# Melbourne Airport
## mixed use development

Part A - Major Development Plan
July 2007

MELBOURNE AIRPORT

# contents

# 1 Summary

Melbourne Airport consulted with various stakeholders during the preparation of the preliminary draft major development plan

The proposal involves the development of approximately 48,000 square metres of restricted retailing, convenience retailing and other uses on a site of approximately 12.5 hectares, plus associated car parking and traffic works, landscaping, signage and servicing works.

In accordance with the *Airports Act 1996*, a Major Development Plan (MDP) must be prepared where a major airport development is proposed. Section 89 of the Act defines a major airport development as, among other things:

- constructing a new building, where:
  - the building is not wholly or principally for use as a passenger terminal; and
  - the cost of construction exceeds $10 million or such higher amount as is prescribed.

As the proposed development will exceed $10 million, Melbourne Airport is required to prepare an MDP. Please note the MDP was prepared prior to the Airports Amendment Act 2007 coming into effect. Section 91 of the Act defines the contents of a major development plan.

This Major Development Plan was approved by the Federal Minister for Transport & Regional Services on 11 July 2007 with conditions outlined in Appendix 10.

The site is strategically located to capture benefits from its direct connection with Melbourne's arterial road network. The site is highly visible from Tullamarine Freeway.

Bus stop facilities have been incorporated into the design of the development to integrate the site with the Principal Public Transport Network. The site is also adjacent to the proposed rail link alignment which will connect the airport with the City.

Bicycle facilities for visitors and staff are incorporated into the design.

The development will provide for sufficient on-site car parking to cater for the expected demand generated by all uses on the site. A traffic engineering assessment of the development has confirmed that the existing and proposed road network will accommodate the additional traffic to be generated without significant impact on the functionality of the local transport system or surrounding areas.

A preliminary servicing investigation has been undertaken to confirm the availability and capacity of infrastructure to accommodate the proposed development. There are no significant servicing limitations in relation to water, gas, electricity, sewer, drainage and telecommunications.

An assessment of the economic impact of the proposed development has been completed. The assessment concluded that the development would deliver a net community benefit to outer north-western Melbourne. The positive aspects of substantial new employment, increased convenience and more choice outweigh the assessed relatively minor impacts on the trading levels of existing and planned bulky goods retailers, supermarket and specialty shops within the catchment area.

The potential operational impacts of the proposed development and the mitigation and management of any adverse impacts have been assessed. There are no likely environmental impacts as a result of the development.

The development will have no impacts on the operations of the airport given:

- Appropriate landscaping is proposed which will not attract birds.
- The proposed height of the development is below the permitted maximum.
- The development will be appropriately constructed to alleviate potential noise impacts from aircraft.

Melbourne Airport consulted with various stakeholders during the preparation of the preliminary draft major development plan to ensure that relevant issues were identified and considered in planning for the proposed development.

# 2 Introduction

## 2.1 Overview

Melbourne Airport is a major contributor to the growth of Victoria's economy through tourism, air freight and business development. Melbourne Airport is the second busiest airport in Australia for passengers and provides the main aviation hub for the southern part of the continent. The Airport is located 22 kilometres north-west of the CBD, and is considered by some to be Victoria's most strategic asset. Since opening in 1970, Melbourne Airport has undergone substantial expansion and has the capacity to respond further to significant development opportunities and community demands.

The Melbourne Airport Master Plan 2003 provides a 20 year framework for development. The Plan includes a conceptual plan for the ultimate development of the airport site. The development proposal site is identified as suitable for commercial development in the ultimate development plan.

Melbourne Airport is a major contributor to the growth of Victoria's economy through tourism, air freight and business development and is the second busiest airport in Australia for passengers

## 2.2 Proponent details

Australia Pacific Airports Melbourne (APAM) is an Airport Lessee Company pursuant to the Commonwealth Airports Act.

Pursuant to the Airports Act, the Federal Minister for Transport and Regional Services is responsible for all decisions regarding the use and development of airport land where approval is required.

The proposed retail precinct is located wholly within Melbourne Airport, and therefore Commonwealth land.

## 2.3 Objectives of the proposal

Melbourne Airport has around 350 hectares of land already zoned and available for development. With potential exposure to over 20 million passengers[1] per year and close proximity to the city and major freeways, the airport provides unique development opportunities.

