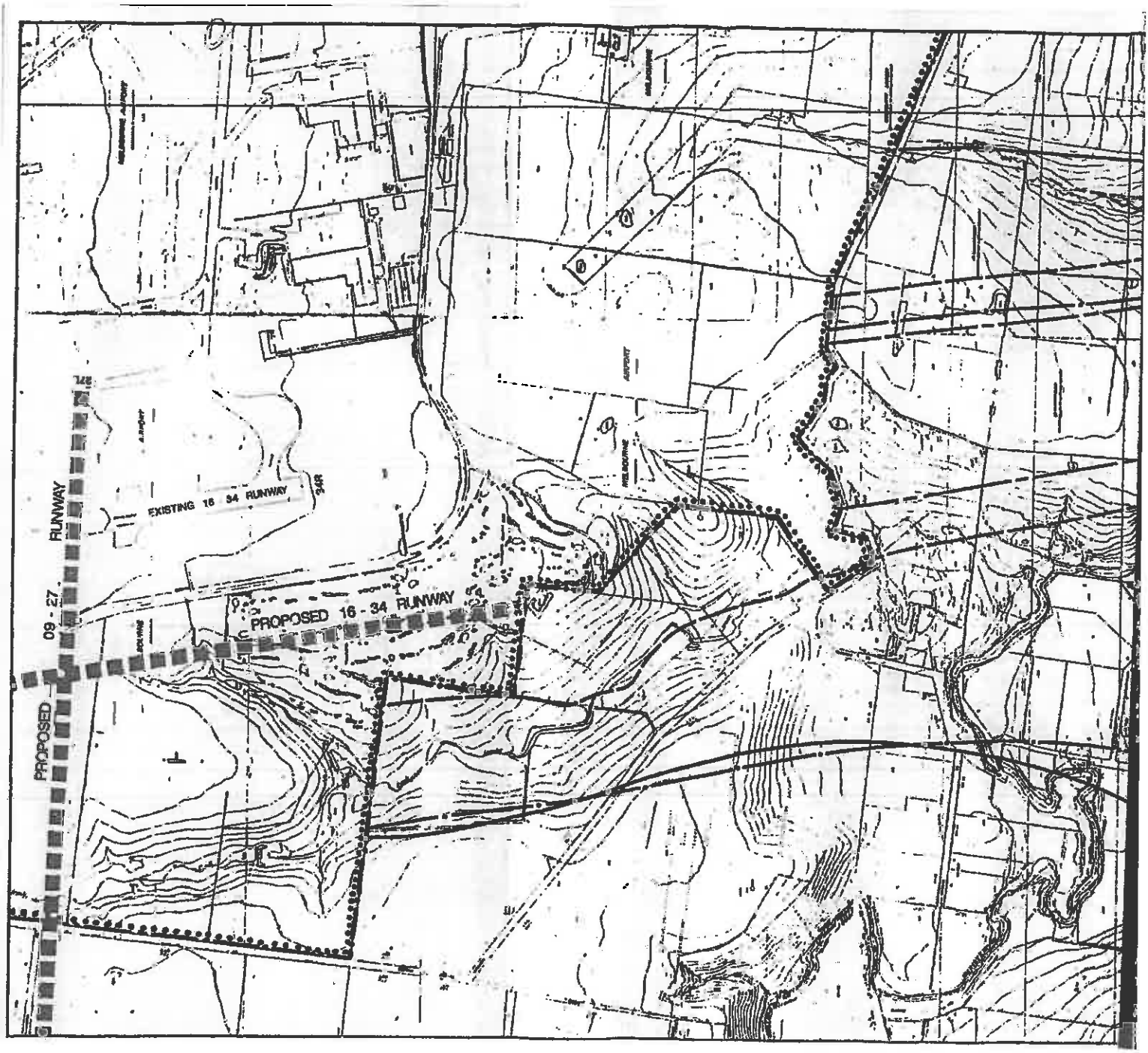

EXISTING 16 34 RUNWAY
PROPOSED 16 - 34 RUNWAY
PROPOSED 09 - 27 RUNWAY

CODE	CONFIGURATION	CAPACITY	YEAR
V261	2 RUNWAY	114,000	1988
V258	2 RUNWAY	175,000	2010
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V261
V258
V267
V271

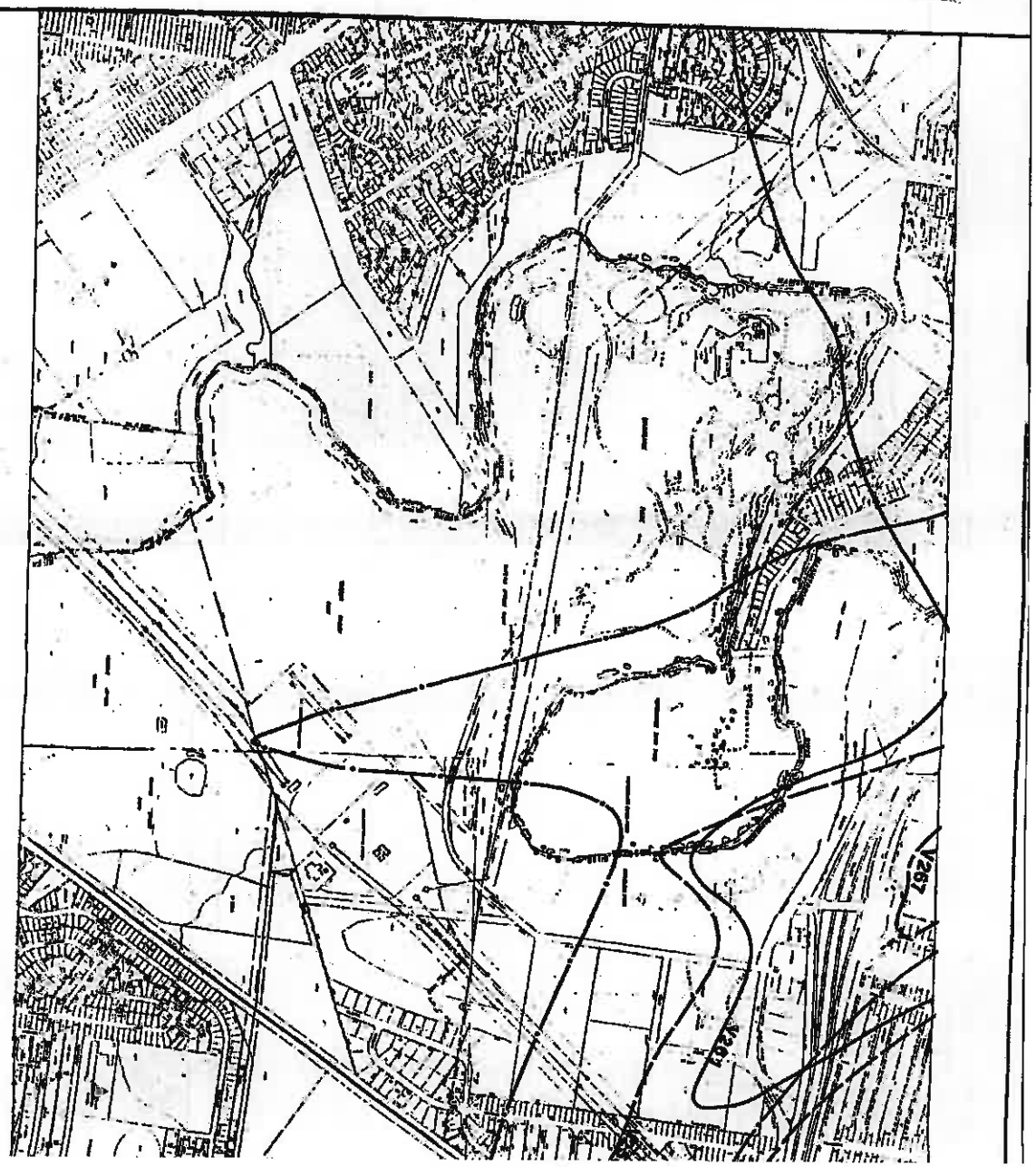
▲ SCHOOL
● KINDERGARTEN
■ POLICE STATION
◆ NURSING HOME
□ CHILD CARE CENTRE
● INFANT WELFARE CENTRE

