



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

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Document 2

First Assistant Secretary  
Domestic Aviation and Reform  
Stephanie Werner

EC23-004361

Mr Paul Ferguson  
Chief Executive Officer  
Moorabbin Airport Corporation  
66 Bundora Parade  
MOORABBIN AIRPORT VIC 3194

Dear Mr Ferguson

I am writing to you to request further information to inform the Minister's decision on the fresh draft Master Plan (fdMP) for Moorabbin Airport submitted on 24 March 2023 by Moorabbin Airport Corporation (MAC).

Under Section 80A (2) of the *Airports Act 1996* (the Act), the Minister may request the airport lessee company provide specified material relevant to making the decision. I am seeking the additional information as a delegate for the Minister and pursuant to Section 80A (2).

The information is relevant to consider whether the issues raised in the <sup>s42</sup> [REDACTED] on 29 March 2022 by the then Minister for Infrastructure, Transport and Regional Development have been adequately addressed in the fdMP.

Your letter to the Department of 28 February 2023, advises MAC undertook extensive consultation on the fdMP. However, since 21 May 2022, the Minister has received at least 19 written representations from 16 different stakeholders raising concerns that they have been provided little or no opportunity to consult on the fdMP or to resolve uncertainty around ongoing tenancy at Moorabbin Airport.

For this reason, I seek to clarify exactly what consultation has occurred. Specifically:

1. What consultation was undertaken on the fdMP?
2. What issues arose as part of this consultation?
3. What issues were addressed in the fdMP as part of this consultation?

The Statement of Reasons also raised concerns about the uncertainty of the ongoing use of each precinct within Moorabbin Airport, in particular the maintenance of existing aviation precincts exclusively for aviation purposes. The fdMP sets out that Precinct 2 is for aviation support, however the description of possible uses includes that non-aviation business can seek to be located landside on Precinct 2 subject to Moorabbin Airport approval. I also note that the fdMP allocates Precinct 3 to the west of Bundoora Pde as primarily for commercial use (Commercial 2 Zone).

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To assist the Minister in her consideration of the fdMP, I request further information on the types of non-aviation businesses MAC might consider appropriate to locate in Precinct 2 and how the inclusion of this possible use provides certainty to airport users that existing aviation land will be maintained. In addition to assist the Minister in her consideration of the fdMP could MAC please provide:

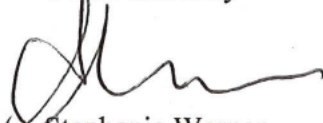
4. A map clearly indicating the number of aviation businesses and non-aviation business located on the airport site at the time of the 2015 Master Plan approval.
5. A map clearly indicating the number of aviation businesses and non-aviation business located on the airport site at the time of the 2021 fresh draft Master Plan submission.

In order to progress the assessment of the fdMP, I ask that you provide the requested information by no later than Friday 26 May 2023.

Pursuant to Section 80A (2) of the Act, the Minister's decision-making period for the fdMP is held in abeyance from the date of this letter and does not recommence until the day after the last of the requested material is received by the Minister. MAC's response to this request and any supporting material should be addressed to the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King, but I would appreciate if a copy of this response could also be provided to Mr Phil McClure, Assistant Secretary, Airports Branch as the same time.

Should you have any questions regarding this letter, please contact Mr Phil McClure, Assistant Secretary, Airports Branch on 02 6274<sup>s22(1)</sup> or at [Phil.McClure@infrastructure.gov.au](mailto:Phil.McClure@infrastructure.gov.au).  
( )

Yours sincerely



Stephanie Werner

28/4/2023

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Released under the freedom of Information Act 1982 by the Department of  
Infrastructure, Transport, Regional Development, Communications and the Arts



## The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government  
Member for Ballarat

Ref: MS23-003796

Mr Paul Ferguson  
Chief Executive Officer  
Moorabbin Airport Corporation Pty Ltd  
66 Bundora Parade  
MOORABBIN AIRPORT VIC 3194

Dear Mr Ferguson

Paul,

Thank you for your letter of 16 June 2023 seeking my permission to withdraw the Moorabbin Airport 2021 fresh draft Master Plan submitted to me on 24 March 2023.

I note your advice that you s47(1)(b) and I understand the changes will provide me with better clarity on s47(1)(b)

I thank you for working closely with officials from the Department of Infrastructure, Transport, Regional Development, Communications and the Arts in considering options on how to best progress the draft Master Plan.

I confirm my acceptance of your request to withdraw the fresh draft Master Plan submitted on 24 March 2023 and ask that you re-submit the revised draft Master Plan incorporating the changes as soon as possible for my consideration. The submission of an updated fresh draft will re-set the timeframe for my decision on the Master Plan, with the 50 business days commencing on the date of submission.

Yours sincerely

Catherine King MP

21 / 6 / 2023





## The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government  
Member for Ballarat

Ref: MS23-003923

Mr Paul Ferguson  
Chief Executive Officer  
Moorabbin Airport Corporation  
66 Bundora Parade  
MOORABBIN AIRPORT VIC 3194

Dear Mr Ferguson *Paul,*

Thank you for submitting the Moorabbin Airport fresh draft Master Plan 2021 (the Master Plan) for my consideration.

I am pleased to advise I have approved the Master Plan in accordance with section 81 of the *Airports Act 1996* (the Act). I am satisfied the Master Plan adequately provides an indication of intended land uses, while also meeting the needs of civil aviation users, and other users of the airport site.

The 20-year strategic vision for Moorabbin Airport, as well as the comprehensive eight-year development strategy, set out in the Master Plan will strengthen Moorabbin Airport's key role as a flight training airport and contributor to the Victorian economy.

In making my decision, I have noted the due regard Moorabbin Airport Corporation (MAC) has given to comments received during the public consultation period that relate to the draft Master Plan, noting that a further public consultation on the fresh draft Master Plan was not required by the Act. I appreciate MAC revisiting these comments and working with my department to inform them of additional consultation which has occurred. I commend MAC's for its willingness to engage with my department through the request for additional information and subsequent meetings to discuss the Master Plan.

In making my decision, I have also considered the views of Airservices Australia (Airservices), the Civil Aviation Safety Authority (CASA) and the Department of Climate Change, Energy, the Environment and Water (DCCEEW), who did not raise any significant safety, operational, or environmental issues in relation to the Master Plan.

As you are likely aware, many aviation tenants located at the airport, and the local Council, have made representations to me regarding their concerns on the Master Plan. I expect MAC will take the appropriate steps to continue to engage with aviation tenants and other interested stakeholders to ensure their concerns are considered and addressed where reasonable.



Under section 86 of the Act, publication of the final Master Plan is required within 50 business days of my approval. I ask that a copy of the final Master Plan be provided to my department for review prior to its publication. The relevant contact officer in the Department is Mr Phil McClure, Assistant Secretary, Airports Branch, Domestic Aviation and Reform Division, who can be contacted at [Phil.McClure@infrastructure.gov.au](mailto:Phil.McClure@infrastructure.gov.au) or on (02) 6274 6289.

In accordance with section 242 of the Act, and subject to the Administrative Appeals Tribunal Act 1975, application may be made to the Administrative Appeals Tribunal for review of my decision.

I wish you and your team all the best in implementing the initiatives within this Master Plan and continuing to ensure Moorabbin Airport meets the needs of users at the airport into the future.

Yours sincerely



Catherine King MP

1 / 9 /2023

## Assessment – Moorabbin Airport draft Master Plan

Airports Act 1996 - sections 71(2), 71(4), 71(5) 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2)

**Matters considered by the Airport-Lessee Company when developing their Master Plan****Acronyms**

<b>AES</b>	Airport Environment Strategy
<b>Airservices</b>	Airservices Australia
<b>ANEF</b>	Australian Noise Exposure Forecast
<b>dMP</b>	draft Master Plan
<b>MDP</b>	Major Development Plan
<b>OLS</b>	Obstacle Limitation Surface
<b>PANS-OPS</b>	Procedures for Air Navigation Services – Operations Surfaces
<b>pdMP</b>	preliminary draft Master Plan
<b>the Act</b>	Airports Act 1996
<b>the Department</b>	the Department of Infrastructure, Transport, Regional Development and Communications
<b>the Regulations</b>	Airports Regulations 1997



## Airports Act 1996 - contents of draft or final master plan

### Moorabbin Fresh Draft Master Plan – Preliminary Assessment as at 28 April 2023

#### **71(2) In the case of an airport other than a joint-user airport, a draft or final master plan must specify: (a) the airport-lessee company's development objectives for the airport; and**

##### **CRITERION SATISFIED**

The key objectives of Master Plan 2021 are set out in section 1.1.2 and include:

- safety, aviation and aircraft noise
  - enhancing the airport's reputation through aviation safety
  - growing flight training activity
  - renewing aviation infrastructure and improving efficiency of aircraft operations on aprons
  - continuing the "Fly Friendly" program and actively managing aircraft noise and community concerns
  - seek to introduce electric aircraft operations toward the end of the Master Plan period.
- sustainable planning and development
  - planning and delivering programs to support sustainability on airport
  - making investment in aviation and non-aviation activities
  - simplifying the airport's planning framework
  - improving the ground transport plan
  - enhancing visual amenity and integrating Indigenous recognition and progressive planning of native flora species
- economics, community contribution and sustainability
  - fostering job creation
  - achieving initiatives under the airport's "Green Plan"
  - continuing a number of corporate social responsibility initiatives
  - expanding the aviation museum by 50 per cent
  - practicing safe, compliant and effective environmental management

Moorabbin Airport's Land use plan is located at Chapter 6, the Aviation Development Plan at Chapter 7, the Non-Aviation Development Plan at Chapter 8, and the Ground Transport Plan at Chapter 9.

*The department considers MAC has adequately addressed its objectives for the airport for the planning period.*

#### **(b) the airport-lessee company's assessment of future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and**

##### **CRITERION SATISFIED**

##### **Context and interactions with public comment**

This criterion is intrinsically linked to section 79(2)(b)(iii) of the Act, which requires MAC to have due regard to the comments received during the public exhibition of the preliminary draft Master Plan (pdMP). Under the refused draft Master Plan, the department's view was that there was not enough supporting evidence that "due regard" had been given to public submissions received and there was a lack of evidence in the dMP of changes being made taking the comments into account. This ultimately led to refusal of the draft.

Under the fresh draft Master Plan process in the *Airports Act 1996* there is no legislative requirement for MAC to conduct a further round of public exhibition and consultation. However, both the former and current Minister set an expectation for MAC to engage constructively with aviation tenants to address their concerns.

Assessment – Moorabbin Airport draft Master Plan  
Airports Act 1996 - sections 71(2), 71(4), 71(5) 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2)

MAC revisited part of the Supplementary Report in their covering letter of 24 March 2023 (the Cover Letter) (Attachment A) accompanying the fresh draft Master Plan, adding an additional column to provide commentary on how it has given due regard to public comments on the preliminary draft Master Plan. The department considers this an improvement on the refused draft Master Plan, as MAC has now provided a due regard element in responding to the concerns of aviation stakeholders.

An additional supplementary report was not required under the Act to be submitted and MAC did not choose to do so of its own accord.

#### Request for further information (Attachment A)

On 28 April 2023 the Minister's delegate in the department issued a request for additional information pursuant to Section 80A(2) of the Act. This request sought clarity on what consultation had occurred in preparing the fdMP. Specifically:

1. What consultation was undertaken on the fdMP?
2. What issues arose as part of this consultation?
3. What issues were addressed in the fdMP as part of this consultation?

The request also noted the Statement of Reasons for the refusal raised concerns regarding the uncertainty of the ongoing use of each precinct within Moorabbin Airport, in particular the maintenance of existing aviation precincts exclusively for aviation purposes. A further request was made for:

4. A map clearly indicating the number of aviation businesses and non-aviation businesses located on the airport site at the time of the 2015 Master Plan approval; and
5. A map clearly indicating the number of aviation businesses and non-aviation businesses location on the airport site at the time of the 2021 fresh draft Master Plan submission.

MAC responded to this request on 26 May 2023. The content of this letter noted that the consultation undertaken exceeded the requirements of the Act and that 104 individual consultation events on the fdMP had occurred in various forms (meetings, media and correspondence). The letter also provided maps from 2016 and 2023 showing which buildings in the Main Apron area of the airport were used for aviation and non-aviation purposes.

The department views the response provided by MAC as adequate in responding to the request. However, the department understands a number of stakeholders are unlikely to share this view and contend that the fdMP should have gone out for public exhibition and consultation again.

#### Department's view

Moorabbin Airport have maintained the view that it has taken appropriate steps to engage with their stakeholders in development of the plan and the statements in the Cover Letter and Additional Information support this view.

The department understands that stakeholders, particularly Kingston City Council and some aviation tenants, are unlikely to share this view and will contend that the fresh draft should have been released for official consultation a second time. The department's view is that this is not required under the Act, and that through making the changes outlined below (primarily abandoning the proposed change to the western edge of the main apron), MAC have given due regard to comments received during public exhibition of the preliminary draft.

#### Western edge of the Main Apron development (Western edge development)

The Western edge development was a proposal to expand Precinct 3, which has primary commercial/industrial uses, into Precinct 2, Moorabbin Airport's primary aviation precinct.



This proposal was highly contested by aviation stakeholders, who claimed that not only did MAC plan to remove up to 9 aviation hangars as part of this development, but those affected did not have sufficient certainty as to how they would be catered for should the development proceed.

Following refusal of the draft Master Plan, the proposed expansion has not been included in the fresh draft Master Plan. There are no plans which include a change to the airside fence or the boundary of the western edge of the airport site. MAC notes this has been decided following review of the comments submitted during the formal exhibition period and comments of the former Minister.

### **MAC resubmission of the fdMP**

Following withdrawal and resubmission of the fdMP, which the Minister approved on 28 June 2023, MAC have made improvements to solidify the aviation focused 'Precinct 2'.

The changes include:

- Clarifying maps in the fdMP to be consistent across the document, specifically regarding land use planning
- Further commentary on the history and uses of Precinct 3 including the rezoning from primarily aviation to non-aviation uses. The commentary provided by MAC clearly demonstrates the land not being viable for aviation uses, however aviation activities including warehousing, spare parts, logistics and engineering will remain as available uses to support and facilitate emerging and next generation aviation activities.
- Revised wording on Precinct 2 which has removed non-aviation uses and maintains Precinct 2 solely for aviation uses. The department notes there are some legacy non-aviation facilities in this area, however no additional non-aviation uses will be planned. MAC have provided further commentary in the fdMP to allow for aviation uses on the landside elements of the precinct that do not require direct airside access.
- MAC have changed the uses allowed in the overarching zoning which remove non-aviation uses from Precinct 2 and to allow businesses that support and protect aviation activities. Non-aviation uses have been moved to the "prohibited" Section 2 uses.

The department considers these changes to the fdMP following re-submission provide a greater level of certainty to aviation and non-aviation tenants regarding the intended uses of the airport site. Precinct planning at the airport site has been clarified to maintain Precinct 2 solely for aviation uses.