[1] Australia Pacific Airports Corporation Annual Report, Ready for the Future 2005

These opportunities have been acknowledged in the Melbourne Airport Master Plan, which was approved by the Federal Minister for Transport and Regional Services in September 2003. The Master Plan provides the planning context for any proposed developments on airport land.

The Master plan identifies areas of airport land, including the subject site, as suitable for business and industrial development. The introduction of land uses which complement the Airport's role will assist in facilitating the delivery of the Airport's ultimate development plan.

Currently, there are limited retail facilities available in the vicinity of the Airport to service the needs of the large population living in, working in and visiting the airport and surrounds every day.

Basic services, including a supermarket and child care, are lacking in the area surrounding the Airport. In order for the Airport to remain attractive to new businesses, the area must be attractive for employees. The proposed development will fill a gap in a currently untapped market. This is consistent with the global trend of airports which have seen complementary retail and personal services established to serve the daily needs of visitors and airport workers, or for businesses located in and around airports.

# 3 The Proposal

## 3.1 The site and surrounds

Melbourne Airport is located some 22 kilometres north-west of Melbourne's Central Business District. Currently, the main arterial route to the Airport is the Tullamarine Freeway. Melbourne Airport recently constructed a second freeway exit into the airport, called Mercer Drive.

It is proposed to develop the site with approximately 48,000 square metres of floor area within a complex of freestanding buildings