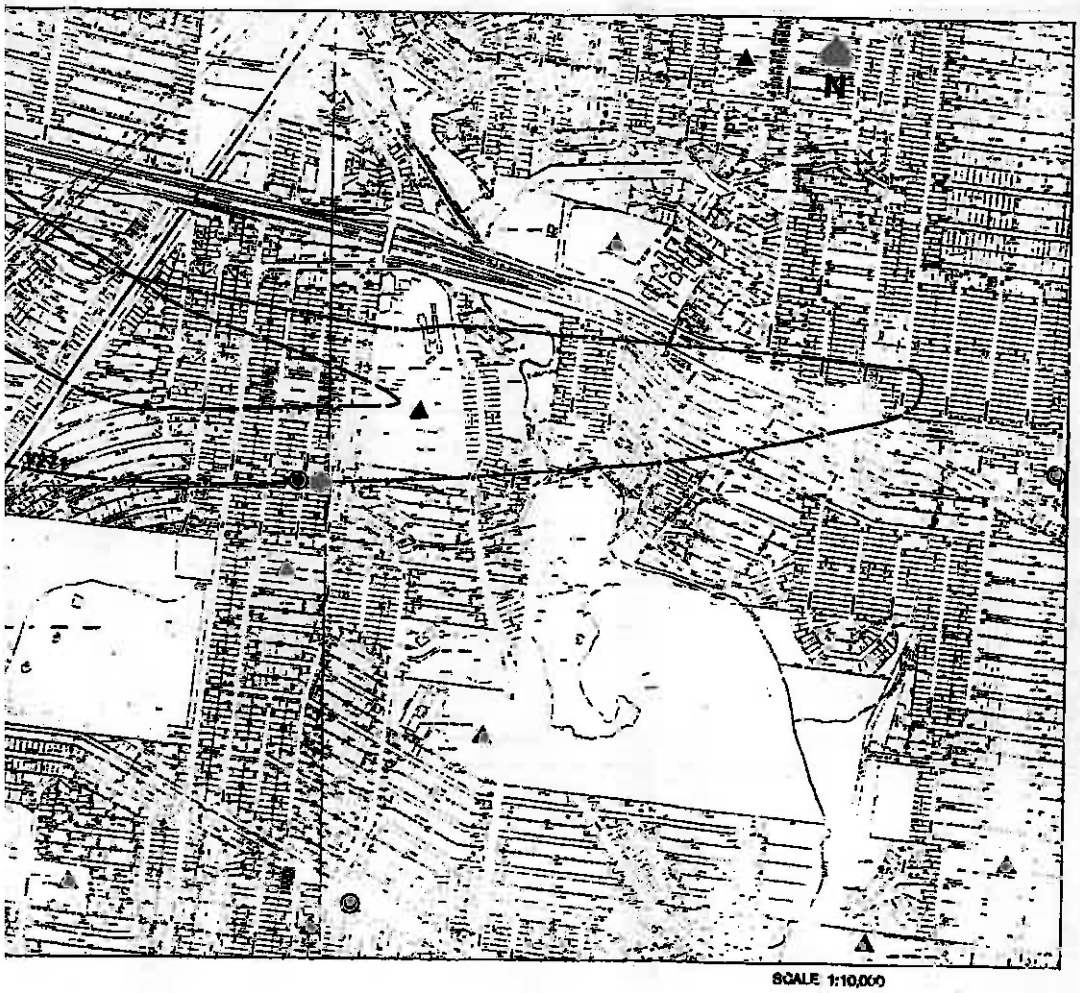
MAP A
MAP B

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 34 (South Arm)
MAP A
FIG 6.7A

Boyce & Moore





SCALE 1:10,000

CODE	CONFIGURATION	CAPACITY	YEAR
V261	2 RUNWAY	114,000	1988
V258	2 RUNWAY	175,000	2010
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V261
V258
V267
V271

