

Our File: HCC13/225
Enquiries: David Hajzler
Telephone: 9205 2489



10 March 2023

Aviation White Paper Branch
Domestic Aviation & Reform
Department of Infrastructure, Transport, Regional
Development, Communication and the Arts

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address
PO BOX 119
DALLAS 3047

TELEPHONE 03 9205 2200
FACSIMILE 03 9309 0109

Sent via email - aviationwhitepaper@infrastructure.gov.au

Dear Project Team

RE: TERMS OF REFERENCE FOR THE AVIATION WHITE PAPER

I write in regards to the Terms of Reference for the Aviation White Paper that was released in February 2023.

Hume City Council welcomes the opportunity to participate in a process that will examine the national policy for the aviation industry and airports across Australia.

Hume City is home to the Melbourne Airport. Council recognises the significant contribution of the Airport to the economy and connectivity of the country and state, as well as Hume residents and businesses.

Key to Melbourne Airport's significance is that unlike every other major airport on Australia's eastern coast it can operate flight day and night without a curfew. Council works closely with Melbourne Airport to ensure planning and policy decisions continue to safeguard the Airport's operations and curfew free status.

The proximity and growth of Melbourne Airport also means that Hume residents and communities are impacted by a significant amount of aircraft noise. Aircraft noise will steadily increase in intensity and frequency over the coming decades with the anticipated approval of the Melbourne Airport Third Runway Major Development and the construction of the third runway.

Council supports the growth of Melbourne Airport and the construction of the third runway, however we believe that this development can, and must, occur in a manner which minimises potential adverse effects on the community.

To this end, Council requests that the Terms of Reference for the White Paper be updated to explore how airports and the airline industry can mitigate and minimise aircraft noise impacts. Particularly given the continued curfew status relies to an extent upon continued community support.

This includes exploration of support in the form of:

- New policy and financial support to retrofit existing dwellings, child and aged care facilities, libraries and schools with noise insulation in areas affected by aircraft noise.
- Improved noise abatement procedures.
- Strategies to encourage the airline industry to explore and fast track new aircraft technologies to lessen their noise emission.

This could be incorporated by expanding the scope of the following element of the Terms of Reference for the White Paper:

airport development planning processes and consultation mechanisms that consider the impact and changing nature of aircraft noise and related expectations on the role of noise sharing and noise mitigation.

Additionally, the Terms of Reference should include an assessment of the often-competing intersection between airport safeguarding and particularly aircraft noise with State and Local planning policies and strategies.

Within Hume there are several key development precincts of strategic importance that are under the Airport's flight paths, but are shown to be impacted by a varying degree of aircraft noise in different Melbourne Airport Master Plans. Chief among these is the Broadmeadows Metropolitan Activity Centre (MAC) that is a priority site of urban renewal and intensification in State and Local policy to provide opportunities for commercial and community development, a new town centre and potentially future residential growth. In spite of this, in 2021 the MAC was placed under the Melbourne Airport Environs Overlay (MAEO), which greatly inhibits its development potential through its density controls.

The National Airports Safeguarding Framework identifies the need for airport safeguarding to recognise the requirement for urban intensification but is silent on how this is to be achieved. Victorian State Government explored some of these issues through the 2021 Melbourne Airport Environs Safeguarding Standing Advisory Committee process, however there was no consensus on how they could be addressed, and a number of gaps remain.

This is not unique to Melbourne Airport and so the Terms of Reference should be expanded to explore how to manage airport safeguarding with broader State and Local planning policies provide recommendations for a consistent national approach.

We encourage you to consider these issues in finalising the Terms of Reference for the White Paper and look forward to engaging with you further with the release of the Green Paper later this year.

It is requested that the consultation for the Green Paper be open for a period of at least eight weeks, as internal Council reporting timeframes require a minimum of six weeks lead in time for a submission to go to a Council Meeting for endorsement.

If you have any questions or want to discuss this letter further, please do not hesitate to contact David Hajzler on (03) 9205 2489 or via email at davidha@hume.vic.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Rachel Dapiran", with a long horizontal flourish extending to the right.

RACHEL DAPIRAN
DIRECTOR CITY PLANNING AND PLACES