Figure 1: Location of Melbourne Airport

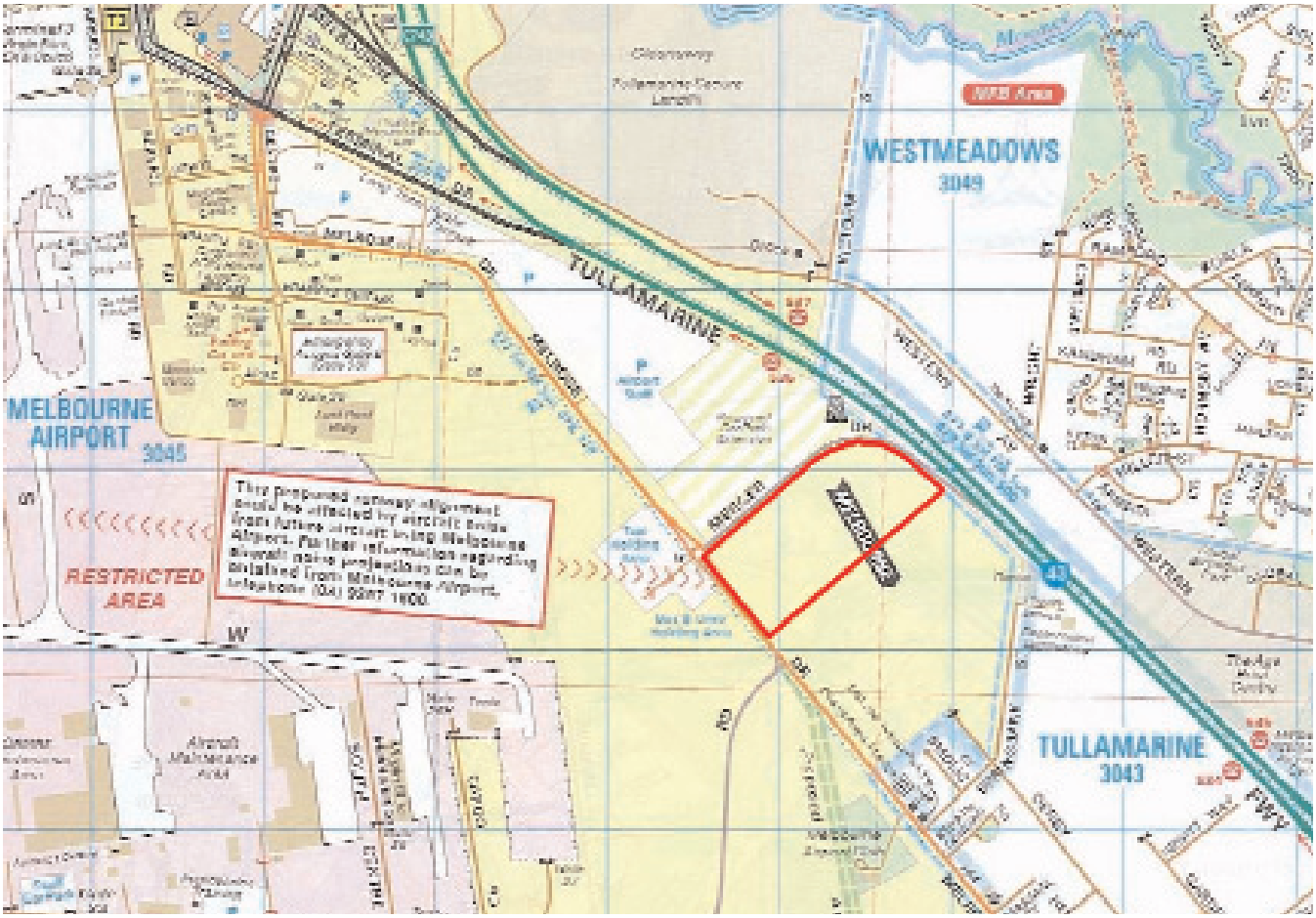


Figure 2: Location of subject site

The subject site has an area of approximately 12.5 hectares and is bound by the Tullamarine Freeway to the north, Mercer Drive to the west and Melrose Drive to the south. Springbank Road is the eastern boundary of a larger parcel of land, of which the subject site comprises approximately half. The site is currently vacant.

The subject site is approximately 2km from the future east - west runway, which is not anticipated for construction for at least 20 years. Surrounding land uses include the Melbourne Airport Long Term Car Park to the west and the taxi holding area to the south.

## 3.2 The proposed development

It is proposed to develop the site with approximately 48,000 square metres of floor area within a complex of freestanding buildings. The buildings will house a range of uses as set out in Table 1 below. A set of proposed development plans is included at Appendices 2 and 3.

| Building | Building Size | Anticipated use(s) | Use Size |
|---|---|---|---|
| A | 4,700sqm | A1 first floor - Fitness Centre<br>A1 ground floor - Child Care<br>A2 - Retail | 1,450sqm<br>1,450sqm<br>1,800sqm |
| B | 2,600sqm | Supermarket | 2,600sqm |
| C | 2,450sqm | Retail | 2,450sqm |
| D | 8,000sqm | Bulky Goods Retail | 8,000sqm |
| E | 3,150sqm | Bulky Goods Retail | 3,150sqm |
| F | 7,050sqm | Bulky Goods Retail | 7,050sqm |
| G | 1,150sqm | Café | 1,150sqm |
| H | 3,500sqm | Bulky Goods Retail | 3,500sqm |
| J | 9,000sqm | Trade Supplies | 9,000sqm |
| K | 2,450sqm | Tavern | 2,450sqm |
| L | 2,000sqm | Bulky Goods Retail | 2,000sqm |
| M | 1,900sqm | Petrol Service Station | 1,900sqm |
| | | **Total** | **47,950sqm** |

Table 1 – Proposed buildings and uses (indicative)

## 3.3 Landscaping and site planning

High quality landscaping is provided throughout the site, with particular focus to the inclusion of canopy trees along primary accessways into and around the site. The proposed landscaping theme is included on the development plans at Appendix 2. Landscaping shall be of a standard to comply with Melbourne Airport's landscape guidelines, entitled 'Urban Landscape Plantings'. Watering of landscaping is proposed from on-site rainwater tanks.

Clearly identifiable pedestrian routes are provided throughout the development.

## 3.4 Building materials

The materials and finishes proposed for the development are as follows:

### Main Building Walls

- A mixture of reinforced concrete panels and other walls to have a steel framed structure with compressed FC panels, texture painted finish.
- Various screen walls with steel framing and timber infill.
- Steel framed awnings with Alucobond finish to the front fascias.

### Shopfronts

- Aluminium framed with safety glazing.

### Footpaths

- A mixture of exposed aggregate and infill paving.

### Roof

- Metal sheeting with a colorbond finish.

## 3.5 Signage

The identification of the site from the Freeway, and the speed at which the site is viewed, was an important consideration in designing both the development as a whole and the proposed signage.