### **Overall assessment of this criterion**

**Chapter 7** of the fdMP (Aviation Development Plan) outlines MAC's assessment of future needs of civil aviation users of the airport, and other uses of the airport, for services and facilities relating to the airport.

The airport's forecasts for the 20-year planning horizon of the Master Plan are described in Figure 7.1:

Assessment – Moorabbin Airport draft Master Plan  
Airports Act 1996 - sections 71(2), 71(4), 71(5) 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2)

Runway	2020	2041
Movements	268,000	375,000
Students	1,350	1,800
Aviation pavement	36 hectares	40 hectares
Aviation jobs	700	1,000
Aircraft based on airport	320	420
Aircraft parking	490	720+
FTO classrooms	9,260 sqm	10,620 sqm
Hangars	33	45

Figure 7.1

MAC expects that aircraft movements at the airport will reach pre-pandemic levels by 2024, consistent with an increase in aviation university enrolments, training acquisitions and international student growth. MAC notes that in 2020 there were 268,000 aircraft movements which was above the 10-year average of 256,000 movements and is consistent with airport forecasts following the pandemic. Future movements are forecast to grow at a rate of 2% until the ultimate practical capacity of 375,000 movements is reached.

#### Hangars

MAC note there are vacant and underutilised hangar sites and plans to deliver improved and consistent sites with features such as access to landside and airside, high roofs, internal office and storage areas. MAC has improved on the 2015 Master Plan and in response to tenant concerns by providing an indicative map on potential hangar locations with a standard size at Figure 7.9. Under the 20-year forecast of this Master Plan, MAC anticipates an increase in aviation hangars.

**Chapter 8 – Non-Aviation Development Plan** covers areas of the airport site which are not primarily used for aviation. MAC has forecast that two thirds of the undeveloped land will be released for industrial/commercial use. A general overview of the non-aviation precincts is detailed in Figure 8.1.

**Chapter 9 – Ground Transport Plan** provides a comprehensive outline of matters relating to access to and from the airport. Including:

- An outline of existing modes of transport and futures modes, and how they will be supported
- Discussion and assessment on the existing internal and external road networks and their capacity
- Discussion on future internal and external road networks
- Analysis of freight traffic at the airport
- Public transport usage, current and future
- Outline of the future ground transport network and its consistency with the Victorian planning schemes

**Chapter 10 – Infrastructure Services** discusses Moorabbin Airport's infrastructure networks (drainage, sewerage, water, electricity) more broadly and their impact on the airport site, including existing and future infrastructure, risk mitigation and consideration to accommodating airport growth.

*The department considers MAC has met its requirements to provide for future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport.*



**(c) the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and**

**CRITERION SATISFIED**

MAC articulates its development objectives for the development of the airport site across landside, airside and surface access in sections 6, 7, 8 and 9 of the fdMP. The information included provides a sufficient level of certainty to aviation and commercial users of the site through the development concept plans contained in the Plan. These chapters outline the intentions of the airport for future development and establish potential developments for the future consideration of the Minister, such as a possible Suburban Rail Loop station. This ensures that any potential major development will be consistent with the fdMP under the Act.

The abovementioned sections are summarised below:

Section 6 (Land Use):

- outlines the Land Use Plan and the guidelines and procedures for land use and developments at the airport. Elements of State and Local Government planning have been included in the plan to demonstrate consistencies with existing planning frameworks and land uses.
- Introduces a five-precinct layout of the airport site, which is revised and reduced from the 7 precincts contained in the 2015 Master Plan. The reduction and simplification of precincts aims to reflect current uses.
- Discusses land use areas of airside and landside and the uses of each, with plans detailed further in the relevant sections of the document

Section 7 (Aviation Development Plan):

- Highlights flight training as a strategic driver of the Aviation Development Plan and a focus for activities at the airport.
- Forecasts the development of further 10,000sqm of paved apron and increase in aviation floorspace
- Considers industry changes such as electrification and hydrogen fuelling and the next generation of aircraft.
- Forecasts an increase in flight movements from 268,000 to 375,000 annual aircraft movements.
- Highlights the 5 aviation support sub precincts and discusses runway planning and use, taxiways and aprons and terminal facilities
- Investment in aviation and the future of aviation at the airport.

Section 8 (Non-Aviation Development Plan):

- Identifies land that can be developed for non-aviation uses, including commercial, industrial and retail in the 39 hectares of land planned and funded for future development.
- Discusses objectives of non-aviation development and its relevance to funding aviation operations
- Forecasts of non-aviation development footprint and associated employment
- Demonstrates consistency with State planning schemes

Section 9 (Ground Transport Plan):

- Discusses the existing and future ground transport networks and the capacity of the network to handle predicted traffic using the Moorabbin Airport site
- Highlights existing and future freight traffic, parking and public transport networks

*The department considers the fdMP adequately articulates the airport's intentions for land-use on the airport site.*

**(d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and**

**CRITERION SATISFIED**

**Section 12.3** discusses the management of aircraft noise and the ANEF. Specifically, **Section 12.3.2** details what the ANEF is, what the limitations with an ANEF are, and that the National Airport Safeguarding Framework (NASF) Guideline A recommends the use of N Contours to better capture the full spread of noise impacts.

The ANEF presented in the fdMP was developed using the Aviation Environmental Design Tool for an Ultimate Practical Capacity ANEF forecast. The Ultimate Capacity ANEF forecasts total movements of 332,500 fixed wing and 42,500 helicopter movements per year. The ultimate capacity ANEF replaces the long range (to 2050) ANEF used in the 2015 Master Plan. A comparison between the 2015 and the re-endorsed 2023 ANEF is shown at **Figure 12.6**. **Page 267** lists the assumptions used in the ultimate capacity ANEF.

The changes to the ANEF contours include a reduction to the East-West extent of the 20 and 25 contour and an increase to the North-South extent of the 20 and 25 contours. These changes are explained by the Airport as being due to greater aircraft movement forecasting certainty. The increase to 20-25 contour to the South of airport places residential dwellings in the conditionally acceptable corridor (however this conditional acceptability is for new developments only) and will change the noise profile for those areas.

N contour maps (N-65 and N-70) are presented at **Figures 12.8 and 12.9** respectively. The Airport states that no night time N contour maps have been presented due to the insufficient amount of circuit training after 10pm. This is confirmed on **Page 134** where it is stated that 1% of aircraft movements are at night. However, this figure differs from the figures presented in the dMDP at **Section 7.4.13 page 147** which stated that 10% of aircraft training movements were mandated at night. This figure is also contradicted on **page 142** of the fdMP which states that the investment in airfield lighting supported 10% of total aircraft activity. Ideally, confirmed night time operations would have been presented in the fdMP and should be confirmed by the Airport.

*While the fdMP meets the requirements of 71(2)(d), night time operation numbers should be clarified and confirmed with the Airport.*

**(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and**

**CRITERION SATISFIED**

**Section 12.2** discusses flight paths with **Figures 12.1 through to 12.4** showing fixed wing and helicopter arrival and departure flight paths. Flight paths are managed by Airservices in consultation with the Airport and industry. Runway usage is explained along with preferred runways (17L/35R and 17R/35L). The fdMP explains that when limits on crosswinds are met, runways 13L/31R and 13 R/31L are used. This occurs approximately 14% of the time.

The fdMP provides detailed information for visual flight paths, instrument flight paths, circuit training and helicopter flight paths. Circuit training flight paths are indicated at **Figure 12.3**. This indicates that the majority of movements are to the North, South and East of the airport.

*The department considers that the fdMP meets the requirements of 71(2)(da)*



**(e) the airport-lessee company's plans, developed following consultations with airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and**

#### CRITERION SATISFIED

The *Airports Act 1996* defines Significant ANEF levels as above the 30 ANEF contour. The re-endorsed ANEF on page 268 of the fdMP identifies the areas of the airport affected by significant ANEF levels. These areas are predominantly within the airport boundaries except for small areas to the north and south. These areas appear to be commercial and light industrial to the south and a golf course to the north. Both areas are acceptable and/or conditionally acceptable under the AS2021-2015 land use table (included with the ANEF).

**Section 5.3.3** discusses the NASF Guidelines and its implementation within both State and Local Government planning zones. These planning zones are stated by the Airport to be consistent with land use on the airport. **Section 5.5.2** discusses the consistency with the Victorian Planning Policy Framework which also takes into consideration the NASF Guidelines.

*The department considers the fdMP meets the requirements of 71(2)(e).*

**(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with implementation of the plan; and**

#### CRITERION SATISFIED

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

The Airport Environmental Strategy (Section 11) of the draft Master Plan (dMP) has provided an appropriate assessment of the environmental issues associated with the Moorabbin Airport site.

The AES encompasses Moorabbin Airport's environmental commitments including:

- Airport Environment Strategy Overview
- Key achievements over the past five years
- PFAS Management
- Environmental Policy
- Environmental Management System

Environmental considerations, including management practices for all required environmental aspects has been addressed.

*The department considers the fdMP adequately provides an assessment of potential environmental issues at the airport.*

**(g) the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts); and**

**CRITERION SATISFIED**

As addressed in (f) above.

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Section 11.7 to 11.16 identify environmental issues and each section has a table identifying the Strategy Action Plans for each environmental aspect.

*The department considers the fdMP contains suitable plans for the management of potential environmental issues at the airport*

**(ga) in relation to the initial period (see subsection (3A)) of the master plan – a plan for a ground transport system on the landside of the airport that details:**

- i. a road network plan; and
- ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and
- iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and
- iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and
- v. the capacity of the ground transport system at the airport to support operations and other activities at the airport; and
- vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and

**CRITERION SATISFIED**

Section 9 of the dMP specifies, in relation to the first eight years of the Master Plan, a plan for ground transport on the airport within the sections below.

**(i) – road network plan**

- Section 9.4 of the dMP outlines the existing road network within the airport site
- Section 9.5 outlines the future road network in and adjacent to the airport site
- Section 9.12 discusses MAC's approach to the ground transport network
- Section 9.13 discusses MAC's future ground transport plan.

**(ii) – facilities for moving people... and freight at the airport**

- Section 9.4 of the dMP outlines the existing road network within the airport site
- Section 9.5 outlines the future road network in and adjacent to the airport site
- Section 9.6 Discusses Freight and Future Loading Traffic
- Section 9.8 discusses the Public Transport Network, including the proposed future Suburban Rail Loop, and mentions MAC working with the State Government to investigate opportunities for public transport linkages to the airport.
- Section 9.9 discusses Active Transport and Pedestrian Network
- Section 9.12 discusses the Approach to Ground Transport
- Section 9.13 discusses the Future Ground Transport Plan

In particular, the department notes:

- The dMP outlines its relationship with freight movements both within the airport itself, and in its surrounds, as located in a strategically significant area adjacent to a primary freight network, approved B-Double routes and co-located with Chifley Business Park.
- The dMP shares consistencies with the Victorian state plan for the *Victorian Freight Plan: Delivering the Goods* (2018) and articulates opportunity for greater use of freight corridors and opportunities to enhance freight movements to and from the airport.
- The dMP evaluates projected growth levels in thoroughfare around and through the airport with consideration of projected capacity for future land use around the airport.

**(iii) – linkages between those facilities, the road network and public transport systems on and off airport**

- This criterion is integrated throughout the discussion in section 9.
- Section 9.12's Ground Transport Objectives include a number of Projects and Objectives that will link the road network on airport to that off-airport.
- Section 9.8 States that MAC will work with State Government Department of Transport to investigate opportunities for potential bus service improvements that align with the airport's future growth and connection to SRL stations in order to achieve an integrated public transport network. MAC will continue to advocate for improved frequency and coverage of public transport to the Airport in the future.

**(iv) – working with state**

- Section 9.14 describes how MAC works with government authorities responsible for the road network.

**(v) – supporting operations and other activities at the airport**

- Section 9.3.5 discusses results of future road network traffic congestion within the vicinity of the airport based on the Victorian Integrated Transport Model (VITM) and outputs sourced from the Traffic Impact Assessment undertaken as part of the Mordialloc Freeway Environment Effects Statement.
- The results found that:
  - There will have been traffic growth in most roads surrounding the airport;
  - There is expected to be a decrease in traffic along Boundary Road as a result of the Mordialloc Freeway completion
  - The network immediately surrounding the airport will not exceed capacity; and
  - There will be capacity for further growth.

**(vi) – effect of the proposed developments on ground transport**

- Section 9.13 states the expected land use development is not of a scale that is expected to significantly alter the ground transport characteristics of the airport.
- "A specialist traffic study commissioned by Moorabbin Airport for the purposes of this Master Plan 2021 found that the road network near the Airport is unsaturated and will remain so considering development contemplated in this Master Plan 2021".
- Moorabbin Airport is satisfied, based on the information available, that the off-Airport road network will have sufficient capacity to absorb passenger and freight movements through the planning period of MP21.

***The department considers the ground transport plan provided in the dMP adequately addresses this criterion.***

**(gb) in relation to the initial period (see subsection (3A)) of the master plan – detailed information on the proposed developments in the master plan that are to be used for:**

- i. commercial, community, office or retail purposes; or
- ii. for any other purpose that is not related to airport services; and

#### CRITERION SATISFIED

The department notes MAC's assertion that non-aviation development at the airport underpins the airport's ongoing viability and supports the aviation functions. It further notes that Chapter 8 Non-Aviation Development provides a robust, strategic and detailed breakdown of precinct activities and objectives relating to commercial, office, retail and other non-aviation related business types.

MAC's objectives in the Non-Aviation Development Plan include delivering different types of retail precincts catering to different types of visitation, delivering high-quality business spaces for different types of customers, offering a mix of different business park and retail opportunities, integrating services across the site, and reducing environmental impacts through implementing sustainability initiatives.

MAC notes 72 hectares of land has already been developed for industrial use and 39 hectares of undeveloped land for potential non-aviation land uses. The fdMP indicates that MAC will develop two thirds of the undeveloped land will be realised for industrial use and one third for commercial, retail, office and entertainment in the next eight years.

*The department considers the dMP provides adequate information in relation to the proposed non-aviation developments over the first eight years of the Master Plan.*

**(gc) in relation to the initial period (see subsection (3A)) of the master plan – the likely effect of the proposed developments in the master plan on:**

- i. employment levels at the airport; and
- ii. the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport; and

#### CRITERION SATISFIED

Chapter 2 of the dMP discusses economics and employment at the airport, and Chapter 5 outlines what effect the developments on airport would have on the surrounding community and the planning schemes for commercial and retail development in the area around the airport.

