

Chapter B2

Land Use and Planning



Summary of key findings:

The majority of works associated with Melbourne Airport's Third Runway (M3R) will occur within the existing Melbourne Airport boundary.

M3R is consistent with the long-term (four runway) development concept plan in the airport's current approved Master Plan 2018. However, M3R represents a substantial and fundamental change to the orientation of the planned third runway reflected in Master Plan 2018. APAM is therefore updating the Master Plan for Melbourne Airport, in conjunction with M3R, to reflect the changed orientation of the third runway.

M3R will be entirely consistent with 'Master Plan 2022 (Proposed)' which reflects the changed orientation of the planned third runway. Master Plan 2022 will include a new Australian Noise Exposure Forecast (ANEF) for the airport. The approval of Master Plan 2022 will occur first, and consideration of approval of the M3R MDP will follow. This is because the M3R MDP cannot be approved while the current Master Plan 2018 is applicable.

Limited works may be undertaken outside airport land to provide connections with existing transport and utility networks. These works will be subject to separate planning assessment processes in accordance with requirements of the relevant local planning scheme.

M3R is consistent with, and will support, state and local planning policy.

The Melbourne Airport Environs Overlay (MAEO) applies planning controls for land use and development proposals within the boundary of the overlay to protect against incompatible development and land use. The current MAEO is based on the 2018 ANEF contours.

This MDP includes a 'M3R 2046 Composite ANEC' for the two existing runways and the planned third runway. This ANEC will form part of the new ANEF in Master Plan 2022.

The M3R 2046 Composite ANEC has been compared to the current MAEO. This provides an indication of those areas that may be impacted by M3R in terms of changed land use restrictions based on the M3R 2046 Composite ANEC.

The M3R 2046 Composite ANEC may result in some variations to the existing MAEO north and south of the airport. However, the formalisation of any such changes to the MAEO (via a Planning Scheme Amendment) is a separate process undertaken by the Victorian Minister for Planning.

The Melbourne Airport Environs Safeguarding Standing Advisory Committee (MAESSAC) is currently reviewing the planning policies and controls relating to the safeguarding of Melbourne Airport.