is expected at the time of next Master Plan (2027) as the industry recovers from the impact of COVID-19.*

*Melbourne Airport will also work closely with all levels of government to ensure the timely delivery of essential transport infrastructure and the ongoing safeguarding and protection of airport operations through appropriate planning policies and controls. Melbourne Airport and the Victorian Government share responsibility for delivering ground transport improvements both on and off airport land.”*

The developments shown in the 2042 and Long-Term Development Concept Plans are beyond the ‘initial period’ (the first five years) of the Master Plan and therefore do not require detailed information under the Airports Act. As a result and having regard to section 16.2 of the Master Plan, as outlined above, no changes to the Master Plan are proposed in relation to this issue.

### 5.10.2.4 Human Rights

The City of Brimbank’s submission raises human rights. It states:

*“Council submits:*

- Humans have a right to enjoy a safe, clean, healthy and sustainable environment
- Such environmental rights are necessary for effective human rights protection

- The human rights of those persons (including children) who are subject to unreasonable interference occasioned by aircraft noise should be considered by the Commonwealth and their health and well-being should be ensured and integrated into decision making when determining whether to approve the Master Plan and the MDP and any conditions, which ought to apply.

*Council further submits that human rights are a relevant consideration in the determination (including conditionally) of the Master Plan and MDP.”*

There is a detailed report attached to Brimbank’s submission specifically relating to human rights.

The provisions of the Airports Act relating to Master Plans do not include a specific requirement relating to human rights, and the international treaties referred to by Council have not been incorporated into Australian domestic law. The provisions of the Airports Act relating to Master Plans do include requirements to address (amongst other matters) aircraft noise, environmental impacts and the effect of development on the local and regional economy and community. These matters are addressed in the Master Plan, as required, and are also discussed under other themes in this report, particularly the Aircraft Effects and Impacts theme and the Environmental Impacts theme.

Subject to the discussion under the other themes in this report, it is considered that the Master Plan adequately addresses the issue of community impacts in accordance with the Airports Act. These matters are addressed in more detail in the M3R MDP and will be further discussed in the Supplementary Report relating to that MDP.

APAM does not have a formal requirement to consider and respond to the human rights issues raised by the City of Brimbank, but it has responded to the underlying substantive noise and environmental issues set out in Brimbank’s submission.

#### **5.10.2.5 History**

A number of submissions state that the Master Plan does not adequately address or reflect the history of Melbourne Airport. For example, the Hume Residents Airport Action Group and Melbourne Airport Community Action Group submission states:

*“The 2022 Master Plan acknowledges that the initial plans for Tullamarine Airport only included two runways, however it stops far short of an accurate account of the evolution of the airport project and surrounding communities over time, and how it came to be that thousands of homes are now or soon to be directly under flight paths that could see hundreds of aircraft per day, 24 hour a day, flying overhead.”*

Section 4.1 of the Master Plan sets out a basic ‘History of Melbourne Airport’. This is considered adequate for a Master Plan under the Airports Act and is consistent with the level of historical information in the current 2018 Master Plan and previous Master Plans. There is no requirement for the Master Plan to include a detailed history of the airport, and therefore no changes are proposed in relation to this issue.

However, as outlined under the Airside and Terminal theme, we are exploring the idea of commissioning an independent literature review (possibly by a local university) to detail the planning history of the airport. If progressed this will be made publicly available.

#### **5.10.2.6 Corrections and Updates**

Various minor corrections or updates were identified in some submissions.



#### **5.10.2.8 Excluded Matters**

It is noted that some of the submissions received raise issues which are clearly beyond the scope of a Master Plan under the Airports Act. There are also some submissions that raise frivolous, vexatious or erroneous issues. Those issues have been excluded from this report.

## 6 Draft Master Plan

The Draft Master Plan which accompanies this report has been prepared in accordance with all relevant requirements of the Airports Act and has had due regard to the comments raised in the submissions received. This section demonstrates how the Draft Master Plan satisfies the requirements of Sections 71 and 81(3) of the Act.

### 6.1 Changes to the Preliminary Draft Master Plan

APAM has taken into account and had due regard to the written comments on the Preliminary Draft Master Plan which resulted in the need for some changes to the document.

Changes to the Draft Master Plan 2022 have been highlighted in red to clearly show administrative amendments or corrections that resulted from a further internal review of the Preliminary Draft Master Plan and where projects currently in the planning phase have further evolved, for example in relation to design, since the public exhibition phase.