▲ SCHOOL
● KINDERGARTEN
⊠ POLICE STATION
◆ NURSING HOME
□ CHILD CARE CENTRE
◎ INFANT WELFARE CENTRE

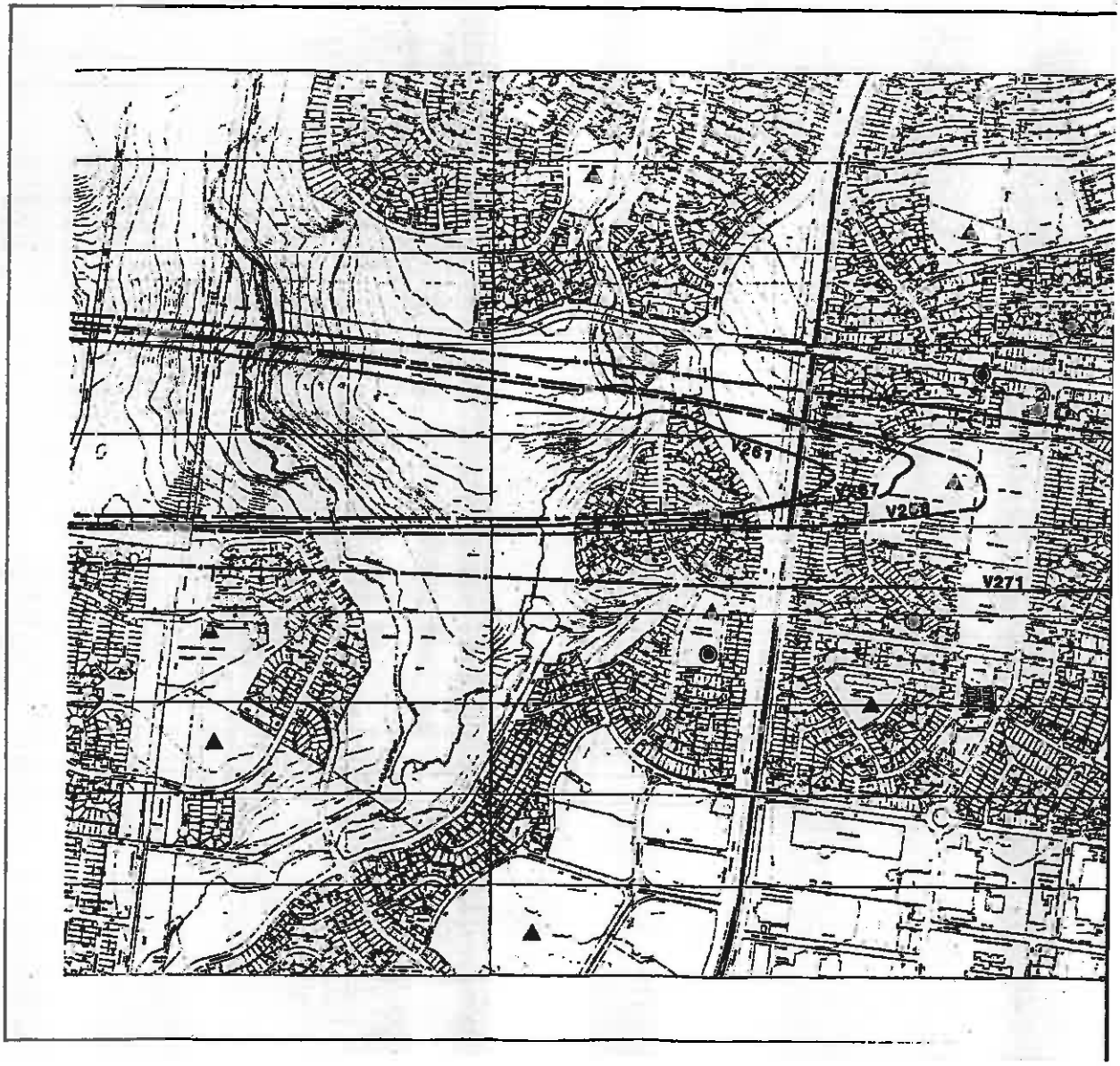
MAP A
MAP B

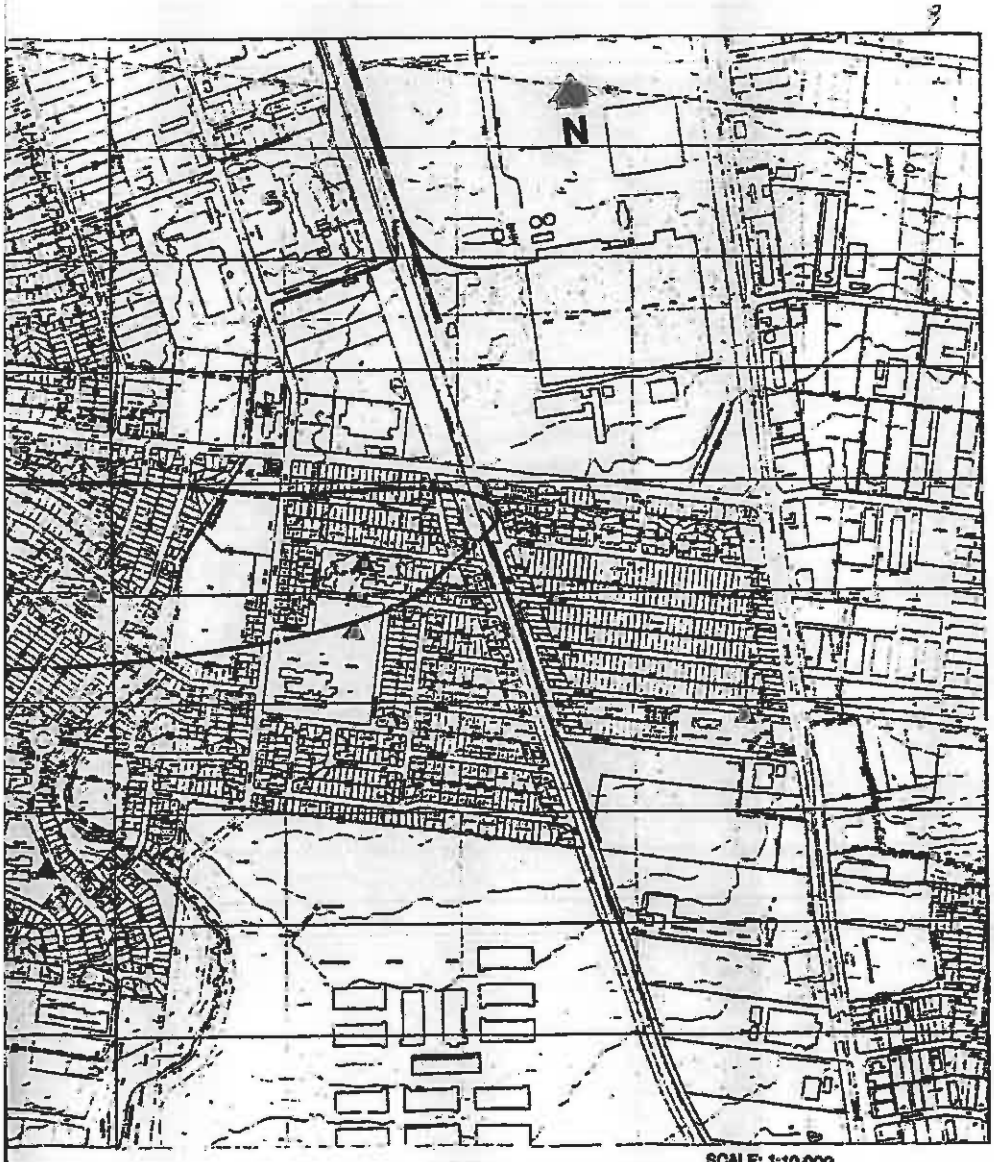
MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 34 (South Arm)
MAP B
FIG. 6.7a

Dames & Moore

094


V267
V271



SCALE: 1:10 000

CODE	CONFIGURATION	CAPACITY	YEAR
V261	2 RUNWAY	114,000	1985
V258	2 RUNWAY	175,000	2010
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V261
V258
V267
V271

