

Chapter B12

Landscape and Visual



Summary of key findings:

Melbourne Airport has been operating since the early 1970s, so is well established within the landscape. The proposed development of Melbourne Airport's Third Runway (M3R) is generally consistent with the airport planning framework contemplated by the Commonwealth Government's 1990 Environmental Impact Statement. The community has been informed of proposed developments and impacts through subsequent statutory Master Plans that have been approved since 1997.

Construction of M3R has the potential to impact the site's landscape values due to the removal of vegetation, and earthworks that will alter the landform.

The visual impacts caused by earthworks and the removal of part of the Grey Box Woodland would be permanent; however, the visual impacts caused by other construction activity will be short term. These impacts will be seen in the context of the existing airport and are unlikely to be significant.

When M3R becomes operational, there will be a moderate impact on views from rural landscapes due to vistas being opened to M3R and existing areas of the airport.