##### (i) – employment levels at the airport

- MAC states that the airport currently provides 6,500 jobs, representing 7% of employment in the City of Kingston, which is expected to grow to 9,050 jobs by 2029, further summarised in the table below taken from Figure 2.2:

<b>Employment</b>	<b>2014</b>	<b>2020</b>	<b>2029 (forecast)</b>
<i>Direct jobs</i>	3,300	6,500	9,050
<i>Indirect jobs</i>	6,000	10,000	14,050
<b>TOTAL JOBS</b>	<b>9,300</b>	<b>16,500</b>	<b>23,100</b>

##### (ii) – effect on local and regional economy and community, integration within planning schemes

In Chapter 2 Economics and Employment, MAC states that:

- the airport generates \$870 million of economic benefit per year, forecast to increase to \$1.2 billion over the next eight years*
- the airport has contributed a significant part of the 30% of new jobs in the City of Kingston over the past 5 years*



- *the opportunity for the airport to perform a significant role in the economic recovery for the City of Kingston and Melbourne's south-east is further highlighted by the Airport being the largest consolidated site in the region that can accommodate retail, commercial and industrial development (p.31)*

In Chapter 5 Planning Framework and Context, MAC states that:

- *although not directly applicable, state and local planning schemes and policies were considered and implemented where appropriate and Moorabbin Airport has endeavoured to minimise inconsistencies with them.*
- *The proposed developments set out in MP21 are supported by provisions in Plan Melbourne, the Kingston Planning Scheme and other City of Kingston policies.*

The department also notes MAC's discussion on the integration with the Victorian Government's Plan Melbourne, planning provisions and the Planning Policy Framework. Regarding Plan Melbourne, MAC states:

- *This Master Plan implements relevant objectives of Plan Melbourne by incorporating commercial, industrial and retail uses at Moorabbin Airport. Such uses are complementary to the airport's primary use for general aviation and aviation education services and will underpin and support the continuation of the Airport's primary function.*

The department also notes MAC's objectives for alignment with the PPF and its discussion within the fdMP:

- Outlining a program for continued investment in aviation infrastructure to enhance the Airport's key purpose as a metropolitan airport (Chapter 7 Aviation Development Plan)
- Outlining Moorabbin Airport's vision of the Airport as an employment and economic hub within Victoria (Chapter 2- Economics and Employment)
- Protecting existing aviation operations through the considered future development in the Land use Plan (Chapter 6) and the implementation of airport safeguarding strategies as set out in Chapter 12
- Future proofing the airport for increased public transport accessibility, including the potential to support part of the new Suburban Rail Loop (Chapter 9 Ground Transport Plan)

Moorabbin Airport has also listed several PPF provisions that, while not specifically referring to the Airport, outline relevant general policy objectives which have been considered in preparation of MP 21. These include, but are not limited to:

- Strategies for growth in places of State significance
- Green Wedges
- Supply of urban land for commercial, retail and industrial uses
- Activity centres

*The department considers that the dMP adequately provides information on the effect proposed developments will have on employment levels and the local and regional economy as well as local planning schemes, as required by this criterion.*

**(h) in relation to the initial period (see subsection (3A)) of the master plan--an environment strategy that details:**

- i. **the airport-lessee company's objectives for the environmental management of the airport; and**

**Regulation 5.02B(2) of the Airports Regulations 1997 (the Regulations) states that in specifying its objectives for the airport under subparagraph 71(2)(h)(i) of the Act, an airport -lessee company, must address its policies and targets for:**

- (a) continuous improvement in the environmental consequences of activities at the airport; and**
- (b) progressive reduction in extant pollution at the airport; and**
- (c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and**

- (d) **identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and**
- (e) **involvement of the local community and airport users in development of any future strategy; and**
- (f) **dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.**

#### CRITERION SATISFIED

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

#### (a) Implementing the Environment Strategy – refer Section 11.6 of the fdMP

The Moorabbin Airport Environment Management System (EMS) is the system applied to mitigate, manage and improve environmental impacts from operations carried out at the airport.

Environmental Action Plans (EAPs) have been developed to manage specific elements of the environment at the Airport. Each EAP incorporates environmental management objectives and environmental actions to be implemented as part of the 2021-29 AES.

#### (b) progressive reduction in extant pollution at the airport – refer Section 11.11 of the fdMP

- MAC has not satisfied previous comments around surface and groundwater monitoring which has been addressed on site. In the dMP 11.10.4 further actions have been added to the surface water targets and in table 11.11.4. However, there is no action which outline remediation or how contaminated soil, groundwater or surface water is managed.
- The department proposes that this be addressed in correspondence to MAC for inclusion in the final Master Plan.

#### (c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and

- MAC has updated the dMDP regarding this based on, and maintains consistency with, AS/NZS ISO 14001:2015 (to be updated in this Master Plan 2021) Environmental Management Systems – Requirements with Guidance for Use; – Moorabbin Airport will maintain and review the EMS and Environment Policy in line with AES commitments.

#### (d) Aboriginal and European Heritage Management – refer Section 11.16 of the fdMP

Objectives include:

- ensure that any confirmed Aboriginal or European heritage sites are managed and protected as required by relevant legislation

An archaeological survey of the Airport was first carried out in 1998 and reassessed in 2008 by Biosis Research. Both reports concluded there was no evidence of Aboriginal or historic cultural heritage at the Airport, therefore no management regimes are currently necessary.

Although no areas have been found, Moorabbin Airport maintains practices to continue to manage heritage value sites, including an undertaking to ensure that should they be found, management procedures included in the project development works will be implemented.

#### (e) Section 11.1

“The community and Airport users will be consulted for updates to any future Master Plans through the CACG and other community forums. For ongoing compliance and awareness, stakeholders will be briefed, as outlined in Chapter 13- Implementing Master Plan 2021.

**(f) Section 13.4.2 Additional Consultation**

Environment Strategy:

“Moorabbin Airport has detailed ongoing consultation with Commonwealth, State and Local authorities, Airport customers and the community in relation to the Environment Strategy explained in Chapter 11”

*The department considers the fdMP adequately addresses this criterion, noting advice will be provided to MAC for amendments to be made before publishing a final Master Plan*

- ii. the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and

Regulation 5.02B(3) of the Regulations states that in specifying under subparagraph 71(2)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant an airport-lessee company must address:

- (a) any relevant recommendation of the Australian Heritage Council; and
- (b) any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters; and
- (c) any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029. Section 11.2 states there are no environmentally significant areas within the airport.

*The department considers the fdMP adequately addresses this criterion.*

- iii. the sources of environmental impact associated with airport operations; and

Regulation 5.02B(4) of the Regulations states that in specifying the sources of environmental impact under subparagraph 71(2)(h)(iii) of the Act, an airport-lessee company must address:

- (a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and
- (b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and
- (c) soil quality, including that of land known to be already contaminated; and
- (d) release, into the air, of substances that deplete stratospheric ozone; and
- (e) generation, and handling, of hazardous waste and any other kind of waste; and
- (f) usage of natural resources (whether renewable or non-renewable); and
- (g) usage of energy the production of which generates emissions of gases known as ‘greenhouse gases’; and
- (h) generation of noise.

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029

*The department considers the fdMP adequately addresses this criterion.*

- iv. the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations; and

Regulation 5.02B(5) of the Regulations states that in specifying under subparagraph 71(2)(h)(iv) of the Act, the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address:

- (a) the matters mentioned in subregulation 5.02A(2) [any areas identified as sites of indigenous significance] and subregulation 5.02B(3) [any areas identified as environmentally significant] and 5.02B(4) [the sources of environmental impact]; and
- (b) the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and
- (c) the approaches and measures identified by airport-lessee company as its preferred conservation approaches and measures; and
- (d) the professional qualifications that must be held by a person engaged in carrying out the monitoring; and
- (e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and
- (f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.

#### CRITERION SATISFIED

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029.

11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029:

- (a) There are no areas of Indigenous or Heritage significance located on airport. Section 11.2 states there are no environmentally significant areas at the airport.
- (b) NA/Covered above.
- (c) NA/Covered above.
- (d) Section 11.7.4 states: Project management of environmental works is undertaken by suitably qualified environmental consultants familiar with airport legislation and environmental issues management. The Moorabbin Airport EMS establishes a process for identifying and delivering the environmental training needs for stakeholders including:
  - Induction training for new staff, contractors and other relevant stakeholders regarding the EMS
  - Training for all staff regarding implementation of procedures in the EMS
  - Special training for staff with specific roles and responsibilities to ensure they have the skill and competences required to fill these.
- (e) Covered above for each identified potential environment impact Sections 11.8-4- 11.15.4.
- (f) 11.7.4 states the AEO is involved in regular meetings with the Airport and conducts site inspections and facility audits.

*The department considers the fdMP adequately addresses this criterion*



**v. the time frames for completion of those studies and reviews and for reporting on that monitoring; and**

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029

*The department considers the fdMP adequately addresses this criterion.*

**vi. the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and**

**Regulation 5.02B(6) of the Regulations states that in specifying under subparagraph 71(2)(h)(vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing environmental impact, an airport-lessee company must address:**

- (a) the matters mentioned in sub-regulations 5.02B(2) to (4); and**
- (b) the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.**

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029.

*The department considers the fdMP adequately addresses this criterion.*

**vii. the time frames for completion of those specific measures; and**

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Sections 11.7-11.16 outline how this will be undertaken and planned environmental actions during the masterplan period 2021-2029.

*The department considers the fdMP adequately addresses this criterion.*

**viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and**

**CRITERION SATISFIED**

The AEO for Moorabbin airport did not raise any concerns with the content of the fdMP noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Section 11.7.4 states Management of internal and external communications is addressed within the Moorabbin Airport EMS which includes:

- monthly management meetings involving the AEO
- quarterly meetings with relevant stakeholders and the CACG
- participation in the Australian Sports Association
- participation in environment forums including with other airports
- responding to public enquiries on environmental issues such as noise from the ground running of aircraft engines for maintenance purposes
- community consultation on major airport developments
- the Environmental Review Program (assets and audits)
- ongoing environmental management for projects of environmental risk

MAC states the preliminary draft AES was included within the preliminary Draft Master Plan 2021 and was subject to consultation from the Commonwealth Minister.

*The department considers the fdMP adequately addresses this criterion.*

**ix. Any other matters that are prescribed in the regulations; and**

**Regulation 5.02A(2) states the environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:**

- (a) any relevant indigenous communities and organisations; and
- (b) any relevant Commonwealth or State body; and

**Regulation 5.02A(3) states the environment strategy must specify the airport lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations; and**

**Regulation 5.02A(4) states the environment strategy must specify:**

- (a) the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and
- (b) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a); and

**Regulation 5.02B(7) states an airport-lessee company, in specifying the company's strategy for environmental management under subregulation 5.02A(3), must address the matters in subregulations 5.02B(2) - (6).**

**CRITERION SATISFIED**

The Airport Environment Officer for Moorabbin airport did not raise any concerns with the content of the fdMP, noting that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the *Airports Act 1996* and the *Airports Regulations 1997*. It was noted there has been no material change to the content of the AES in comparison to the former draft – in which this criterion was also satisfied.

Section 11.16 page 248 states that reports carried out in 1998 and 2008 concluded that there was no evidence of Aboriginal or historical cultural heritage at the Airport.

*The department considers the fdMP adequately addresses this criterion.*

**(j) Such other matters (if any) as are specified in the regulations.**

Paragraphs (a) and (h) do not, by implication, limit paragraph (j).

Regulation 5.02(1) following matters are specified:

- a) any change to the OLS or PANS-OPS surfaces that is likely to result, if development proceeds in accordance with the master plan;
- b) for an area of an airport where a change of use of a kind described in subregulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed:
  - i. the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and
  - ii. the airport-lessee company's plans for dealing with any soil pollution referred to in the report.

**CRITERION SATISFIED**

Section 12.8 states "the Airport's prescribed surfaces are shown in Figure 12.13 and Figure 12.14". However, section 12.8.3 states "the OLS and PANS-OPS shown in Figures 12.13 and 12.14 reflect the prescribed airspace necessary to accommodate development in accordance with this Master Plan 2021. These will be subject to technical review and agreement by Airservices prior to declaration under the relevant regulations on approval of this Master Plan 2021".

The charts included in Figures 12.13 and 12.14 do not appear to be of current/existing prescribed airspace rather, they appear to be proposed surfaces that have yet to be assessed by or receive technical endorsement (in writing) from CASA and Airservices. Therefore, they may not apply for some time after the Master Plan is finalised.

State/Local governments and the community refer to these charts for land-use planning and development purposes. To avoid any confusion as to which charts should be used by planning agencies and the community and to avoid any potential unintentional unauthorised intrusions into Moorabbin Airport's prescribed airspace, the department recommends MAC include the actual (i.e. current) charts that should be relied upon for the assessment of potential intrusions into prescribed airspace in the Master Plan or at least specify where they can be found (i.e. on their website) prior to finalisation of the Master Plan.

*The department considers the dMP adequately addresses this criterion, noting advice will be provided to MAC regarding amendments that will be required before a final Master Plan is published.*

**71 (4) The regulations may provide that the objectives, assessments, proposals, forecasts and other matters covered by subsection (2) or (3) may relate to one or more of the following:**

- (a) the whole of the planning period of the plan;
- (b) one or more specified periods that are included in the planning period of the plan;
- (c) subject to any specified conditions, a specified period that is no longer than the planning period of the plan.

**NOTED**

**71 (5) The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2) or (3), a draft or final master plan must address such things as are specified in the regulations.**

**Regulation 5.02(3) states a draft or final Master Plan must:**

- a) address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(2) of the Transitional Act; and
- b) address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act or subsection 26(3) of the Transitional Act.

#### **CRITERION SATISFIED**

MAC states (refer to Section 6.9) “in developing this Master Plan, all interests existing at the time the airport lease was created were considered, including easements, licences, leases and sub-leases. There are no conflicts or inconsistencies existing between these interests and any proposals in this Master Plan 2021. Moorabbin Airport will continue to ensure that any airport development contemplated will not interfere with the rights granted under any pre-existing interest.”

*The department considers the fdMP adequately addresses this criterion.*

**71(6) In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:**

- (a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and

#### **CRITERION SATISFIED**

MAC sets out in Section 6.10 of the fdMP the key considerations it has had regard to in being consistent with the Victorian Planning Policy Framework (PPF), as well as Plan Melbourne.

Section 6.10 outlines how the concepts underpinning the Land Use Plan are generally consistent with the Victorian Planning Scheme and recognise the importance of aviation operations to the region.

Under the former draft, MAC was proactive in making minor changes to the dMP in response to feedback on the pdMP received from the Victorian Government during the public exhibition. The Victorian Government identified several places in the pdMP where MAC had identified and equated Plan Melbourne and PPF “Activity Centre” zones with precincts on the airport, and Victoria disagreed with this assessment. In response, MAC ensured that in the dMP in the various sections, including Section 5.5.2 on page 63, precincts on the airports were *compared* to “Activity Centre” zones off airport as a point of reference and to demonstrate a type of planning objective, but ultimately did not fully equate the precinct to an “Activity Centre” in the Victorian planning definition.

*The department considers the fdMP adequately addresses this criterion.*

- (b) if the draft or final master plan is not consistent with those planning schemes – the justification for the inconsistencies.

#### **CRITERION SATISFIED**

Section 5.5.2 of the fdMP provides a detailed explanation of those aspects of the dMP that are not aligned with the Victorian Planning Provisions and Planning Policy Framework and why. Section 5.6.4 page 80 outlines why the Airport Environs Overlay within the Kingston Planning Scheme does not apply to Moorabbin Airport land.