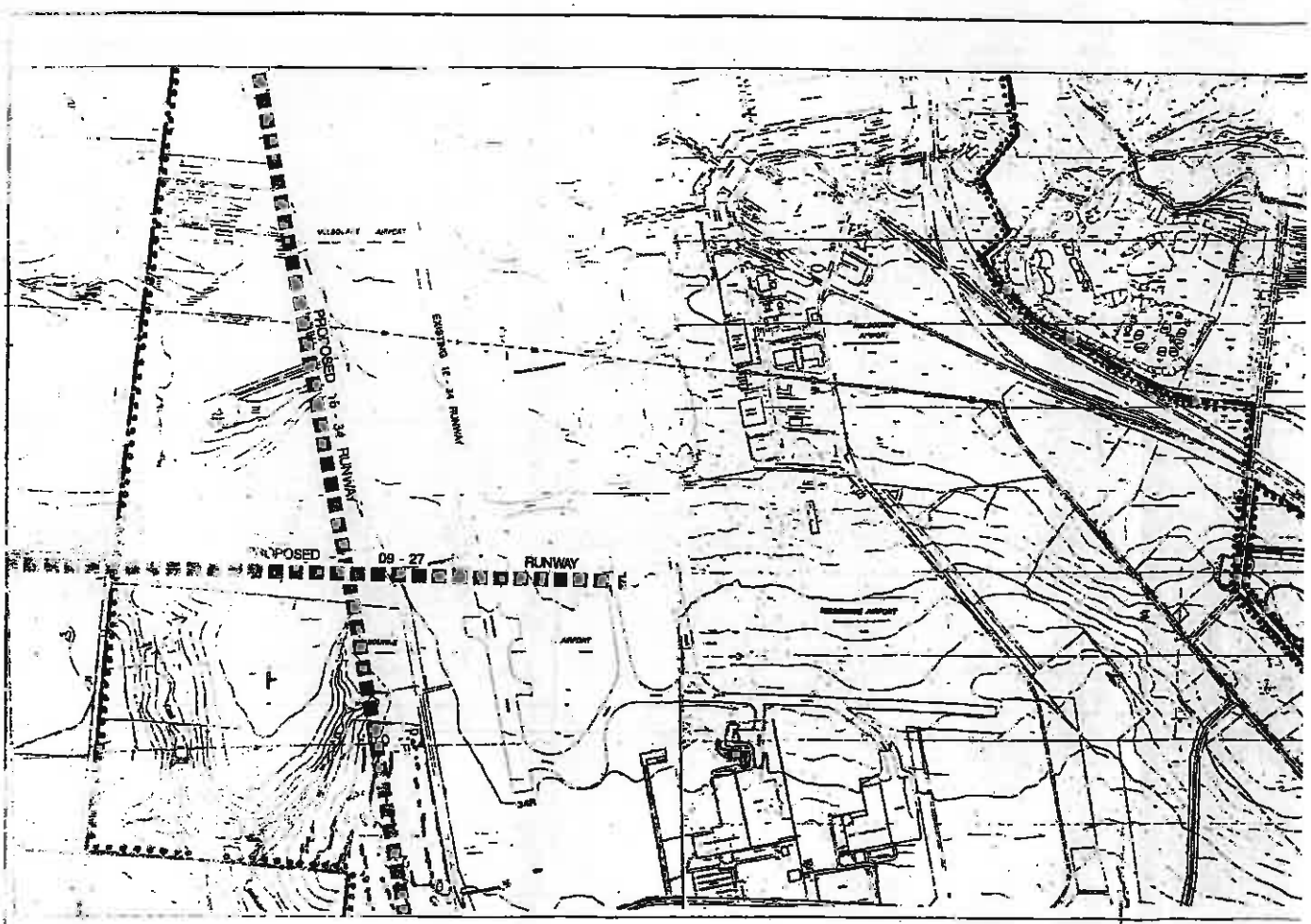
▲ SCHOOL
● KINDERGARTEN
■ POLICE STATION
◆ NURSING HOME
□ CHILD CARE CENTRE
● INFANT WELFARE CENTRE

PLAN INDEX

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 27
(East Arm Upper)
MAP B
FIG 6.8B

Dames & Moore


PROPOSED 16 - 34 RUNWAY
EXISTING 16 - 34 RUNWAY
PROPOSED 09 - 27 RUNWAY

SCALE 1:10,000

CODE	CONFIGURATION	CAPACITY	YEAR
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V267
V271

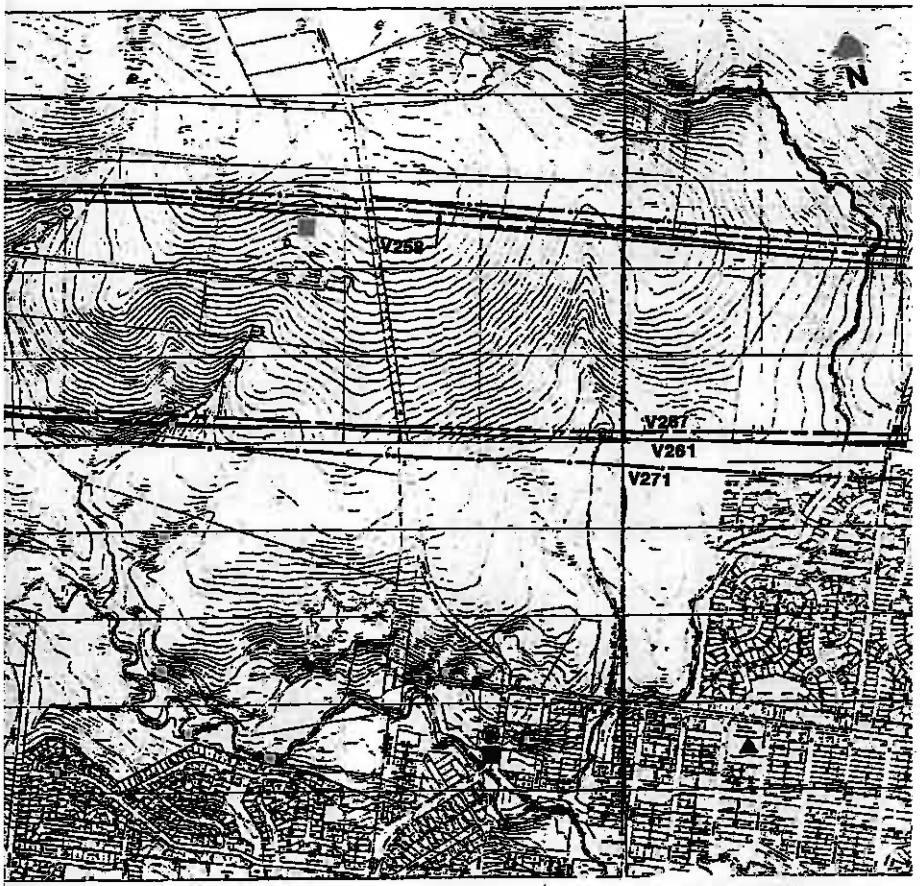
▲ SCHOOL
● KINDERGARTEN
E POLICE STATION
◆ NURSING HOME
□ CHILD CARE CENTRE
● INFANT WELFARE CENTRE

