

***MAJOR DEVELOPMENT PLAN***  
***HOTEL DEVELOPMENT AT ESSENDON AIRPORT***

***(Essendon Airport Pty Ltd)***

***CONDITIONS OF MINISTERIAL APPROVAL***

## **DEFINITIONS**

In this document, unless the contrary intention appears:

*Act* means the *Airports Act 1996* as amended from time to time.

*AEO* means the Airport Environment Officer for Essendon Airport, appointed under the *Airports (Environment Protection) Regulations 1996*.

*AES* means the environment strategy set out in the final master plan for Essendon Airport.

*Airport* means Essendon Airport.

*Airservices* means Airservices Australia.

*CEMP* means Construction Environmental Management Plan.

*CMP* means Construction Management Plan.

*Department* means the Department of Infrastructure and Regional Development.

*MDP* means the major development plan for the development of a hotel on the Essendon Airport site.

*Minister* means the Minister for the Department of Infrastructure and Regional Development.

*EAPL* means Essendon Airport Pty Ltd.

## **INTERPRETATION**

In this document, unless the contrary intention appears:

- (i) if a word or phrase is given a particular meaning above, other parts of speech and grammatical forms of that word or phrase have corresponding meanings.
- (ii) a term that is defined in the Act or in regulations made under the Act has the same meaning when it is used here.

## CONDITIONS OF APPROVAL

Pursuant to subsection 94(7) of the Act, the Minister for Infrastructure and Regional Development may approve a draft major development plan subject to one or more conditions.

The Minister has approved the MDP subject to the conditions set out below.

### ***Condition 1 (environmental impact management during construction)***

- A. EAPL must develop a CEMP to be submitted to the AEO for approval.
- B. Construction must not commence until the CEMP has been approved by the AEO.
- C. The CEMP must assess risks and nominate management controls related to all potential impacts, including, but not limited to, the following aspects:
  - soil contamination;
  - stormwater quality;
  - air quality (including dust);
  - noise and vibration;
  - storage and handling of hazardous materials;
  - waste; and
  - cultural heritage.
- D. The CEMP must be consistent with the AES, as set out in the Essendon Airport 2013 Master Plan.
- E. Once approved, EAPL must ensure the CEMP is implemented.
- F. EAPL must seek approval from the AEO for any variation to the CEMP. If the AEO approves a variation to the CEMP, EAPL must implement the variation.
- G. EAPL must provide to the AEO a quarterly report, commencing the date of construction, on whether the CEMP has been complied with.

### ***Condition 2 (airspace impact management during construction)***

- A. Prior to construction commencing, EAPL must submit the following information to Airservices:
  - the height of the development (including aerials); and
  - a copy of the CMP for the development; and
  - the plan required by subcondition B (which may be part of the CMP).
- B. EAPL must develop a plan (which may be part of the CMP) to be submitted to Airservices for approval that assesses risks and nominates management controls related to potential impacts of the construction of the development on Airservices' functions at Essendon and Melbourne Airport, including (but not limited to):
  - interruptions to the control tower line-of-sight during building activity such as crane operations, the use of concrete pumpers and temporary scaffolding;
  - distraction, glare and/or reflection during the delivery, lifting and handling of building materials;
  - distraction, glare and/or reflection due to lighting on the construction site; and
  - the potential disruption of critical underground services required for aviation operations.

- C. EAPL must consult with Airservices in developing the plan required by subcondition B. If Airservices is not satisfied that the plan adequately provides for management of risks relating to Airservices' functions, EAPL must work with Airservices to develop a plan that enables continued safe performance of Airservices' functions.
- D. Construction must not commence until the plan required by subcondition B has been approved by Airservices.

***Condition 3 (traffic and parking management)***

- A. Prior to construction commencing, EAPL must inform the Department of the number of car parks on-site and reserved at the nominated overflow car park in the final development design.
- B. EAPL must obtain and provide an independent traffic and parking assessment to the Department within 12 to 18 months of the development opening for business.
- C. If EAPL becomes aware, either as a result of the above traffic and parking assessment, or by other means, that car parking arrangements for the development are not reasonably adequate for its ongoing operation and amenity, or development traffic is adversely affecting the internal road network, EAPL must:
  - notify the Department, without delay, of the issues relating to car parking adequacy and/or the adverse traffic impact on the internal road network; and
  - nominate actions and timeframes to mitigate these issues; and
  - if the Department advises that it is not satisfied that the actions will sufficiently address the identified issues, work with the Department in good faith to agree reasonable and appropriate actions and timeframes to do so; and
  - in good faith, take all reasonable steps to implement the agreed actions.