Other changes have been made as a result of APAM’s consideration of all the submissions received through public exhibition. These changes are also highlighted in red within the Draft Master Plan to distinguish where these changes have been made within the document. The rationale behind the changes made within the Draft Master Plan are also documented and discussed within Section 5 of this report. The changes are identified under the *Changes to the Master Plan* sub-heading within each Issue table.

### 6.2 Section 71 - Contents of Draft or Final Master Plan

Section 71 sets out the matters that must be addressed in a draft Master Plan. It is our submission that all of these matters have been addressed. Appendix A of the Draft Master Plan shows where each of the requirements has been addressed in the Master Plan.

### 6.3 Section 81 – Approval of Draft by Minister

Section 81(3) of the Act sets out the matters that the Minister must have regard to when deciding whether to approve a Draft Master Plan. The following table outlines APAM’s response to those matters.

Table 34: Responses to Section 81(3) Matters

Section 81(3) In deciding whether to approve the plan, the Minister must have regard to the following matters:	APAM Response:
(aa) the extent to which the plan achieves the purposes of a final master plan (see subsection 70(2));	The plan achieves all the purposes of a final Master Plan – see  Table 35: Responses to Section 70(2) Matters for further detail.
(a) the extent to which carrying out the plan would meet present and future	The Draft Master Plan sets out in detail the planned provision of new or expanded

**requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned;**

services and facilities to accommodate forecast growth. The growth forecasts are outlined in Part B7 of the Draft Master Plan and then Part C8 to C16 provide details of how the airport's services and facilities will be developed over time in response to these forecasts. The requirements of civil aviation users are specifically dealt with in Part C8 to C10 of the Draft Master Plan.

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**(b) the effect that carrying out the plan would be likely to have on the use of land:**

Carrying out the plan will have positive effects on the use of land within the Melbourne Airport site. In particular, the Airport Land Use Plan at Part C11 of the Draft Master Plan will ensure that the airport land is used in a planned and orderly way and that land use conflicts are minimised. The Environment Strategy at Part C14 will ensure that environmental effects are appropriately minimised and managed.

**(i) within the airport site concerned; and**

**(ii) in areas surrounding the airport;**

The effect on areas surrounding the airport, particularly aircraft noise effects, is dealt with in Part C15 of the plan. The plan acknowledges that suburbs around the airport will be affected by aircraft noise and other effects and includes details of various measures to manage these effects going forward as the airport grows.

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**(c) the consultations undertaken in preparing the plan (including the outcome of the consultations);**

The extensive consultations undertaken in preparing the Draft Master Plan and the outcomes of the consultations are discussed in Sections 2, 3, 4 and 5 of this report.

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**(d) the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.**

CASA and Airservices were both consulted about the plan. Neither CASA or Airservices provided submissions.

Table 35: Responses to Section 70(2) Matters

<b>Section 70(2) states that the purposes of a final master plan for an airport are:</b>	<b>APAM Response:</b>
<b>(a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and</b>	The plan achieves this purpose. See Part C of the Draft Master Plan.
<b>(b) to provide for the development of additional uses of the airport site; and</b>	The plan achieves this purpose. See Parts C11, C12 and C13 of the Draft Master Plan.
<b>(c) to indicate to the public the intended uses of the airport site; and</b>	The plan achieves this purpose. See Figures 2.1, 2.2 and 2.3 and Part C.
<b>(d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport; and</b>	The plan achieves this purpose. See Part C8 – Airport Land Use Plan.
<b>(e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards; and</b>	The plan achieves this purpose. See Part C14 – Environment Strategy.
<b>(f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and</b>	The plan achieves this purpose. See Part C14 – Environment Strategy.
<b>(g) to promote the continual improvement of environmental management at the airport.</b>	The plan achieves this purpose. See Part C14 – Environment Strategy.



## 7 Conclusion

The Melbourne Airport Draft Master Plan 2022 is the culmination of over two years of work by APAM and airport stakeholders.

This Supplementary Report has:

- demonstrated compliance with the relevant requirements of the Airports Act 1996 relating to the preparation and content of Master Plans
- addressed the relevant requirements of the Airports Act 1996 relating to submission of a Draft Master Plan to the Minister for approval
- demonstrated that APAM has had due regard to the comments raised in the 713 submissions that were received during public exhibition of the Preliminary Draft Master Plan.

APAM commends the Draft Master Plan to the Minister and respectfully requests that it be approved under Section 81 of the Airports Act 1996.