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 27
(East Arm Lower)
FIG. 6.8

Dames & Moore

EXISTING 09 - 27 RUNWAY
PROPOSED R/W EXT
PROPOSED 15 - 33 RUNWAY
EXISTING 15 - 33 RUNWAY



SCALE 1:10 000

CODE	CONFIGURATION	CAPACITY	YEAR
V261	2 RUNWAY	114,000	1988
V258	2 RUNWAY	178,000	2010
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V261
V258
V267
V271

▲ SCHOOL
● KINDERGARTEN
■ POLICE STATION
♦ NURSING HOME
□ CHILD CARE CENTRE
● INFANT WELFARE CENTRE

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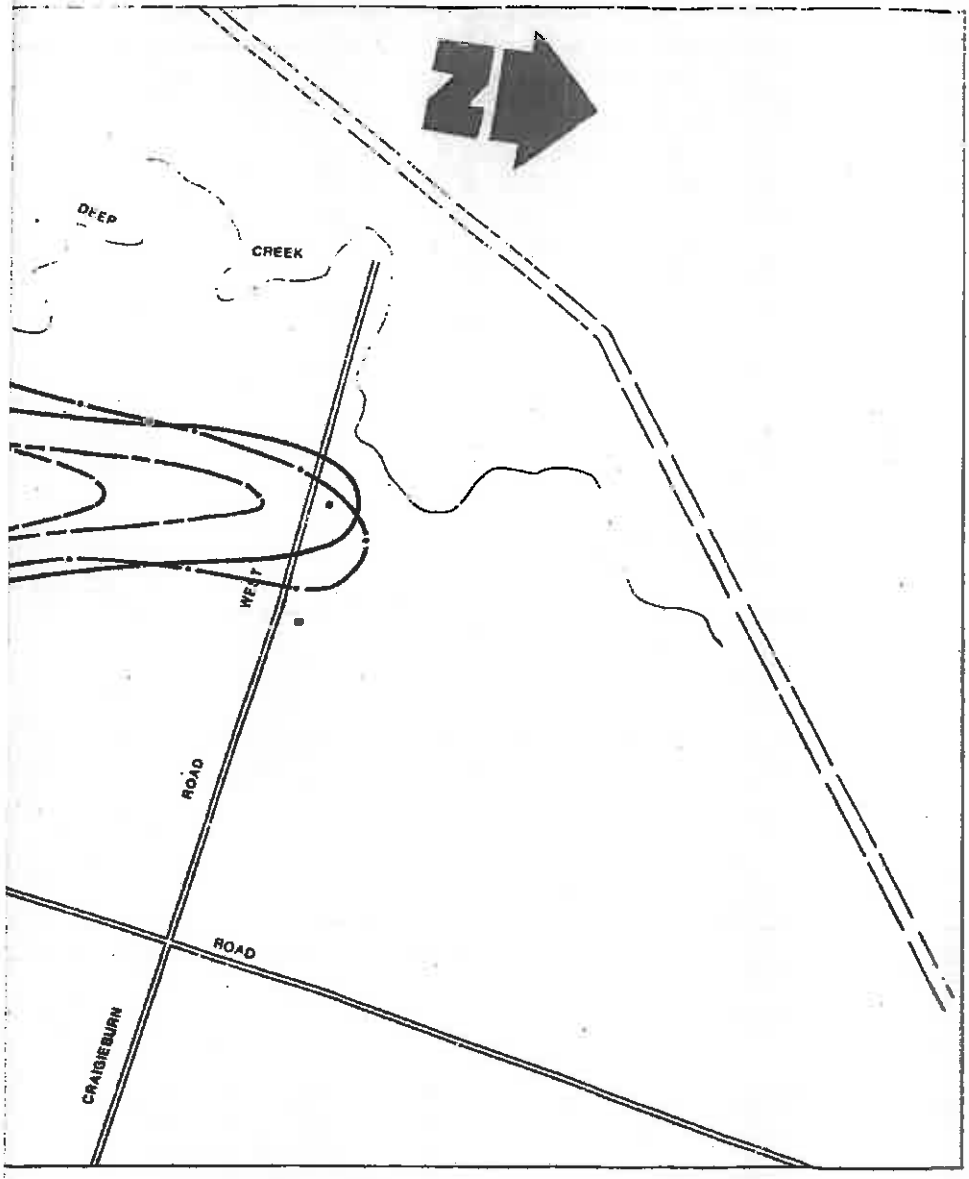
MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 27
(East Arm Upper)
MAP A
FIG 3.8A

095

Dames & Moore



CODE	CONFIGURATION	CAPACITY	YEAR
V261	2 RUNWAY	114,000	1988
V258	2 RUNWAY	175,000	2010
V267	3 RUNWAY	250,000	2030
V271	4 RUNWAY	320,000	2050