*The department considers the fdMP adequately addresses this criterion.*



**71(7) Subsection (6) does not, by implication, limit subsection (5).**

**NOTED**

**71(8) In developing plans referred to in paragraph (2)(e), an airport-lessee company must have regard to Australian Standard AS2021 – 2015 (“Acoustics – Aircraft noise intrusion – Building siting and construction”) as in force or existing at the time.**

**CRITERION SATISFIED**

**Section 5.6.4** states that the Airport Environs Overlay and areas impacted by the overlay must be constructed in compliance with any noise attenuation measures required by AS2021-2015. While the standard is referenced in terms of aircraft noise mitigation, reference to the standard when discussing precincts and land use on the airport itself would have been a better example of showing regard to the siting standard.

*The fdMP meets the requirements of 71(2)(e) but notes the AS2021-2015 should be included within discussion on precinct and land use planning.*

**Draft or final master plan must identify proposed sensitive developments**

**71A(1) A draft or final master plan must identify any proposed sensitive development in the plan.**

**CRITERION SATISFIED**

MAC states in Section 6.8 page 116 that there are no sensitive developments in Master Plan 2021. However, the provision of some of the zones applicable to the Airport will enable certain sensitive developments to be considered in the future, subject to the Airports Act requirements to obtain approval from the Commonwealth Minister and prepare a draft Major Development Plan.

*The department considers the fdMP adequately addresses this criterion.*

**71A(2) A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following:**

- (a) a residential dwelling;
- (b) a community care facility;
- (c) a pre-school;
- (d) a primary, secondary, tertiary or other educational institution;
- (e) a hospital.

**NOTED**

**71A(2A) A sensitive development does not include the following:**

- (a) an aviation educational facility;
- (b) accommodation for students studying at an aviation educational facility at the airport;
- (c) a facility with the primary purpose of providing emergency medical treatment and which does not have in-patient facilities;
- (d) a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport.

**NOTED**

**71A(3) In this section:**

**aviation education facility** means any of the following:

- (a) a flying training school;
- (b) an aircraft maintenance training school;
- (c) a facility that provides training in relation to air traffic control;
- (d) a facility that provides training for cabin crew;
- (e) any other facility with the primary purpose of providing training in relation to aviation related activities.

**Community care facility** includes the following:

- (a) a facility that provides aged care within the meaning given by the *Aged Care Act 1997*
- (b) a retirement village within the meaning given by the *Social Security Act 1991*;
- (c) a facility that provides respite care within the meaning given by the *Aged Care Act 1997*.

**NOTED**

## Planning period

**72 A draft or final master plan must relate to a period of 20 years. This period is called the *planning period*.**

### CRITERION SATISFIED

The planning period for this master plan is 2021-2041.

*The department considers the dMP adequately addresses this criterion, however notes that at the time of this assessment (2023) two years of the planning period has already lapsed.*

## New draft master plan to be submitted before expiry of old plan

**76(1) If a final master plan (the original plan) is in force for an airport, the airport-lessee company must give the Minister, in writing, a draft master plan for the airport:**

- (a) no later than:
  - i. in the case of Sydney (Kingsford Smith) Airport, Sydney West Airport, Melbourne (Tullamarine) Airport, Brisbane Airport or Perth Airport—5 years after the original plan came into force; or
  - ii. in the case of any other airport—8 years after the original plan came into force; or
- (b) within a longer period that the Minister specifies in a written notice to the airport-lessee company.

**The planning period for the draft master plan must begin immediately after the expiry of the original plan**

### CRITERION SATISFIED

MAC submitted its (refused) draft Master Plan before expiry of the original 2015 Master Plan. Following refusal of that draft, MAC requested and received a six-month extension to submit the fresh draft Master Plan as agreed to by the Minister, and submitted that plan by the agreed extension date of 24 March 2023.

The ANEF in the fdMP was re-endorsed on 2 February 2023. This was within the 180-day period.

*The department considers MAC has met its obligations to submit a draft/fresh draft Master Plan before the expiry of the original plan.*

## Public comment and advice to State etc.

**79(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan:**

- (a) the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

- (b) the authority of that State with responsibility for town planning or use of land;

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

- (c) each local government body with responsibility for an area surrounding the airport.

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

**79(1B) The draft plan submitted to the Minister must be accompanied by:**

- (a) a copy of the advice given under section (1A); and

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

- (b) a written certificate signed on behalf of the company listing the names of those to whom the advice was given.

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

**79(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:**

- (a) cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice:**
  - (i) stating that the company has prepared a preliminary version of the draft plan; and**
  - (ii) stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and**
  - (iii) specifying the place or places where the copies will be available for inspection and purchase; and**
  - (iiia) in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and**
  - (iiib) in the case of a notice published in a newspaper—specifying the address of the airport's website; and**
  - (iv) in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and**

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

- (b) make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and**

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*

- (c) make copies of the preliminary version available free of charge to members of the public on the airport's website:**
  - i. in a readily accessible format that is acceptable to the Minister; and**
  - ii. in accordance with the notice.**

**NOT APPLICABLE**

*As noted above, MAC was not required to conduct an additional round of public exhibition in preparing the fresh draft, therefore this criterion is not applicable to the fresh draft Master Plan. However, during the formal exhibition period on the preliminary draft Master Plan, this criterion was met.*



**79(2) 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**

**NOT APPLICABLE**

As noted above, MAC was not required to conduct an additional round of public consultation in preparing the fresh draft.

However, MAC have indicated in their Cover letter that an additional 7 responses (page 50) were received after the previous Minister's refusal decision in March 2022. While MAC have provided comments responding to these submissions, the submission themselves were not provided so the department cannot confirm accuracy of the comments or response.

*The department considers MAC has met their obligations under this criterion as copies of all submissions were received under the former draft Master Plan process. As the Act does not specify consultation requirement for a fresh draft, this criterion is not applicable.*

**(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.

**CRITERIA SATISFIED**

MAC had supplied a written certificate as specified and at Annexure J of the former (refused) draft Master Plan's supplementary report.

In submitting the fdMP, MAC provided a Cover Letter and supplementary materials ([Attachment A](#)) which outlined consultation undertaken in preparing the fdMP.

MAC has taken steps to re-address the comments received in the initial consultation period on the (refused) preliminary draft Master Plan, which the department did not consider adequately demonstrated that the airport had given due regard to when the former draft was submitted. This information can be found at attachment 3 of the Cover Letter. This attachment also includes an additional table showing responses received after the previous Minister's decision to refuse the former draft in March 2022.

*The department considers MAC has met its obligations in regards to these criteria. MAC have taken steps to giving due regard to comments received on the preliminary draft, but the department cannot verify the comments received on the fresh draft (noting consultation on the fdMP was not required).*

**79(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.**

**NOTED**

**Consultations**

**80(1) This section applies if:**

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

**NOT APPLICABLE**

MAC provided the Minister with a fresh draft Master Plan on 24 March 2023 in accordance with Section 81(8) of the Act and following a 6-month extension to 24 March 2023 as agreed by the Minister on 26 July 2022.

*The department considers the fdMP is not applicable to this criterion however notes the plan was provided within the agreed timeframe.*

- (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 paragraphs:

- 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.

**CRITERIA SATISFIED**

It should be noted that under the refused draft Master Plan, MAC had consulted with the parties listed in this subsection and has provided evidence to support similar consultation regarding the fresh draft.

Attachment 2 to the Cover Letter outlines the views of key stakeholders including the State Government of Victoria, the City of Kingston (noted as representing the views of the community) and aviation users including those concerned with the abandoned proposal to rezone the Western Apron.

*As consultation was not required on the fdMP under the Airports Act 1996, the department considers MAC has met their obligations under the former draft to consult with those required by this criterion.*

**80(2) 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.

**CRITERION SATISFIED**

As noted above, MAC was not required to conduct an additional round of public consultation in preparing the fdMP. MAC have indicated in their cover letter accompanying the fdMP submission ([Attachment A](#)) that 8 additional responses were received and MAC has listed the names and summarised the views as required by this criterion.

MAC has not provided copies of these submissions for the department to verify, however as consultation was not required there is nothing in the Act which could force MAC to share those submissions.

Attachment 3 of the cover letter (from page 14) is an updated copy of Annexure J to the Supplementary Report which accompanied the previous draft.

Attachment 3 revisits the table listing the names of persons consulted and the views on the preliminary draft. MAC has added an additional column titled 'Moorabbin Airport comments' to better address the requirement in giving due regard to public comments and as to why a change has or has not been made in response to each submission.

It is noted in the cover letter that themes and sub-themes used to summarise the submissions have not changed.

*The Department considers the fdMP adequately addresses these criteria.*

Assessment – Moorabbin Airport fresh draft Master Plan  
*Airports Act 1996* - sections 81(2), 81(3), 81(4), 81(5)

**Matters to be considered by the Minister when deciding whether to approve the Master Plan**
**Acronyms**

<b>Airservices</b>	Airservices Australia
<b>ANEF</b>	Australian Noise Exposure Forecast
<b>CASA</b>	Civil Aviation Safety Authority
<b>dMP</b>	draft Master Plan
<b>pdMP</b>	preliminary draft Master Plan
<b>the Act</b>	<i>Airports Act 1996</i>
<b>the Department</b>	the Department of Infrastructure, Transport, Regional Development and Communications
<b>the Regulations</b>	Airport Regulations 1997

## ***Airports Act 1996 - approval of draft by Minister***

### **81(2) The Minister must:**

- (a) Approve the plan; or**
- (b) Refuse to approve the plan.**

### **NOTED**

*The department recommends the Minister approve the fdMP*

### **81(3)(a) In deciding whether to approve the plan, the Minister must have regard to the following matters:**

#### **(aa) the extent to which the plan achieves the purposes of a final master plan (see subsection 70(2));**

### **CRITERION SATISFIED**

The department considers Moorabbin Airport fdMP achieves the purpose of a final Master Plan as set out in Section 70(2) of the *Airports Act 1996* (the Act), including to:

- establish the strategic direction for efficient and economic development at the Airport over the planning period;
- provide for the development of additional uses of the Airport site;
- indicate to the public the intended uses of the Airport site;
- reduce potential conflicts between uses of the Airport site, and to ensure uses are compatible with areas surrounding the Airport;
- ensure all operations at the Airport are undertaken in accordance with relevant environmental legislation and standards;
- establish a framework for assessing compliance at the Airport with relevant environmental legislation and standards; and
- promote the continual improvement of environmental management at the Airport.

The fdMP identifies both aeronautical and non-aeronautical development intentions for the planning period. The fdMP adequately explains the correlation between the operational and planning objectives of the Airport and the local and state planning authorities.

*The department considers the dMP adequately achieves the purpose of a final Master Plan.*

#### **(a) the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned;**

### **CRITERION SATISFIED**

The department considers that in implementing the fdMP, the airport will meet both short-term (5 years) and future requirements (20 years) of civil aviation users and other users of the airport, for services and facilities relating to the airport.

The forecast data provided in the fdMP has been used as a basis for the development of the aviation and non-aviation development plans. BITRE has confirmed the statistics presented in the fdMP are close to the data it collects, and acknowledge that COVID-19 does impact the accuracy of some statistics.

**Chapter 7** (Aviation Development Plan) outlines the airport's development objectives for the development of Aviation at the Moorabbin Airport site. This chapter provides forecasts for aircraft movements, student numbers, aviation jobs, aircraft parking and hangarage.

**Chapter 8** (Non-Aviation Development Plan) identifies land that can be developed for industrial, warehouse, office, retail and commercial uses that are compatible with the airport's current functions. Specific non-aviation precincts, including objectives and strategies, are outlined in Section 8.3.

For **employment statistics**, Section 8.4 notes there are currently 5,790 people employed in retail, commercial and industrial sectors operating at the airport. Aviation jobs are provided at Section 7.1 noting there are 700 jobs currently on site, growing to 1,000 by 2041.

*The department considers the dMP adequately addresses the needs of Airport users.*

**(b) the effect that carrying out the plan would be likely to have on use of land:**

- i. within the airport site concerned; and
- ii. in areas surrounding the airport.

**CRITERION SATISFIED**

The department considers **Chapter 5** (Planning Framework and Context), **Chapter 6** (Land Use Plan), **Chapter 7** (Aviation Development Plan) and **Chapter 8** (Non-Aviation Development Plan) sufficiently outline MAC's plans and projections for the airport site for the planning period.

**Section 12.3** discusses the management of aircraft noise and the ANEF. Specifically, **Section 12.3.2** details what the ANEF is, what the limitations with an ANEF are, and that the National Airport Safeguarding Framework (NASF) Guideline A recommends the use of N Contours to better capture the full spread of noise impacts.

The ANEF presented in the fdMP was developed using the Aviation Environmental Design Tool for an Ultimate Practical Capacity ANEF forecast. The Ultimate Capacity ANEF forecasts total movements of 332,500 fixed wing and 42,500 helicopter movements per year. The ultimate capacity ANEF replaces the long range (to 2050) ANEF used in the 2015 Master Plan. A comparison between the 2015 and the re-endorsed 2023 ANEF is shown at **Figure 12.6**. **Page 267** lists the assumptions used in the ultimate capacity ANEF.

The changes to the ANEF contours include a reduction to the East-West extent of the 20 and 25 contour and an increase to the North-South extent of the 20 and 25 contours. These changes are explained by the Airport as being due to greater aircraft movement forecasting certainty. The increase to 20-25 contour to the South of airport places residential dwellings in the conditionally acceptable corridor (however this conditional acceptability is for new developments only) and will change the noise profile for those areas.

*The department considers the dMP adequately addresses the needs of Airport users.*

**(c) the consultations undertaken in preparing the plan (including the outcome of the consultations);**

**CRITERION SATISFIED**

Under the Act, consultation on a fresh draft Master Plan is not required. Therefore, the department's assessment of consultation undertaken in preparing the plan is limited to the comments received on the preliminary draft Master Plan under the (refused) former draft Master Plan.

In submitting the fdMP, MAC provided a Cover Letter and supplementary materials (Attachment A) which outlined consultation undertaken in preparing the fdMP.



Assessment – Moorabbin Airport fresh draft Master Plan  
*Airports Act 1996* - sections 81(2), 81(3), 81(4), 81(5)

MAC has taken steps to re-address the comments received in the initial consultation period on the (refused) preliminary draft Master Plan, which the department did not consider adequately demonstrated that the airport had given due regard to when the former draft was submitted.

This information can be found at attachment 3 of the Cover Letter. This attachment also includes an additional table showing responses received after the previous Minister's decision to refuse the former draft in March 2022.

