

Melbourne Airport Environs Safeguarding Standing Advisory Committee

Guide for submissions made under Part B

Melbourne Airport Environs Safeguarding Standing Advisory Committee (the Advisory Committee)

The Advisory Committee provides advice to the Minister for Planning to ensure the planning system protects Melbourne Airport's curfew-free operation.

The Minister has asked the Committee to:

- advise on improvements to the planning provisions safeguarding Melbourne Airport and its environs.
- consider:
 - the Planning Policy Framework, zones, overlays and any other related planning provisions
 - relevant guidance material and any complementary safeguarding tools and processes.

The Committee may provide advice on improvements to planning provisions, relevant guidance material and on any complementary safeguarding tools and processes that may help safeguard other airport environs in Victoria in addition to Melbourne Airport.

What matters are invited in submissions?

Submissions to the Advisory Committee Part B are invited on matters outlined in the Committee's Terms of Reference and may include the following issues.

The Planning Policy Framework (PPF), zones, overlays and other planning provisions relating to safeguarding Melbourne Airport.

- Whether the airport and other state PPF objectives are balanced appropriately.

- The effectiveness of the declared Melbourne Airport Environs Area and the Melbourne Airport Environs Strategy Plan 2003, including their use in planning decisions, any changes to the Area's extent and timing for review.

This includes whether the Melbourne Airport Environs Area could be shown and applied in planning schemes, for example, to enable notification of planning proposals to the airport operator.

- Whether green wedge provisions should include specific reference to protection of airport operations.
- The Melbourne Airport Environs Overlay:
 - How the Melbourne Airport Environs Overlay (MAEO) operates currently and how it and other related planning provisions and processes could be improved, to ensure the ongoing safeguarding of the airport's operations and environs.
 - The effectiveness of the density provisions, including minimum lot sizes and any changes to the land uses managed in the MAEO.
 - Whether exemptions should be provided for certain uses and development.
 - The Committee will not consider the extent of the MAEO.

The National Airports Safeguarding Framework (Guidelines A-I) and how the framework may be further implemented in Victoria's planning system.

- The inclusion of operational safety and efficiency requirements, other than aircraft

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noise, in the MAEO and/or other planning provisions, for such issues as:

- protected airspace
 - public safety areas
 - building restricted areas
 - wildlife strike
 - lighting/pilot distraction
 - windshear and turbulence.
- Any improvements to the existing state provisions and guidance for heliports and wind farms.

Other mechanisms.

- Other complementary tools, improvements and processes that may help to safeguard the environs of Melbourne Airport, and other, including non-federally leased, Victorian airports.
- The preparation and sequencing of master plans.

The role of the relevant federal regulator (department and agencies) and airport operator.

- Opportunities for improvements to the planning application and consideration process between the state and the Commonwealth, and its airport leaseholders.
- Processes to ensure early engagement with airport operators and regulators/agencies in strategic planning, such as the development of precinct structure plans, and on proposals enabling sensitive use and development near airports and within critical operational airspace.

Guidance material and complementary tools.

- Issues and opportunities associated with practice notes and advisory notes.
- The role and function of any complementary documents or tools in safeguarding and planning, including:

- standard planning permit conditions addressing safeguarding;
 - agreements on title to identify amenity or other impacts.
 - opportunities from emerging technology in the safeguarding framework.
- Any other airport safeguarding matters and opportunities for improvement raised by the Melbourne Airport Community Aviation Consultation Group, broader community, the operator of Melbourne Airport, other federally-leased or regional airport operators, regulatory agencies, interest groups, relevant councils and planning authorities.

What is the Committee not investigating?

The following matters are not part of the Advisory Committee's Terms of Reference. Submissions are not sought on, and the Advisory Committee will not investigate or consider:

- Changes to the extent of the MAEO.
- The application of any aircraft noise metric other than the Australian Noise Exposure Forecast (ANEF) through the MAEO.
- Any decision in relation to future runways at Melbourne Airport.
- Any decision in relation to aviation or airport operations.
- Financial compensation to property owners or occupants.

Availability of submissions

All submissions are to be collected by the office of Planning Panels Victoria (PPV) in accordance with the 'Guide to Privacy at PPV'.

Petitions and pro-forma letters will be treated as single submissions and only the first name to appear on the first page of the submission will receive correspondence in relation to Committee matters.

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PPV will maintain a webpage of information about the Committee process, including details on how to make a submission.

Where can I find more information?

Department of Environment, Land, Water and Planning website – Airports and planning:

<https://www.planning.vic.gov.au/policy-and-strategy/airports-and-planning>

Department of Infrastructure, Transport, Cities and Regional Development website – The National Airports Safeguarding Framework:

https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/index.aspx

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