V261
V258
V267
V271

▲ SCHOOL
KINDERGARTEN
POLICE STATION
NURSING HOME
CHILD CARE CENTRE
INFANT WELFARE CENTRE

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

25 ANEC NOISE PROGRESSION
RUNWAY 16 (North Arm)

FIG. 6.5

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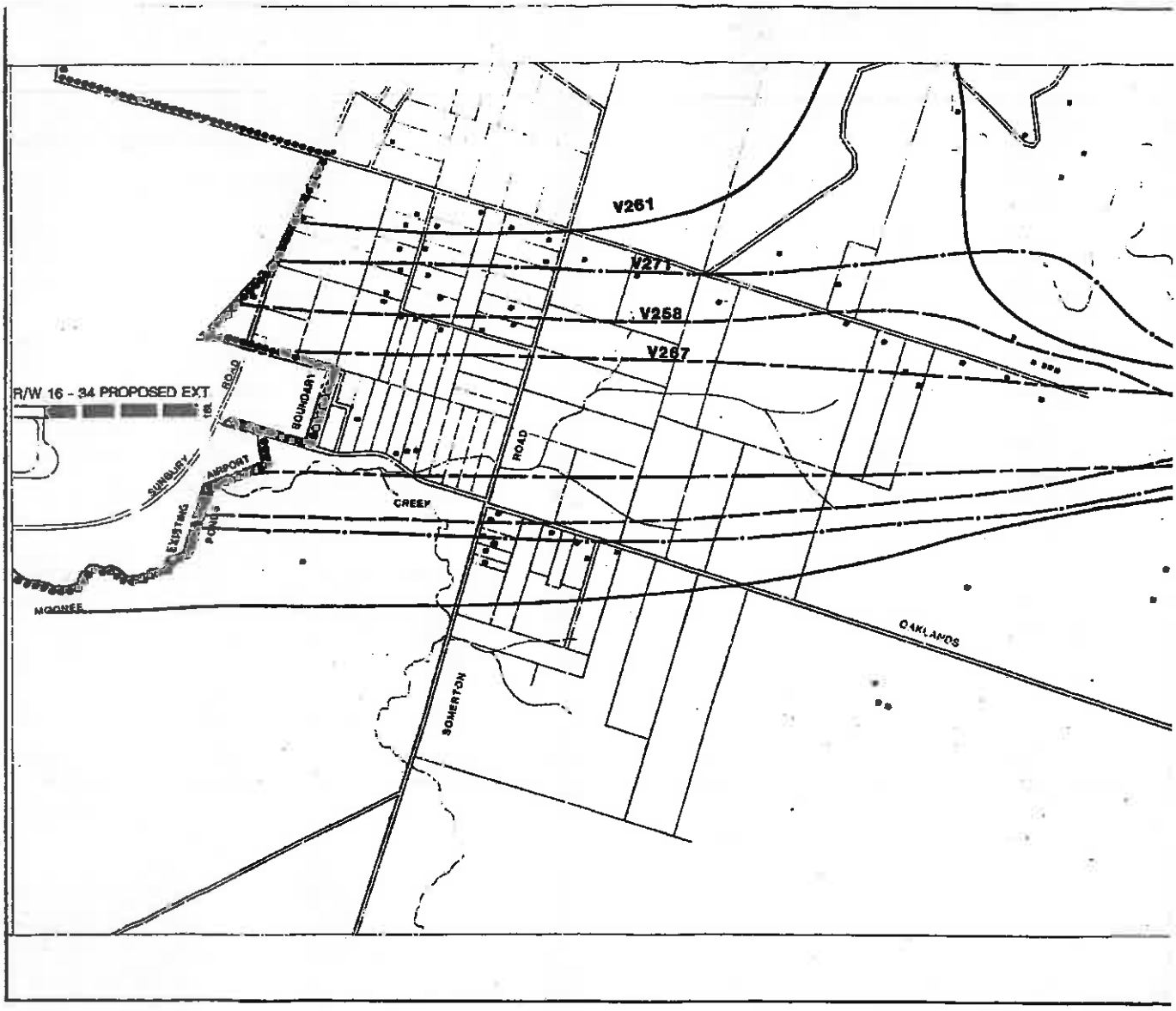
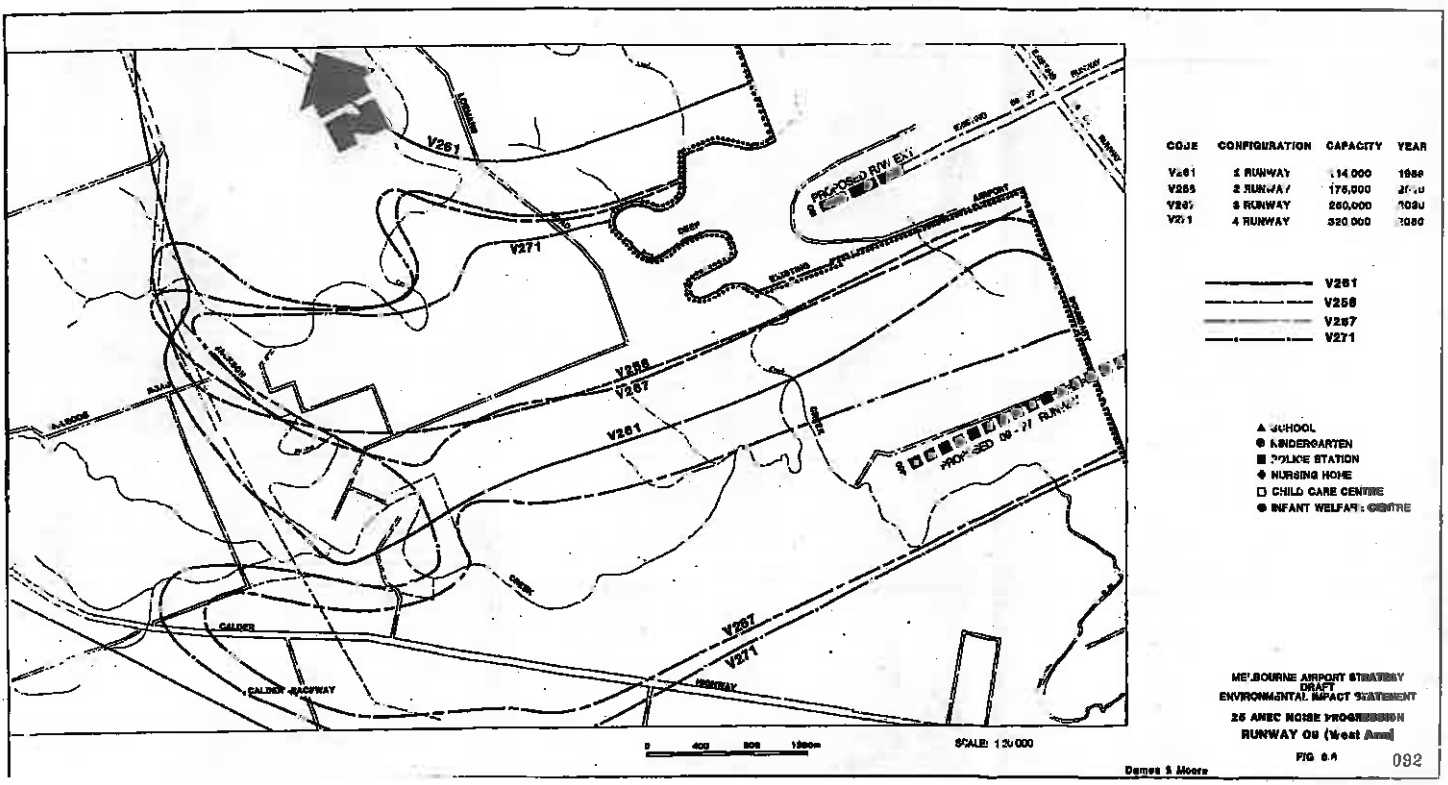
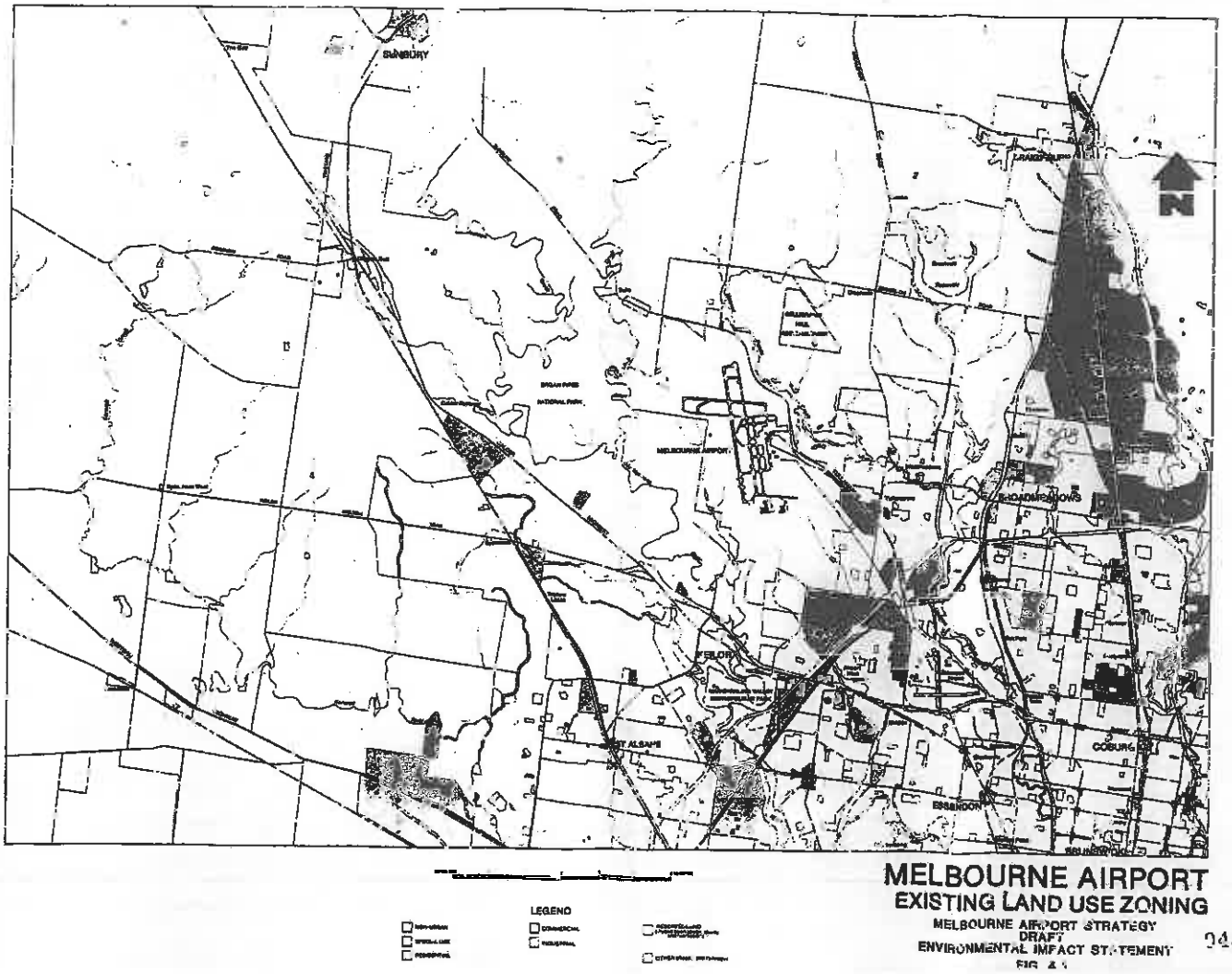