*The department considers MAC has met its obligations in regards to this criterion. MAC have taken steps to giving due regard to comments received on the preliminary draft, but the department cannot verify the additional comments received on the fresh draft as additional submissions were not included in the supplementary materials.*

**(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.**

**CRITERION SATISFIED**

Civil Aviation Safety Authority (CASA)

In a letter of 27 April 2023 CASA confirmed their 8 March 2022 feedback on the refused draft Master Plan remained relevant. This feedback noted that the proposal to change the runway code of the two principal runways from Code 3 to Code 2 and from Code 2 to Code 1 was not founded in any safety reasons, therefore references to safety should be removed. CASA have noted that while there are no safety reasons to amend the runway coding, the issue is a policy matter for the department to consider. Noting CASA's advice, the department is comfortable with MAC changing the runway coding to better reflect the nature of aviation operations at the airport.

Airservices Australia

In a letter of 2 May 2023, Airservices Australia (Airservices) confirmed its assessment of the fresh draft Master Plan did not identify any significant issues. Airservices confirmed the Australian Noise Exposure Forecast (ANEF) was endorsed for technical accuracy on 3 February 2023 and the fresh draft Master Plan was updated to reflect this.

*The department considers the view of CASA and Airservices do not impact the fdMP being approved*

**81(4) Subsection (3) does not, by implication, limit the matters to which the Minister may have regard.**

**NOTED**

The department notes the views of the other federal agencies, including specialist areas within the department, indicate that the fdMP can be recommended for approval. These views are summarised below.

**Department of Climate Change, Energy, the Environment and Water (DCCEEW)**

In correspondence dated 9 May 2023 DCCEEW did not raise any issues with the content of the fdMP, noting that MAC's approach to ecological surveys was considered appropriate. DCCEEW noted that a number of matters under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) have been identified as possibly occurring at or nearby the airport which should be considered in the context of the supplied aviation growth forecasts and non-aviation development plans.

**Bureau of Infrastructure and Transport Research Economics (BITRE)**

In correspondence dated 27 April 2023 BITRE validated the various figures for movements from the relevant BITRE or Airservices Australia data, noting that due to the ongoing impacts of COVID-19, economic analysis and growth forecasts cited in the publication may be inaccurate for at least the next few years.

### **Airport Building Controller (ABC)**

In correspondence dated 31 May 2023 the ABC confirmed that, from a building control perspective, the contents of the fdMP addressed parameters outlined in Part 5, Division 3, Section 70(2) of the Act and therefore meets the requirements of said Act. The ABC noted MAC had addressed an additional matter raised in their feedback.

### **Airport Environment Officer (AEO)**

In correspondence dated 21 April 2023 the AEO for Moorabbin Airport was satisfied that the Airport Environment Strategy (AES) included in Section 11 of the fdMP meets the legislative requirements prescribed within Part 5 of the Act. The AEO also noted there were no material changes to the AES in comparison to the draft Master Plan submitted in February 2022 – which was also considered approved by the former AEO at that time.

### **Australian Border Force (ABF) and Australian Federal Police (AFP)**

In correspondence dated 21 April 2023 and 26 April 2023 respectively, neither the ABF or AFP raised any concerns with the content of the fdMP.

### **Significant Project Investment Delivery Office (SPIDO) (departmental)**

In correspondence dated 26 April 2023 SPIDO highlighted the interactions of the Airport with the Suburban Rail Loop (SRL). SPIDO noted that limited detail is provided on the proposed route or the proposed new station and the fdMP does not specify details on timing, cost, risk of quantitative benefits of the proposal.

The Domestic Aviation and Reform division appreciates the response provided by SPIDO however notes the specifics raised by the SPIDO division are out of scope for the Master Plan. If the State of Victoria were to proceed with an SRL station location at Moorabbin Airport, the project would be subject to a Major Development Plan per Part 5 Division 4 of the Act.

### **Airspace Protection and Airport Safeguarding (departmental)**

In correspondence dated 26 April 2023 the department's Airspace Protection and Airport Safeguarding team noted MAC provided adequate commentary on the sections on windshear, wildlife hazard management, Hazardous Lighting, Protected Airspace, Aviation Facilities and Public Safety Areas and considered these sections as satisfactory and requiring no additional analysis.

### **Surface Transport Policy (STP)(departmental)**

In correspondence dated 21 April 2023 the department's STP division noted there were no red-line issues relating to surface transport and policy matters. The STP division noted MAC was committed to sustainable outcomes.

### **Airport's Branch Noise Section**

In correspondence dated 12 April 2023 the Airport's Branch Noise Section confirmed the fdMP appeared to address the contents required in relation to noise management under the Act.

*The department considers the views of agencies do not raise any issues of significance with regard to the fdMP and do not prevent its approval.*

### **81(5) If the Minister neither approves, nor refuses to approve, the plan before the end of:**

- (a) The period of 50 business days after the day on which the Minister received the draft plan; or
  - (b) A longer period (of no more than an extra 10 business days) that the Minister specifies in a written notice to the airport-lessee company;
- the Minister is taken, at the end of that period, to have approved the plan under subsection (2).

### **NOTED**

The Minister has until 6 September 2023 to decide to approve or refuse to approve the fdMP. If the Minister has not made a decision by this date, the fdMP is deemed to be approved.

*The department recommends the fdMP be approved.*

Assessment – Moorabbin Airport 2015 draft Master Plan  
 Airports Act 1996 - sections 71(2), 71(4), 71(5) 71(6), 71(7), 71A, 72, 76(1), 79, 80(1), 80(2)

## Acronyms

<b>AEO</b>	Airport Environment Officer
<b>AES</b>	Airport Environment Strategy
<b>Airservices</b>	Airservices Australia
<b>ALC</b>	Airport-Lessee Company
<b>ANEF</b>	Australian Noise Exposure Forecast
<b>ANEI</b>	Australian Noise Exposure Index
<b>CACG</b>	Community Aviation Consultation Group
<b>CASA</b>	Civil Aviation Safety Authority
<b>dMP</b>	draft Master Plan
<b>DPM</b>	Deputy Prime Minister
<b>FIFO</b>	Fly-in Fly-out
<b>GTP</b>	Ground Transport Plan
<b>MAC</b>	Moorabbin Airport Corporation
<b>MDP</b>	Major Development Plan
<b>OLS</b>	Obstacle Limitation Surface
<b>PANS-OPS</b>	Procedures for A ir Navigation Services – Operations Surfaces
<b>PCF</b>	Planning Coordination Forum
<b>pdMP</b>	preliminary draft Master Plan
<b>RPT</b>	Regular Public Transport
<b>the Act</b>	<i>Airports Act 1996</i>
<b>the Airport</b>	Moorabbin Airport
<b>the Department</b>	The Department of Infrastructure and Regional Development
<b>the Regulations</b>	Airports Regulations 1997

### **Airports Act 1996 - contents of draft or final master plan**

**71(2) In the case of an airport other than a joint-user airport, a draft or final master plan must specify:**

**(a) the airport-lessee company's development objectives for the airport; and**

#### **CRITERIA SATISFIED**

The ALC's development objectives for the airport are contained in Chapters 5 (Land Use Plan), 6 (Aviation Development Plan) and 7 (Non-Aviation Development Plan) of the dMP.

The Aviation Development Plan (ADP) is based on five principles:

- airport land use, development and safe compliant operations;
- aviation customer growth;
- community engagement;
- regional support and engagement; and
- industry growth.

To achieve these principles, the ADP's objectives are to:

- protect aviation operations;
- provide for and encourage an efficient and capable base for a range of aviation functions;
- facilitate compliance with relevant regulatory requirements;
- support the long-term aviation needs of the airport including aviation operations, infrastructure and terminal areas;
- support the role of the airport as a key regional destination;
- encourage opportunities for high tech aviation industries and aviation support; and
- expand its role as Australia's leading centre for flight training.

The Non-Aviation Development Plan (NADP) is based on five principles:

- high quality, purpose-built facilities, infrastructure and landscaping;
- destination customer clusters;
- the right mix of offerings and services (including retail);
- superior facilities maintenance; and
- customers having access to business expansion areas.

To achieve these principles, the NADP's objectives are to:

- provide additional employment opportunities to support the growing local and regional area;
- promote industrial and industrial/showroom uses where appropriate;
- promote retailing activities and uses;
- promote entertainment, leisure and recreation uses;
- allow for medical and aged care uses as appropriate;
- deliver journey-to-work opportunities via existing and future public transport network facilities; and
- underpin the viability of the airport's aviation operations and enhance the economic and social contributions at local, regional and State levels.



**(b) the airport-lessee company's assessment of future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and**

**CRITERIA SATISFIED**

Section 6.4 of the dMP contains the Airport's assessment of the future needs of civil aviation users of the airport, namely:

- flight training organisations;
- helicopter operators;
- private light jet (low capacity) operators;
- the existing RPT operator, King Island Airlines; and
- other potential niche passenger transport providers.

Aviation-related developments planned for the next 5 years include new flight training facilities, aviation student accommodation and additional hangars.

**Runways**

The Airport envisages the existing runway complex provides adequate capacity to accommodate the long-range forecasts of 500,000 annual aircraft movements.

**(c) the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and**

**CRITERIA SATISFIED**

The Airport's Land Use Plan provides a development framework for the use and development of the Airport. Policies contained in the Land Use Plan (Chapter 5) specific to the Airport's seven distinct precincts are included below (refer Figure 5.0 for a Precinct Plan of the Airport Site):

1. **Precinct 1 - Airside Operations:** contains aviation infrastructure (runways, taxiways, aprons) essential to the continued operation of Moorabbin Airport as an aerodrome. Public access to this precinct is restricted to ensure the safe arrival and departure of aircraft. The Precinct 1 strategies are to:
  - reserve land for runways and taxiways and other infrastructure to enable forecast aviation growth levels to be realised;
  - protect land required for airside activities together with buffers;
  - develop an overall strategy to ensure the long-term sustainable growth of the Airport and its aviation business;
  - attract and secure sustainable aviation businesses;
  - ensure that new activity takes account of issues related to sustainable aviation business growth; and
  - reserve part of the south-eastern corner of the precinct for the dry retention basin which will alleviate flooding of runways and airport infrastructure.
2. **Precinct 2 – Aviation Support Services:** contains aviation support infrastructure (hangars, aviation-related businesses, offices, aircraft parking, fuel storage as well as the Australian National Aviation Museum). The Airport envisages developing flight training student accommodation in Precinct 2. The Precinct 2 strategies are to:
  - protect aviation activities by ensuring the appropriate siting and design of buildings and structures;
  - encourage the use of the precinct for the development of aviation facilities including terminals, hangars, aircraft parking areas, apron areas, fuel depots, taxiways, flight training education centres and maintenance facilities;
  - support opportunities for a range of aviation businesses including flight training, engineering, student accommodation, avionics and other aviation business related land use as well as non-aviation industries, businesses, support services, offices and other activities;
  - work towards appropriate amenity outcomes for adjacent off-Airport areas designated for residential land use;
  - deliver a high quality landscaped environment;
  - encourage aviation-related industry including education, research and application of aviation technology; and
  - reserve land for the western access road.



3. **Precinct 3 – Aviation Support Services and Industrial/Showroom:** contains aviation (aviation support services, including flight training student accommodation) and non-aviation uses (industrial and showroom uses, restricted retail premises, food and drink premises, convenience shop and/or specialist aviation retailing premises). The Precinct 3 strategies are to:
  - support opportunities for a range of aviation support services including engineering, flight training student accommodation, avionics and other aviation businesses;
  - protect airside and aviation activities by ensuring the appropriate siting and design of buildings;
  - encourage activities and services which support and enhance the local and regional economies and provide locally based business and commercial employment opportunities;
  - promote opportunities for industrial and industrial/warehouse uses, where the uses are consistent with other existing and likely future uses within the precinct; and
  - reserve land for the western access road.
4. **Precinct 4 – Retail, Commercial and Industrial/Showroom:** contains retail outlets, including warehouse-style and large format outlets, and other business and commercial uses (for instance a service station) as well as flight training student accommodation, medical and aged care facilities. The Precinct 4 strategies are to:
  - encourage the provision of retail premises, so as to support the future employment base of the Airport;
  - encourage activities and services which support and enhance the local and regional economies and provide locally-based business and commercial employment opportunities;
  - promote opportunities for industrial and industrial/warehouse uses;
  - promote opportunities for entertainment, leisure and recreation uses;
  - allow for medical and aged care facilities of appropriate kinds and in appropriate locations; and
  - encourage pedestrian linkages to and use of the Principal Public Transport network along Centre Dandenong Road abutting this Precinct.
5. **Precinct 5 – Retail and Commercial:** contains non-aviation uses, including non-traditional warehouse style and large format outlets. The Airport envisages developing flight training student accommodation in Precinct 5. The Precinct 5 strategies are to:
  - encourage the development and operation of retail businesses;
  - encourage activities and services which support and enhance the local and regional economies and provide locally based business and commercial employment opportunities;
  - promote industrial and industrial/warehouse uses; and
  - encourage pedestrian linkages to and use of the Principal Public Transport network along Centre Dandenong Road abutting this Precinct.
6. **Precinct 6 – Industrial, Office, Retail, Commercial and Aviation Support:** contains industrial, warehouse, office, retail (excluding supermarkets with a leasable floor area greater than 1,800m<sup>2</sup> as well as traditional and discount department stores), restricted retail, showrooms, motor vehicles and storage, aviation support services, flight training student accommodation, conference and hotel facilities and a service station. The Airport also intends to relocate the Australian National Aviation Museum from Precinct 2 to Precinct 6, and to build a new internal connector road between Centre Dandenong Road and Boundary Road as an extension to the existing Chifley Drive. The Precinct 6 strategies are to:
  - deliver a high quality landscaped environment;
  - provide services and facilities for the growing employee population at the Airport and in the region;
  - promote opportunities in appropriate locations for high tech aviation industries and aviation support activities;
  - accommodate the Mordialloc Settlement Drain reserve and Clayton sewer; and
  - reserve land associated with the proposed connector road between Centre Dandenong Road and Boundary Road and other infrastructure works.
7. **Precinct 7 – Business, Commercial and Industrial including Aviation Support:** contains industrial uses, particularly warehouses and aviation support services as well as an internal access road to encourage public transport to better service the western aviation precincts. The Airport also envisages developing flight training

student accommodation in Precinct 7. The Precinct 7 strategies are to:

- promote a range of business, commercial and industrial uses;
- promote uses which support the expanding Airport, local and regional populations;
- provide the opportunity for new aviation uses, support services and industrial uses;
- provide the opportunity to link existing and new uses;
- ensure that activities within this precinct have regard to the interfaces with other precincts;
- work towards appropriate amenity outcomes with the City of Kingston for adjacent off-Airport areas designated for residential land use;
- recognise and enhance the visual prominence of that part of the precinct fronting Lower Dandenong Road through strong landscaping and well-designed urban form;
- ensure that activities within this precinct have regard to the identified location of the new access road linking the precinct (and the land to the north) with Lower Dandenong Road); and
- retain the opportunity for a new road connection from Southern Road through to Second Avenue and Grange Road.