V261
V271
V258
V267
R/W 16 - 34 PROPOSED EXT
16
ROAD
BOUNDARY
SUNBURY
AIRPORT
EXISTING
POND
CREEK
ROAD
MOONEE
OAKLANDS
SOMERTON


V261
V271
V256
V267
PROPOSED RW 09
EXISTING
PROPOSED 09-27 RUNWAY
CALDER
CALDER RACEWAY
FREEWAY
AIRPORT
RUNWAY
0 400 800 1600m
SCALE: 1:20 000
COJE CONFIGURATION CAPACITY YEAR
V261 2 RUNWAY 114 000 1988
V256 2 RUNWAY 176,000
V267 3 RUNWAY 260,000
V271 4 RUNWAY 320 000
V261
V256
V267
V271
SCHOOL
KINDERGARTEN
POLICE STATION
NURSING HOME
CHILD CARE CENTRE
INFANT WELFARE CENTRE
MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT
25 ANEC NOISE PROGRESSION
RUNWAY 09 (West Area)
FIG 6.4
Dames & Moore



MELBOURNE AIRPORT
EXISTING LAND USE ZONING
MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT
FIG. 4.1

LEGEND

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

2 RUNWAY CONFIGURATION
YEAR 1988

FIG. 5.1

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LEGEND

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

2 RUNWAY CONFIGURATION
YEAR 2010

FIG 6.2

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LEGEND

Dames & Moore

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

3 RUNWAY CONFIGURATION
YEAR 2030

FIG. 6.3

LEGEND

MELBOURNE AIRPORT STRATEGY
DRAFT
ENVIRONMENTAL IMPACT STATEMENT

4 RUNWAY CONFIGURATION
YEAR 2050

FIG. 6.4

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Melbourne Airport

Federal Airports Corporation

MELBOURNE AIRPORT STRATEGY

DRAFT

ENVIRONMENTAL IMPACT STATEMENT

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JULY 1989

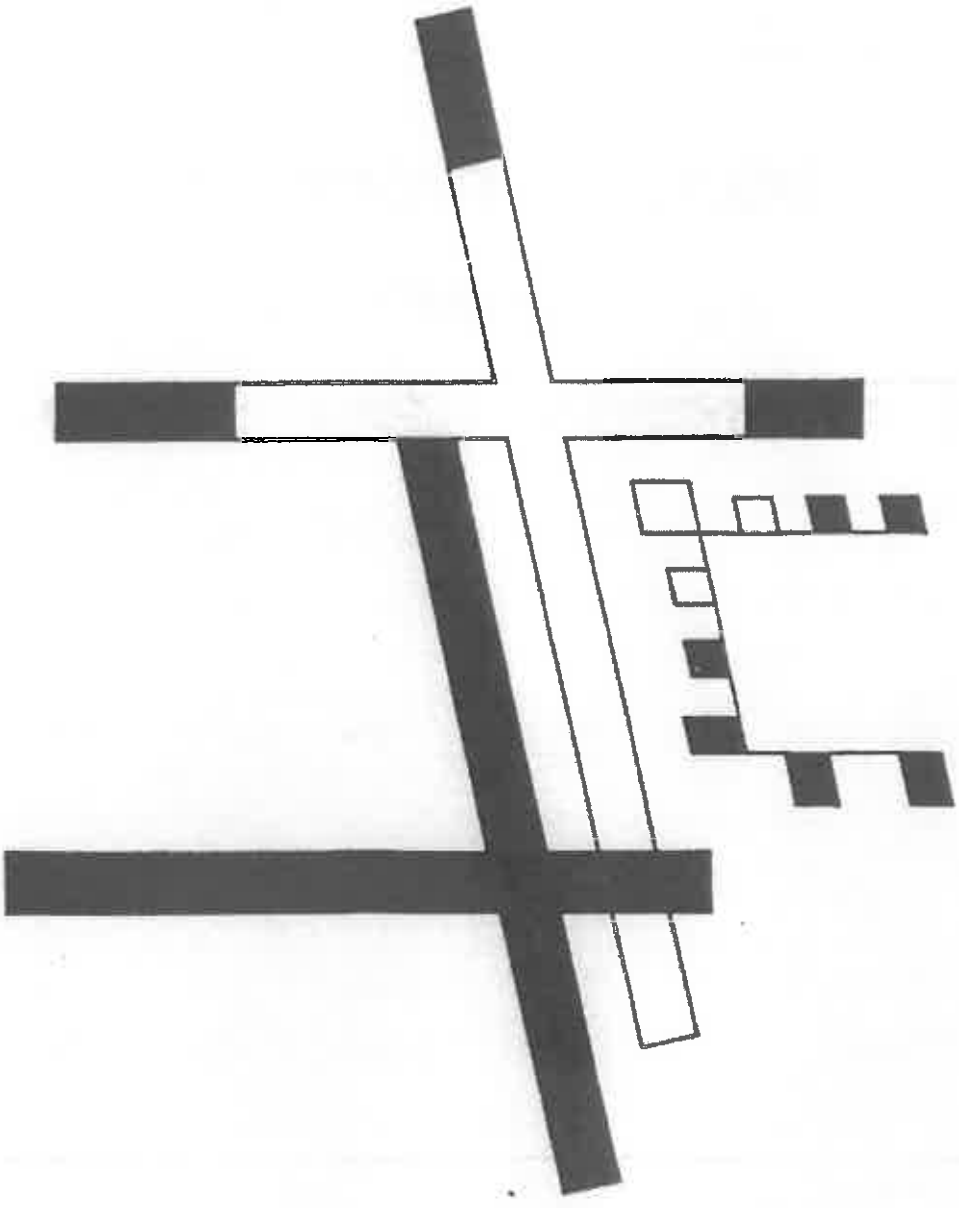
Melbourne Airport

Federal Airports Corporation

MELBOURNE AIRPORT STRATEGY

DRAFT

ENVIRONMENTAL IMPACT STATEMENT



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DRAFT ENVIRONMENTAL IMPACT STATEMENT
SUMMARY

This draft environmental impact statement was prepared for the Federal Airports Corporation to identify possible environmental impacts associated with adoption of the recently formulated Melbourne Airport Strategy (MAS). The strategy is designed to ensure effective on going development for the airport in a manner consistent and compatible with the landuse pattern in the surrounding area.

The MAS has taken account of those environmental issues thought to have potential impacts that, if not dealt with carefully, could limit achievement of these objectives.

The MAS is the product of the Joint Airport Planning Team, a composite of members of the Federal Airports Corporation and Victorian State planning agencies.

The Melbourne Airport Strategy, prepared by the Joint Airport Planning Team is composed of four ongoing planning strategies that align future airport and regional developments to projected airport use.

The strategy includes a Runway Strategy that deals with the development of present and future runways; a Landside Strategy that reviews other on-site improvements such as terminals, freight facilities and expected private sector growth in aircraft maintenance industries; a Surface Access Strategy responsible for travel to and away from the airport at each phase of development and lastly, a Land Use Strategy that evaluates the land use patterns to ensure that airport development has minimal impacts upon existing or future land use. All four strategies are integrated into one overall strategy.

Time intervals used for each strategy revolve around ultimate capacities for each additional runway, landside facility or surface access improvement. The time interval from the present to about the year 2010 identified expected upgrading needed to existing runways. After 2010, a second wide-spaced eastwest runway is seen as necessary to maintain the airports growth and, near the year 2030 a second close-spaced northsouth runway is envisaged. This final step is expected to achieve the airport's final optimum capacity in or about the year 2050.

FOREWORD

This draft Environmental Impact Statement is an assessment of those environmental issues identified in the Melbourne Airport Strategy. It contains a summary of the major elements of the strategy.

The Melbourne Airport Strategy is presented in Appendix 8 of this document and has been issued as a separate volume.

Private and public sector development over the period of the strategy's effectiveness was analysed against the regional background of social and economic expectations and community values. This EIS analysis identifies a list of criteria needed to construct a proposed Environmental Interaction Matrix. This Matrix is designed to be used during the periods of public consultation of this draft EIS. In turn, the public consultation process will provide an opportunity for the community to discuss issues of noise, land use planning, economic expectations and likely changes to the physical and biological environments.

The chief aim of this EIS is to offer the community, both local and regional, an assessment of the Melbourne Airport Strategy so as to tie all known aspects of an ongoing development of runways, infrastructures, transport and travel to those social and economic expectations of the regional population. The MAS has identified the relevant environmental issues and has planned future development, in a comprehensive and sensitive manner, to minimise the few potentially significant environmental impacts to their lowest levels. Thus, when the need for improved airport facilities is established, the ground work will have already been laid for any environmental assessment so as to proceed quickly and efficiently. The Melbourne Airport Strategy should ensure that community held environmental standards for the airport and its region are maintained and where possible improved.

This environmental impact statement for the MAS is essentially an assessment of a strategic plan and not, as is normal, an assessment of a specific development. It examines the physical, social, economic and biological aspects identified as being potentially impacted by the various development options discussed in the MAS.

In brief, this EIS examines the issues to do with regional landform characteristics and finds the site's basalt plain suitable for further airport development. Soils and sub-surface geology also show no significant adverse impacts resulting from increased development of the airport, although erosion prevention work will need to be applied.

Examination of surface and groundwater flows equally demonstrated no significant impacts from the MAS implementation. Care will be needed to control expected increases in surface runoff because of its potential to cause minor flooding in the neighbouring river catchment.

Impacts on local micro climates and the flora and fauna that are presently found in or near the airport site, due to the implementation of the Melbourne Airport Strategy, are estimated to be minor due to the area's long history of agricultural use. The ecological communities of heavily vegetated creek fringes, grassy open paddocks and regional parks and reserves should suffer no serious effects from any aspect of the airport development as detailed in the MAS. The region has been preliminary reviewed for degrees of naturalness and vigour to ascertain how the communities would respond to changes suggested by the strategy. Species-rich communities such as the creek fringes and Gellibrand Hill Park to the northeast of the airport were assessed as likely to show no significant impacts. The Grey Box tree population that is situated at the northwest edge of the airport would suffer a major decline in abundance in or after the year 2030 as a consequence of runway development. By this time it is expected that new stands, grown from the collected seed of these parent trees, would be well established at the airport site itself and at other sites regionally.

Historical aspects were examined in light of pre-European settlement, cultural heritage and basic aesthetic values established and held by the present residents of the region. All these aspects, once assessed, were seen to generate little environmental concern.

Special attention was given to the acoustic qualities of the airport site with the express purpose of establishing current and future sound levels expected to arise from the implementation of the MAS. The preferred option has minimal impact on the surrounding community and with the introduction of newer quieter aircraft there should be a steady reduction in noise, despite increasing aircraft movements for many years.

Noise contours were used extensively to assist in establishing the configuration and sequence of future runways.

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