(d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and

#### CRITERIA SATISFIED

Section 11.3.3 of the dMP contains the Airport's long range (2050) Australian Noise Exposure Forecast (ANEF) endorsed by Airservices on 27 January 2015. The latest version of the Integrated Noise Model (INM) software which captures movements of a wider range of aircraft types than previously available was used in calculating the ANEF. This version introduced a new methodology for modelling helipads, which is expected to have an impact on the shape of the ANEF contours.

The Airport adopted a long range ANEF rather than a rolling 20 year forecast, claiming it is more relevant to an airport like Moorabbin where it is relatively easy to assess the expected long range number of aircraft movements but the timeframe for reaching that forecast is uncertain. While the Airport's capacity is assessed as being in the region of 650,000 aircraft movements annually, the Airport determined that a long range ANEF based on 500,000 aircraft movements annually was appropriate.

The modelling used to produce the ANEF for the dMP incorporates several changes from the modelling used in the 2010 Master Plan, in particular:

- removal of the proposed extension of runway 13L/31R;
- removal of Embraer 170 regional jet and Bombardier Dash 8 turboprop aircraft operations;
- adjustment of helicopter operations to represent the historical proportion of total movements, resulting in a slight increase in total helicopter movements and a corresponding decrease in fixed-wing movements;
- adjustment of the range of helicopter types to better reflect the actual range of helicopters currently operating and expected to operate at the Airport;
- inclusion of the Northern Helipad in its proposed new location;
- adjustment of the helicopter training circuit; and
- minor adjustments to the circuit training flight paths to better reflect the distribution of aircraft tracks derived from historical radar track data.

There are a few differences in both size and shape between the ANEF contours prepared for the dMP as compared to the previous ANEF contours in the 2010 Master Plan (refer Figure 11.6), notably:

- a large reduction in the extent of the 20 ANEF contour to the east of the Airport;
- a reduction in the extent of the 20 ANEF contours to the north and south of the Airport; and
- a slight increase in the extent of the 20, 25 and 30 ANEF contours to the west of the Airport.



**(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and**

#### CRITERIA SATISFIED

Section 11.2 outlines flight paths for arrival and departure from the Airport, as well as circuit training processes such as take-off and landing. Graphical representation of fixed wing aircraft flight paths are displayed in Figures 11.1 and 11.2, whereas figure 11.4 displays arrival, departure and flight paths for helicopters.

Figure 11.3 displays actual circuit training tracks of aircraft based on radar position data provided by Airservices. Flight paths may also be viewed through an online tool called WebTrak developed by Airservices allowing the community to obtain information such as location and height of aircraft as they fly over metropolitan areas within the vicinity of Moorabbin Airport and other major airports.

**(e) the airport-lessee company's plans, developed following consultations with airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and**

#### CRITERIA SATISFIED

Section 11.3 of the dMP contains a number of noise abatement procedures put in place by the Airport, including a voluntary "Fly Friendly" programme. The Airport issues educational and advisory posters and other material pertaining to noise abatement to flight training organisations and other operators based at the Airport. Also, noise abatement procedures are published in the Aeronautical Information Package – En-Route Supplement Australia, which are periodically reviewed and form an important part of discussions at the quarterly Community Aviation Consultation Group (CACG) meetings. A summary of these noise abatement procedures, developed in accordance with Australian Standard AS 2021-2000 (Acoustics – Aircraft Noise Intrusion – Building Sites and Construction), is below:

- circuit training is only allowed between 8am and 9pm during the winter months and 8am-10pm during the summer months on weekdays, and until 6pm or last light on weekends and public holidays;
- aircraft departing from Runway 17R are required to delay any turn until they have flown past Woodland Golf Club to minimise noise intrusion over residential areas of Parkdale;
- aircraft departing Runway 35L are required to delay any turn until over Kingston Centre, to minimise noise intrusion to residential property immediately to the northwest of the Airport; and
- pilots are encouraged to be sensitive to the needs of local residents, to minimise throttle setting changes and to fly smoothly and avoid abrupt changes in power whilst in the circuit area of the Airport.

In response to concerns raised at CACG meetings and by residents to the east of the Airport – where the majority of the circuit training is conducted – the Airport has undertaken a feasibility study to investigate potential options for adjusting circuit flight paths. The objective of the study was to identify potential circuit flight paths which:

- are safe to operate;
- comply with all relevant regulations;
- provide best noise outcomes for local residents;
- are consistent with existing noise abatement procedures;
- are in line with the aviation outcomes of the 2010 Master Plan; and
- would be supported by aviation operators.

The study considered a number of options to manage aircraft noise in consultation with key flight training organisations based at the Airport. More importantly, it confirmed that aircraft operators endeavour to conduct circuit training safely, whilst being mindful of the Airport's "Fly Friendly" programme. No single solution has been identified that satisfies both the noise concerns raised by the community and the need for operators to safely provide effective and cost effective flight training.



**(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with implementation of the plan; and**

**CRITERIA SATISFIED**

The Airport Environment Framework is contained in Section of the dMP and consists of the Airport Environment Strategy (AES), the Environmental Management System (EMS) and the Environmental Action Plans (EAPs).

The AES sets out the airport's management approach to monitor, report and prevent adverse environmental impacts and provides a framework to manage and implement procedures and environmental action plans. The EMS complies with AS/NZS ISO 14001:2004 and is a system applied to mitigate, manage and improve environmental impacts from operations carried out at the airport. The EAPs are developed to manage specific elements of the environment at the airport in the short and long term and include the following areas:

- environmental management system
- air quality
- ground based noise
- stormwater and waste water quality
- soil and groundwater quality
- hazardous materials
- waste management
- energy management and resource efficiency
- flora, fauna and landscape and
- Aboriginal and European Heritage Management.

The Airport Environment Officer has advised the environmental information contained in dMP complies with this criteria.

**(g) the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts); and**

**CRITERIA SATISFIED**

Sections 10.5 to 10.11 of the dMP outline plans for dealing with environmental issues associated with the implementation of the dMP. Section 10.4.6 explains the Airport's requirements for construction work and also for new tenants.

The Airport Environment Officer has advised the dMP is considered compliant with this criteria.



- (ga) in relation to the first 5 years of the master plan – a plan for a ground transport system on the landside of the airport that details:
- i. a road network plan; and
  - ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and
  - iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and
  - iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and
  - v. the capacity of the ground transport system at the airport to support operations and other activities at the airport; and
  - vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and

#### CRITERIA SATISFIED

Chapter 8 of the dMP contains the Airport's Ground Transport Plan (GTP). The GTP considers existing and forecast requirements for road networks, car parking, public transport, taxis as well as pedestrian and cycling facilities at the Airport site.

#### Key points

- Current access to the Airport is provided by tolled and toll-free motorways, 8 highways and 20 arterial roads.
- The Dingley Bypass – a strategic network project to facilitate heavy vehicle movements – was recently opened to the Airport's north and VicRoads' has also proposed an extension to the Mornington Peninsula Freeway to the east of the Airport.
- The extensive road network within the surrounding area of the Airport in south east Melbourne brings a residential population of 500,000+ within a 20-minute drive of the Airport.
- The Principal Freight Network (PFN) runs along the southern and eastern Airport perimeter, with freight also authorised along the northern perimeter. The PFN road designations are key to the current 1,250 on-Airport jobs in the industrial/warehousing facilities and the expected additional employment planned under the dMP.
- Public transport to the Airport includes 3 bus routes along the Airport perimeter, and within a 10-km radius of the Airport there are 7 train stations and 12 bus routes.
- VicRoads modelling confirms the road network in the vicinity of the Airport is not expected to become saturated when the planned Airport developments foreshadowed in the dMP are considered.
- The GTP includes improvements to existing walking and cycling links through the Airport and creates new links to the surrounding network in line with the Kingston Cycling Strategy and the VicRoads' Principal Bicycle Network.
- The Airport's internal road network generally operates with significant spare capacity and is capable of accommodating traffic expected to be generated by the planned developments. VicRoads has already approved 6 access points to the airport site and 9 more are the subject of further investigation.
- There are approximately 3,300 off-street car parking spaces available, predominantly in Precinct 4 (Retail, Commercial and Industrial/Showroom) and Chifley Business Park. On-street parking and terminal access parking within the aviation support services areas in Precincts 2 and 3 are provided free of charge to Airport operators and users. There is potential for overspill parking from the Airport site onto Grange Road.
- In section 8.9.2, MAC indicates that working with VicRoads is a significant component of its ground transport objectives. In section 8.12 of the dMP, MAC states it also intends to convene a regular forum with representatives from the Commonwealth, State and local governments, such as Public Transport Victoria and the City of Kingston, to progress road and public transport network integration issues at the Airport.



- (gb) in relation to the first 5 years of the master plan – detailed information on the proposed developments in the master plan that are to be used for:**
- i. commercial, community, office or retail purposes; or
  - ii. for any other purpose that is not related to airport services; and

### CRITERIA SATISFIED

Chapter 7 of the dMP contains the Non-Aviation Development Plan. Highlights of the Plan include:

- 121ha (40% of the Airport site's total area) have been set aside for non-aviation uses:
  - 58ha have either been developed or leases have been signed;
  - 6ha have been developed for infrastructure (roads and drainage);
  - 57ha remain undeveloped, with 37 ha set aside to be developed over the next 5 years (approximately 24ha are to be developed for industrial use, with 13ha for commercial, retail, office and entertainment), with the remaining 20ha forecast to be developed between 2020 and 2035;
- non-aviation developments underpin the viability of the Airport's aviation function and assist in diversifying the associated value and risk profile, as well as acting as a physical buffer between aviation operations and residential areas;
- non-aviation activity represents 80% of forecast investment (\$445M) and is expected to complement other centres near the Airport;
- the Airport site is one of the few locations in the southeast region of Melbourne able to accommodate large format industrial and commercial/retail developments;
- non-aviation businesses contribute jobs as well as associated economic benefits to the local area, with 80% of the 3,300 jobs on airport being associated with non-aviation activities;
- of the forecast additional 5,200 jobs on airport by 2035, 85% are expected to be associated with non-aviation activities; and
- the Airport proposes to work with the Kingston City Council in preparing a strategic economic analysis to assist in forming an agreed position in relation to the level of conventional retailing at the Airport.

The following precincts are expected to contain non-aviation uses:

1. **Precinct 2 – Aviation Support Services** is expected to contain aviation support services such as flight training facilities, including a new flight training academy and a flight simulator facility, pilot shops, food and drink premises as well as convenience retail businesses to support aviation workers and flight school students. The Airport also envisages developing flight training student accommodation in Precinct 2.
2. **Precinct 3 – Aviation Support Services and Industrial/Showroom** is expected to contain aviation support services such as flight training facilities, avionics supply facilities and pilot shops, as well as industrial premises, showrooms, transport maintenance and vehicle storage facilities. Food and drink premises and convenience retail businesses may be developed to services the potential new businesses. Flight school operators have identified a preference for flight student accommodation to be located in this precinct adjacent to the flight training office in Precinct 2.
3. **Precinct 4 – Retail, Commercial and Industrial/Showroom** is expected to contain a mix of traditional and non-traditional retail business, including discount retailing, medical suites and consultation rooms, and entertainment businesses such as indoor rock wall climbing, trampolining and theme based centres. The Airport has temporarily ruled out delivering aged care options, but may review this decision in the future, contingent on State Government and KCC support. The Airport also envisages developing flight training student accommodation in Precinct 4. Finally, a new internal airport link road extending south from Kingston Central Boulevard will be investigated.
4. **Precinct 5 – Retail and Commercial** is expected to contain high value uses, including a retail proposal for a supermarket, bulky goods retail, discount department store, liquor outlet as well as small cafés and convenience retail shops. The Airport also envisages developing flight training student accommodation in Precinct 5.
5. **Precinct 6 – Industrial, Office, Retail, Commercial and Aviation Support** is expected to contain warehouses, manufacturing facilities, bulky goods, hotel and conference facilities, showrooms, fast food outlets, car dealerships, car wash/servicing facilities, aviation research and development, avionics and the Australian National Aviation Museum, expected to be relocated from Precinct 2. The Airport also envisages developing flight training student accommodation in Precinct 6.



**6. Precinct 7 – Business, Commercial and Industrial including Aviation Support** is expected to contain warehouses, industrial and commercial developments. The Airport also envisages developing flight training student accommodation in Precinct 7.

**(gc) in relation to the first 5 years of the master plan – the likely effect of the proposed developments in the master plan on:**

- i. employment levels at the airport; and
- ii. the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport; and

#### CRITERIA SATISFIED

Chapter 2 of the dMP outlines the economic and social impacts of the Airport, including employment. Current aviation and non-aviation activities at the Airport generate approximately 3,300 jobs, a figure expected to grow to 8,500 jobs by 2035. The Airport will deliver 3% employment growth for the Southern Subregion through the creation of 5,200 jobs.

Total employment (direct and indirect) levels are projected to grow from 9,335 to 23,705 jobs by 2035.

The dMP estimates that the Airport generates 5% of employment in the City of Kingston.

The dMP estimates \$570million will be invested into airport facilities by 2035 with \$125 million of that invested in aviation facilities and \$445 million invested in non-aviation facilities. The dMP further estimates \$10 billion in economic benefit will be generated at the airport over the planning period with the annual economic value increasing from its current \$340 million to \$825 million. Export contributions from flight training services are anticipated to increase to \$140 million from \$50 million.

**(h) an environment strategy that details:**

- i. the airport-lessee company's objectives for the environmental management of the airport; and

Regulation 5.02B(2) of the Airports Regulations 1997 (the Regulations) states that in specifying its objectives for the airport under subparagraph 71(2)(h)(i) of the Act, an airport -lessee company, must address its policies and targets for:

- (a) continuous improvement in the environmental consequences of activities at the airport; and
- (b) progressive reduction in extant pollution at the airport; and
- (c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and
- (d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and
- (e) involvement of the local community and airport users in development of any future strategy; and
- (f) dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.

#### a) CRITERIA SATISFIED

The dMP's Environment Strategy section includes, for each environmental aspect, objectives and proposed 2015-2020 actions to maintain and improve the environmental consequences of activities at the airport.

#### b) CRITERIA SATISFIED

Section 10.8 of the dMP includes objectives and proposed actions to reduce extant pollution at the airport such as soil and groundwater pollution from underground fuel tanks, historic use of pesticides etc., as and when identified.



**c) CRITERIA SATISFIED**

Section 10.4 of the dMP includes an objective to continue to implement the existing Environmental Management System (EMS), maintaining consistency with ISO 14001. This consistency is comprehensively demonstrated in section 10.4.4. Progress so far is detailed in section 10.4.7 and 2015-2020 EMS actions are listed in section 10.4.8.

**d) CRITERIA SATISFIED**

This requirement is addressed in section 10.12 (for Flora, Fauna and Landscape) and section 10.13 (Aboriginal and European Heritage Management). Site-wide surveys in recent years have not identified any listed items or heritage sites; however, there is a stated commitment to keep up-to-date with new listed items, for example, in the EPBC Act, and report any artefacts etc. that might be uncovered during construction works. There is a considerable commitment to landscaping improvement, driven in part by some community criticism.

**e) CRITERIA SATISFIED**

Section 10.1 includes a commitment to ongoing discussion through CACG meetings and other mechanisms about strategy variations and future strategies.

**f) CRITERIA SATISFIED**

Sections 10.1 and 3.6 commit to making the strategy, within the approved master plan, available as prescribed in the Act, and including dissemination to all stakeholders through various mechanisms including the airport website and the CACG.

**ii. the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and**

Regulation 5.02B(3) of the Regulations states that in specifying under subparagraph 71(2)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant an airport-lessee company must address:

- (a) any relevant recommendation of the Australian Heritage Council; and
- (b) any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters; and
- (c) any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.

**CRITERIA SATISFIED**

This requirement is addressed in section 10.2.2 and further covered in sections 10.12 and 10.13. The dMP explains that surveys have found no areas identified as environmentally significant. The Airport Environment Officer is aware that the surveys have been conducted by appropriately qualified professionals, but because no items of environmental value in the nominated categories have been found, further consultations with relevant agencies have not been necessary.

**iii. The sources of environmental impact associated with airport operations; and**

Regulation 5.02B(4) of the Regulations states that in specifying the sources of environmental impact under subparagraph 71(2)(h)(iii) of the Act, an airport-lessee company must address:

- (a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and
- (b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and
- (c) soil quality, including that of land known to be already contaminated; and
- (d) release, into the air, of substances that deplete stratospheric ozone; and



- (e) generation, and handling, of hazardous waste and any other kind of waste; and
- (f) usage of natural resources (whether renewable or non-renewable); and
- (g) usage of energy the production of which generates emissions of gases known as 'greenhouse gases'; and
- (h) generation of noise.

#### CRITERIA SATISFIED

- a) This requirement is addressed in section 10.5.
- b) This requirement is addressed in sections 10.7 and 10.8.
- c) This requirement is addressed in section 10.8.
- d) This requirement is addressed in section 10.5.2.
- e) This requirement is addressed in sections 10.9 and 10.10.
- f) This requirement is addressed in section 10.11.
- g) This requirement is addressed in section 10.11.
- h) This requirement is addressed in section 10.6.

- iv. the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations; and

Regulation 5.02B(5) of the Regulations states that in specifying under subparagraph 71(2)(h)(iv) of the Act, the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address:

- (a) the matters mentioned in subregulation 5.02A(2) [any areas identified as a sites of indigenous significance] and subregulation 5.02B(3) [any areas identified as environmentally significant] and 5.02B(4); and
- (b) the scope, identified by airport-lessee company for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and
- (c) the approaches and measures identified by airport-lessee company as its preferred conservation approaches and measures; and
- (d) the professional qualifications that must be held by a person engaged in carrying out the monitoring; and
- (e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and
- (f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.

#### a) CRITERIA SATISFIED

As previous site-wide surveys have found no sites of indigenous significance or any environmentally-significant areas, there are no plans in sections 10.12 or 10.13 to conduct further studies unless artefacts are found or new flora and fauna items listed. With regard to the matters listed in 5.02B(4), studies, reviews and monitoring intentions are included within the 2015-2020 environmental actions listed in sections 10.5 to 10.11.

#### b) CRITERIA SATISFIED

Moorabbin Airport has established the scope of natural and heritage matters that require management by previously contracting suitably qualified consultants to conduct surveys. No items have been found during previous surveys on the airport land so there are no conservation obligations to address.

#### c) NOT APPLICABLE

#### d) CRITERIA SATISFIED

Section 10.4.4 specifies MAC management and suitably qualified environmental consultants familiar with airports Legislation and environmental issue management conduct environmental work. There are also induction and ongoing training programs for all staff in the requirements of the EMS.



**e) CRITERIA SATISFIED**

Section 10.4.4, under Checking and Corrective Action, states there is a program of ongoing monitoring and assessment specified in the EMS and that appropriate procedures are used.

**f) CRITERIA SATISFIED**

It is correctly stated in sections 10.4.4 that monthly meetings are held with the Airport Environment Officer and that an annual report is submitted to the Department (as per Regulation 6.03).

**v. the time frames for completion of those studies and reviews and for reporting on that monitoring; and****CRITERIA SATISFIED**

Where a timeframe is relevant (many proposed activities are on-going or when required), timeframes are included under the first (Date/Responsibility) column in the Environmental Actions – 2015-2020 table within each of the sections 10.5 to 10.11.

**vi. the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and**

Regulation 5.02B(6) of the Regulations states that in specifying under subparagraph 71(2)(h)(vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing the environmental impact:

- (a) the matters mentioned in sub-regulations 5.02B(2) to (4); and
- (b) the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.

**CRITERIA SATISFIED**

- a) Where relevant, measures for controlling impacts that have already been conducted or are planned are included in the Previous Achievements 2010-2015 table and/or in the Environmental Actions 2015-2020 table within each of the sections 10.5 to 10.11.
- b) In Section 10.4.4 responsibilities, it is stated operators on the airport have a responsibility to assist MAC in achieving environmental compliance. Also, under section s83A(3) of the Act, a person (other than the ALC) must take all reasonable steps to comply with the Environment Strategy. In addition, MAC operates annual environmental site reviews (described in section 10.4.5) which enables other operators to be effectively monitored and encouraged.

**vii. the time frames for completion of those specific measures; and****CRITERIA SATISFIED**

Where a timeframe is relevant (many proposed activities are on-going or when required), timeframes are included under the first (Date/Responsibility) column in the Environmental Actions – 2015-2020 table within each of the sections 10.5 to 10.11.

**viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and****CRITERIA SATISFIED**

Arrangements for (i) ongoing CACG meetings and (ii) Master Plan / Environment Strategy-specific consultation are detailed in sections 3.2, 3.3 and 12.7.2. Specific outcomes from each category of consultation are not provided, but it is stated in 3.2 that the consultation was critical in developing the various elements of the dMP and Environmental Strategy.



**ix. Any other matters that are prescribed in the regulations; and**

Regulation 5.02A(2) states the environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:

- (a) any relevant indigenous communities and organisations; and
- (b) any relevant Commonwealth or State body; and

Regulation 5.02A(3) states the environment strategy must specify the airport lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations; and

Regulation 5.02A(4) states the environment strategy must specify:

- (a) the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and
- (b) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a); and

Regulation 5.02B(7) states an airport-lessee company, in specifying the company's strategy for environmental management under subregulation 5.02A(3), must address the matters in subregulations 5.02B(2) - (6).

**CRITERIA SATISFIED**

**Regulation 5.02A(2):** Not applicable.

**Regulation 5.02A(3):** There are multiple uses within the Airport boundaries which are used for purposes not connected with Airport operations, including commercial and industrial premises. The AES generally covers these uses.

The AES provides for a number of environmental considerations including the demolition of buildings, excavation of surface soils, construction of additional roads and buildings. These activities may all have some degree of impact on the environment and will be planned and monitored. These activities described in the dMP are associated with non-airport operations.

**Regulation 5.02A(4):** Section 10.4.4 describes the training provided by MAC for staff, contractors and specific staff roles. MAC Management and qualified consultants implement the MAC environmental management framework. The AES states that project management of environmental work is undertaken by suitably qualified environmental consultants familiar with airport legislation and environmental issue management

**(j) Such matters (if any) as are specified in the regulations.**

Paragraphs (a) and (h) do not, by implication, limit paragraph (j).

Regulation 5.02(1) following matters are specified:

- a) any change to the OLS or PANS-OPS surfaces that is likely to result, if development proceeds in accordance with the master plan;
- b) for an area of an airport where a change of use of a kind described in subregulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed:
  - i. the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and
  - ii. the airport-lessee company's plans for dealing with any soil pollution referred to in the report.

**NOT APPLICABLE**



**71 (4) The regulations may provide that the objectives, assessments, proposals, forecasts and other matters covered by subsection (2) may relate to one of the following:**

- (a) the whole of the planning period of the plan;
- (b) one of more specified 5-year periods that are included in the planning period of the plan;
- (c) subject to any specified conditions, a specified period that is no longer than the planning period of the plan.

**NOTED**

**71 (5) The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2), a draft or final master plan must address such things as are specified in the regulations.**

**Regulation 5.02(3) states a draft or final Master Plan must:**

- a) address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(3) of the Transitional Act; and
- b) address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act or subsection 26(3) of the Transitional Act.

#### **CRITERIA SATISFIED**

Section 5.7 of the dMP confirms MAC has considered all interests existing at the time the Airport lease was created, including easements, licences, leases and subleases. MAC further undertakes to continue to ensure that any Airport development contemplated will not interfere with the rights granted under any pre-existing interest. The Department is satisfied there are no conflicts between the dMP and pre-existing interests in the Airport land and there are adequate remedial mechanisms in place in the event of any future inconsistencies.

**71(6) In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:**

- (a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and

#### **CRITERIA SATISFIED**

The Airport states the dMP is consistent with State planning policy, and the planning schemes in force under Victorian law (outlined in Sections 5.6, 6.6 and 7.11 of the dMP). The dMP contributes significantly towards State planning policy objectives, including:

- providing for employment and investment in accordance with State economic objectives;
- providing for land on and off the Airport to buffer other land uses in accordance with State planning policy and NASF standards;
- outlining why the land uses set out in the dMP are appropriate in the context of off-Airport land which is designated as part of Melbourne's green wedge; and
- in the zoning controls applicable (see Appendix 1 of dMP), reflecting a contemporary application of commercial zones under the Victorian Planning Provisions (VPP) to non-aviation land at the Airport.

The Aviation Development Plan (Chapter 6) is consistent with State Planning Schemes, including the Victorian Policy Framework, and with the Local Policy Framework (which, respectively, appear in Sections 4.5 and 4.6 of the dMP). Specifically, the Aviation Development Plan:

- entrenches and protects the Airport's position as Melbourne's key GA airport;
- has been recognised in *Plan Melbourne* as a GA airport with an aviation training function, scenic and commercial operations;
- furthers the State Planning Policy Framework (SPPF) objective for the Airport to continue as an important regional and State aviation asset;



- contributes to realising the objective within the Municipal Strategic Statement (MSS) of the Kingston Planning Scheme for the continuation of the aviation functions of the Airport; and
- recognises the importance of non-aviation development for the viability of, and continued improvement in, aviation development.

The Airport's Non-Aviation Development Plan (Chapter 7) is generally consistent with the State Planning Schemes, including the Victorian Policy Framework, and with the Local Policy Framework (which, respectively, appear in Sections 4.5 and 4.6 of the dMP), specifically:

- development of the Airport as both a transport and an economic and employment hub is in accordance with *Plan Melbourne* (currently under review);
- non-aviation development will further the SPPF objective of encouraging development that meets the community's needs for retail, entertainment, office and other commercial services, also providing new community benefits in relation to accessibility, efficient infrastructure use and aggregation and sustainability of commercial facilities;
- non-aviation development will also further objectives of the draft Planning Policy Framework (i) to promote a city structure that drives productivity, supports investment and creates more jobs, (ii) to ensure land availability in suitable locations to meet the needs of industry and (iii) to create a competitive framework for the delivery of retail, entertainment, office and other commercial services;
- it is consistent with the recognition given in the MSS of the Kingston Planning Scheme that Airport land not required for aviation purposes is becoming increasingly utilised for a diversity of retail and commercial activities; and
- it gives effect to the recognition within the Kingston Planning Scheme of the Airport as a site for commercial activity which includes campus style office precincts and industrial land.

The Victorian Government has expressed its support for the dMP in a letter dated 17 June 2016, after its initial concerns about consistency with State Planning Policy were addressed by MAC. Since the original lodgement of the dMP, the Victorian Minister for Planning, the Hon. Richard Wynne MP, has also made a number of safeguarding-related decisions that improve the dMP's consistency with State planning schemes, including:

- Implementation of the National Airports Safeguarding Framework in the VPP and SPPF of all Victorian planning schemes; and
- Refusal of the proposed Kingston Planning Scheme Amendment C111.

**(b) if the draft or final master plan is not consistent with those planning schemes – the justification for the inconsistencies.**

#### CRITERIA SATISFIED

Section 7.11 of the dMP asserts that any inconsistencies with State planning provisions are justified on the basis they support the broader strategic intent of the SPPF, including *Plan Melbourne* (as originally drafted), increased employment and economic opportunities in the region. It further argues non-aviation developments that may not be entirely consistent with local planning provisions are essential for supporting the viability of the Airport's aeronautical services.

**71(7) Subsection (6) does not, by implication, limit subsection (5).**

NOTED

**71(8) In developing plans referred to in paragraph (2)(e) and (3)(e), an airport-lessee company must have regard to Australian Standard AS2021 – 1994 ("Acoustics – Aircraft noise intrusion – Building siting and construction") as in force or existing at the time.**

NOTED



### Draft or final master plan must identify proposed sensitive developments

**71A(1) A draft or final master plan must identify any proposed sensitive development in the plan.**

#### CRITERIA SATISFIED

Section 5.5 of the dMP states while there are no specific proposals for sensitive developments in the 2015 Master Plan, the provisions of certain zones (as per Appendix I of the dMP – Moorabbin Airport Planning Controls) will enable certain sensitive developments to be considered in the future, subject to the requirements of the Act (for instance, the Minister's agreement for the preparation of a MDP when/if warranted). These may include:

- medical facilities where such facilities are not intended to provide in-patient services or otherwise act as a hospital; and
- aged care facilities where those facilities are unlikely to be characterised as community care facilities or residential dwellings for the purposes of the Act.

**71A(2) A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following:**

- (a) a residential dwelling;
- (b) a community care facility;
- (c) a pre-school;
- (d) a primary, secondary, tertiary or other educational institution;
- (e) a hospital.

NOTED

**71A(2A) A sensitive development does not include the following:**

- (a) an aviation educational facility;
- (b) accommodation for students studying at an aviation educational facility at the airport;
- (c) a facility with the primary purpose of providing emergency medical treatment and which does not have in-patient facilities;
- (d) a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport.

NOTED

**71A(3) In this section:**

**Aviation education facility means any of the following:**

- (a) a flying training school;
- (b) an aircraft maintenance training school;
- (c) a facility that provides training in relation to air traffic control;
- (d) a facility that provides training for cabin crew;
- (e) any other facility with the primary purpose of providing training in relation to aviation related activities.

**Community care facility includes the following:**

- (a) a facility that provides aged care within the meaning given by the *Aged Care Act 1997*
- (b) a nursing home within the meaning given by the *National Health Act 1953*;
- (c) a retirement village within the meaning given by the *Social Security Act 1991*;
- (d) a facility that provides respite care within the meaning given by the *Aged Care Act 1997*.

NOTED

Planning period

**72(1) A draft or final master plan must relate to a period of 20 years. This is called the *planning period*.**

**CRITERIA SATISFIED**

The dMP is for a period of 20 years (2015-2035).

**72(2) However, the environment strategy in a draft or final master plan must relate to a period of 5 years.**

**CRITERIA SATISFIED**

The Moorabbin Airport Environment Strategy 2015 sets out the Airport's areas of environmental focus over a 5-year period (2015-2020).

**New draft master plan to be submitted before expiry of old plan**

**76(1) If a final master plan (the original plan) is in force for an airport, the airport-lessee company must give the Minister, in writing, a draft master plan for the airport:**

- (a) no later than 5 years after the original plan came into force; or
- (b) within a longer period that the Minister specifies in a written notice to the airport-lessee company.

**The planning period for the draft master plan must begin immediately after the expiry of the original plan**

**CRITERIA SATISFIED**

The Master Plan currently in force was approved on 25 June 2010 by the former Minister. The Airport submitted this dMP to the former DPM on the due date of 25 June 2015. Further to the Department's request for further information on 29 July 2015, the assessment period for the dMP was held in abeyance until 27 June 2016, when MAC submitted the requested additional information. The delay in the provision of this information has not altered the scope of the dMP (i.e. for a 20-year timeframe commencing 25 June 2015).

**Public comment and advice to State etc.**

**79(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan:**

- (a) the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;

**CRITERIA SATISFIED**

The Airport has met the requirements set out in s79(1A).

In accordance with s79(2)(a) of the Act, the Airport consulted local, State and federal stakeholders before the public consultation period for the Preliminary Draft Master Plan (pdMP). These stakeholders included the relevant Victorian Government Department and Minister, as well as the CEO of the Kingston City Council (Supplementary Report, Appendix 3, pp. 95-100 refers).

These letters also expressed the Airport's intention to provide a dMP to the Minister following pdMP consultations in accordance with s79(1A).

With specific regard to 79(1A)(a), the Airport consulted the Victorian Minister for Planning, the Hon Richard Wynne MP.

- (b) the authority of that State with responsibility for town planning or use of land;

**CRITERIA SATISFIED**

The Airport consulted the Secretary of the Victorian Department of Environment, Land, Water and Planning.



(c) each local government body with responsibility for an area surrounding the airport.

**CRITERIA SATISFIED**

The Airport consulted Kingston City Council.

**79(1B) The draft plan submitted to the Minister must be accompanied by:**

(a) a copy of the advice given under section (1A); and

**CRITERIA SATISFIED**

Evidence of this consultation is included at Appendix 3 of the Supplementary Report, pp. 95-100.

(b) a written certificate signed on behalf of the company listing the names of those to whom the advice was given.

**CRITERIA SATISFIED**

This written certificate is included at Appendix 4 of the Supplementary Report, (p.101)

**79(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:**

(a) cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice:

- (i) stating that the company has prepared a preliminary version of the draft plan; and
- (ii) stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and
- (iii) specifying the place or places where the copies will be available for inspection and purchase; and
- (iiia) in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and
- (iiib) in the case of a notice published in a newspaper—specifying the address of the airport's website; and
- (iv) in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and

**CRITERIA SATISFIED**

The newspaper advertisement published in the *Moorabbin Kingston Leader* on 22 April 2015 confirming this is at Appendix 5 of the Supplementary Report (pp. 102, 105).

(b) make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and

**CRITERIA SATISFIED**

In accordance with the newspaper advertisement referenced above, copies of the pdMP were made available for inspection and purchase by the public at the Airport's office.

In addition, a website extract on page 103 of the Supplementary Report also notes copies were made available for inspection and purchase by the public at the Airport's office.



- (c) make copies of the preliminary version available free of charge to members of the public on the airport's website:
- i. in a readily accessible format that is acceptable to the Minister; and
  - ii. in accordance with the notice.

#### CRITERIA SATISFIED

A website extract on page 103 of the Supplementary Report confirms MAC is compliant with this requirement. The pdMP was available for download on the airport's website during the 60-day public consultation period.

**79(2) 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

#### CRITERIA SATISFIED

Copies of the 53 submissions received during the statutory consultation period have been included in the dMP's Supplementary Report (p. 106).

While the 53 submissions on the pdMP covered a broad range of topics, common topics raised throughout submissions included:

- aircraft noise, particularly given the forecast flight movement increases for the 20-year horizon outlined in the draft Master Plan.
- flight safety, given the number of General Aviation incidents over the past few years.
- traffic congestion surrounding the airport site, particularly Boundary and Lower Dandenong Roads.
- The Airport's previous and current approach to community consultation.

A submission from the Victorian Government dated 5 August 2015 (refer MAC's submission of additional information at Attachment H) expressed only qualified support for the dMP, and raised a number of concerns about:

- The degree of consistency with State Planning Policy and the National Airports Safeguarding Framework; and
- The lack of formal consultation and engagement with the Victorian Government and its relevant agencies.

A subsequent letter from the Victorian Government acknowledging that their concerns have been adequately dealt with is attached to MAC's additional information (Attachment D).

- (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.

#### CRITERIA SATISFIED

The written certificate is provided at Appendix 7 (p. 107) of the Supplementary Report and contains:

- a list of the names of the members of the public who made submissions to the pdMP;
- a summary of those submissions (main themes); and
- the Airport's consideration of those submissions.

In regard to demonstrating 'due regard' pursuant to s79(2)(a) of the Act, the Department is of the view MAC has demonstrated due regard to comments where applicable.

This is confirmed in MAC's discussion at page 79 of the Supplementary Report to the dMP, where it shows the instances where feedback has led to amendments from the previous version (the pdMP). These include:



- Amending the emphasis on retail development at the airport site, including committing to undertaking a 'strategic economic analysis' in consultation with the City of Kingston. These changes are based on feedback from the City of Kingston.
- Amending various land-use planning sections in the dMP, following feedback from community submissions and the City of Kingston submission. These include inclusion of more detail on MAC's proposed plans for Precinct 7 and on the alignment between the MAC's development proposals and alignment with the City of Kingston Planning Schemes in section 7.3 of the dMP.
- Committing to 'early' consultation with Airservices Australia on any proposed developments to ensure Airservices Australia have sufficient time to consider proposals and conduct relevant technical and operational assessments. These changes are based on Airservices Australia feedback to the pdMP.

In addition, in its s79(a)(a) certificate at page 107, MAC has summarised stakeholder submissions and identified where these submissions have led to amendments being made to the dMP.

**79(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.**

NOTED

### Consultations

**80(1) This section applies if:**

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

#### CRITERIA SATISFIED

The Airport submitted the dMP to the Minister under s76(1) of the Act.

- (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 paragraphs:**
- a State government;
  - an authority of a State;
  - a local government body;
  - an airline or other user of the airport concerned;
  - any other person.

#### CRITERIA SATISFIED

The Airport consulted with the parties listed in this sub-section.

A summary table of all submissions and comments received is published in the Supplementary Report (p. 106).

A certification, addressed to the Minister, confirming compliance with this clause is also published on page 101 of the Supplementary Report.

**80(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:**

- listing the names of the persons consulted; and
- summarising the views expressed by the persons consulted.

#### CRITERIA SATISFIED

The written statement is published in the Supplementary Report on page 107, with summaries and information on the comments provided as an attachment to this statement, from page 108 onwards.

Assessment – Moorabbin Airport 2015 draft Master Plan  
Airports Act 1996 - sections 81(2), 81(3), 81(4), 81(5)

## Acronyms

<b>AEO</b>	Airport Environment Officer
<b>AES</b>	Airport Environment Strategy
<b>Airservices</b>	Airservices Australia
<b>ALC</b>	Airport Lessee Company
<b>ANEF</b>	Australian Noise Exposure Forecast
<b>ANEI</b>	Australian Noise Exposure Index
<b>CACG</b>	Community Aviation Consultation Group
<b>CASA</b>	Civil Aviation Safety Authority
<b>dMP</b>	draft Master Plan
<b>DPM</b>	Deputy Prime Minister
<b>FIFO</b>	Fly-in Fly-out
<b>GTP</b>	Ground Transport Plan
<b>MDP</b>	Major Development Plan
<b>OLS</b>	Obstacle Limitation Surface
<b>PANS-OPS</b>	Procedures for Air Navigation Services – Operations Surfaces
<b>PCF</b>	Planning Coordination Forum
<b>pdMP</b>	preliminary draft Master Plan
<b>RPT</b>	Regular Public Transport
<b>the Act</b>	<i>Airports Act 1996</i>
<b>the Airport</b>	Moorabbin Airport
<b>the Department</b>	The Department of Infrastructure and Regional Development
<b>the Regulations</b>	Airports Regulations 1997



**Airports Act 1996 - approval of draft by Minister****81(2) The Minister must:**

- (a) Approve the plan; or
- (b) Refuse to approve the plan.

**NOTED****81(3)(a) In deciding whether to approve the plan, the Minister must have regard to the following matters:****(aa) the extent to which the plan achieves the purposes of a final master plan****CRITERIA SATISFIED**

The dMP meets the purpose of a final Master Plan as set out in the s.70 of the Act as it:

- establishes a satisfactory strategic direction for efficient and economic development at the airport over the planning period of the plan;
- provides for the development of additional uses of the airport site;
- indicates to the public the intended uses of the airport site;
- reduces potential conflicts between uses of the airport site, and ensures that uses of the airport site are compatible with the areas surrounding the airport;
- ensures that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards;
- establishes a framework for assessing compliance at the airport with relevant environmental legislation and standards; and
- promotes the continual improvement of environmental management at the airport.

**(a) the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned;****CRITERIA SATISFIED**

The dMP demonstrates capacity to meet present and future requirements of civil aviation users and other users of the airport, for services and facilities.

The dMP anticipates a doubling of aircraft movements at the Airport to 500,000 by 2035. By consolidating aviation facilities and optimising existing assets, the Airport is predicted to accommodate this growth using current aviation infrastructure. Precincts 1, 2 and 3 have been identified for future expansion of additional hangars, aviation facilities and support services. Relocation of the northern helipad is also proposed to better align with the dMP's precinct planning.

Non-aviation uses have also been identified, particularly in Precincts 4-7. The dMP proposes to expand the existing shopping centre and business park on the airport site including new industrial and commercial areas on the site's eastern and southern boundaries. Some medical, aged care and aviation student accommodation facilities are also envisaged, noting the provisions of the Act relevant to such developments.

The Department is satisfied the existing aviation infrastructure, proposed developments and proposed changes/upgrades to the existing facilities described in the dMP will meet both present and future requirements of both aviation and non-aviation users of the airport.

**(b) The effect that carrying out the plan would be likely to have on use of land:**

- i. within the airport site concerned; and
- ii. in areas surrounding the airport.

**CRITERIA SATISFIED**

The dMP's Land Use Plan clearly articulates seven precincts with specific development objectives and policies. These range from airside operations, aviation support services, retail-commercial and industrial land uses.



The dMP also affirms the Airport's commitment to seeking Ministerial approval as part of individual development proposals.

Likely impacts to use of land within the airport site include:

- approximately 60% of the airport site devoted to aeronautical operations or aviation-support uses;
- development of 37-47 hectares of airport land for non-aviation purposes in support of the Airport's economic viability over the coming five years;
- relocation of the northern helipad closer to existing airside infrastructure; and
- improved precinct connectivity through more efficient ground transport on the airport site.

The dMP demonstrates its consistency with both Victoria's State Planning Policy Framework and the Local Policy Framework.

Likely impacts of the implementation of the dMP to land use in the areas surrounding the airport include:

- greater aircraft noise from projected increase in aircraft movements;
- competition from on-airport commercial developments, particularly at Kingston City Plaza (Precinct 4) and Chifley Business Park (Precincts 5 & 6); and
- development and building restrictions related to a major oil pipeline on the airport's eastern boundary.

The dMP's traffic analysis demonstrates the surrounding off-airport road network is unsaturated. Consultation with VicRoads has also established the proposals outlined in the dMP are unlikely to adversely affect traffic conditions in areas surrounding the airport, with current and proposed road upgrade projects expected to meet increased road capacity demands.

The Department notes relevant state government, local government and community stakeholders are consulted on Major Development Plans where the impacts of individual projects on surrounding areas are explored in greater detail.

#### **(c) The consultations undertaken in preparing the plan (including the outcome of the consultations);**

##### **CRITERIA SATISFIED**

The Airport has met the consultation requirements set out in s 81(3)(c) in the Act.

In accordance with s 79(1A) of the Act, the Airport consulted local and State government stakeholders before the public consultation period for the Preliminary Draft Master Plan (pdMP). These stakeholders included the relevant Mr Richard Wynne MP, Victorian Government Minister for Planning, Mr Adam Fennessy, Secretary of the Victorian Department of Environment, Land, Water and Planning and Mr John Nevins, CEO of the Kingston City Council (*Supplementary Report*, Appendix 3, pp 95-101 refers). These letters also expressed MAC's intention to provide a dMP to the Minister following pdMP consultations in accordance with s 79(1A).

Prior to making the pdMP available for public consultation, the Airport published newspaper notices in accordance with s79(1)(a) of the Act (*Supplementary Report*, Appendix 5, pp 102-105 refers).

The pdMP was available for public consultation from 20 March 2015 to 17 June 2015 both in hard copy and on the Airport's website. The newspaper advertisement:

- invited stakeholders to two information sessions in May 2015 held by the Airport; and
- invited stakeholders to inspect in person or buy copies of the pdMP at the Airport's office.

The Airport tabled 53 written submissions received and the "due regard" given to these submissions is included in Appendix 7 of the supplementary report to the dMP (pp. 107-120).



Following a late submission from the Victorian Government on 5 August 2015, the Airport undertook renewed consultation on specific issues, namely the dMP's compatibility with State planning policies, the impact on a proposed amendment to the Kingston City Council Planning Scheme, development around the existing Viva oil pipeline abutting the airport site and other issues of State interest. Following additional consultations over a period of 334 days and a letter from the Victorian Government dated 17 June 2016 expressing its support for the dMP, the Department considers the dMP now adequately gives due regard to the comments of the Victorian Government.

**(d) The views of the Civil Aviation Safety Authority (CASA) and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.**

#### CRITERIA SATISFIED

The Department asked CASA and Airservices Australia to provide feedback on the dMP.

CASA's response noted the dMP satisfactorily addressed its previous feedback to MAC regarding the northern apron taxiway. Further, CASA noted that proposed developments discussed in the dMP must be in accordance with the relevant parts of the *Civil Aviation Safety Regulations 1998* and the associated Manuals of Standards.

Airservices Australia noted the concerns it flagged during the pdMP consultations have now been addressed and emphasised the importance of MAC's early consultation on future development proposals.

**81(4) Subsection (3) does not, by implication, limit the matters to which the Minister may have regard.**

#### NOTED

The Department considers there are no further matters the Minister needs to have regard to in deciding whether to reject or approve the dMP, however we raise the following:

In accordance with Section 86 of the Act, the Airport is required to publish the final Master Plan within 50 business days of the Minister approving the dMP.

**81(5) If the Minister neither approves, nor refuses to approve, the plan before the end of:**

- (a) The period of 50 business days after the day on which the Minister received the draft plan; or**
  - (b) A longer period (of no more than an extra 10 business days) that the Minister specifies in a written notice to the airport-lessee company;**
- the Minister is taken, at the end of that period, to have approved the plan under subsection (2).**

#### NOTED