When vehicles are travelling along the Tullamarine Freeway, the site is initially viewed at the Mercer Drive exit. Given the speed at which vehicles are travelling when exiting the freeway, only limited glimpses of the site are available to begin with, with views increasing as vehicles slow down. The movement of vehicles around the slip lane has been reflected in the orientation and placement of the vertical blades. The vertical blades to the east have been located vertically and very close together. As vehicles slow down around the corner of the slip lane the blades are spaced further apart and on a slight angle. Blades increase their slope, as if falling down, the further along the slip lane vehicles move.

These vertical blades incorporate signage elements, drawing a connection with the large-scale artwork associated with the freeways of Melbourne. Small glimpses of signage are available when initially exiting the freeway, with signage showing glimpses of what the site may contain. The signage will transform with the vertical blades further around the slip lane to containing larger, actual building signage, identifying each particular tenant.

The proposed signage and its consistency with the City of Hume Planning Scheme is discussed at Section 4.2 of this report.

## 3.6 External Lighting

External security lighting and car park lighting will be down-lit from the horizontal with appropriate shading to provide a glare-free environment.

## 3.7 Noise

The development proposed on this land is not expected to have an impact on the noise exposure levels at the airport. With all operations being undertaken inside the new development, there will be no significant noise generated from the premises other than the normal levels associated with loading and unloading of heavy vehicles.

Additional noise associated with vehicle movement on the site from both road vehicles and those used for loading is not considered significant enough to affect noise exposure levels at the Airport.

The site is located between the 20 and 25, and 25 and 30 Ultimate Capacity ANEF contour. Australian Standard 2021 – 2000 (Acoustics-Aircraft noise intrusion-Building siting and construction) states that a commercial building is an acceptable land use for an area lying below the 25 ANEF contour, and conditional for an area lying below the 30 ANEF contour.

All proposed building areas, including the child care facility, will be assessed for acoustic attenuation against the indoor design sound levels specified in AS2021 – 2000 Table 3.3 and appropriate noise insulation will be installed where required. The noise contours have been included at Appendix 2. This plan indicates that the child care facility is located within the 20 – 25 ANEF contour and is therefore considered an acceptable land use in accordance with AS2021-2000, subject to appropriate acoustic treatment. The acceptability of outdoor spaces is not covered by AS2021-2000. However, given that most activities associated with this development are conducted indoor, the impact of aircraft noise on outdoor areas is not considered significant.

# 4 Statutory Context

## 4.1 The Major Development Plan process

In accordance with the Airports Act, a major development plan must be prepared where a major airport development is proposed. Section 89 of the Act defines a major airport development as, among other things:

- constructing a new building, where:
  - the building is not wholly or principally for use as a passenger terminal; and
  - the cost of construction exceeds $10 million or such higher amount as is prescribed.

As the proposed development will exceed $10 million, Melbourne Airport is required to prepare an MDP. Section 91 of the Act defines the contents of a major development plan.

## 4.2 Consistency of proposal with the Melbourne Airport Master Plan

The current Melbourne Airport Master Plan was approved by the Federal Minister for Transport and Regional Services on 7 September 2003. The Master Plan provides a 20 year planning framework for Melbourne Airport.

The Master Plan acknowledges the significant development opportunities available at the Airport. The proposal will assist in delivering the Ultimate Airport Development Concept (Figure 1.2 in the Master Plan), which identifies the site as land available for 'business and industry'.

The proposal is designed to complement and enhance further business development at the Airport, and is consistent with one of the Master Plan's principal objectives to provide leadership in enhancing the whole of airport experience.

Melbourne Airport serves the broader metropolitan area. The proposal will provide convenience retailing to the large workforce population of the Airport and provide access to restricted retailing which, by nature, requires large areas of land, to a large population working, visiting and living around the airport environs. The proposal will further encourage economic activity on land surrounding the development site.

The proposal will assist in delivering the Ultimate Airport Development Concept which identifies the site as land available for 'business and industry'

Although the Airport is located within the City of Hume, development on airport land is governed by the Airports Act, rather than local or state planning regulations. Notwithstanding this, Section 91(4) of the Airports Act specifies that:

*'a major development plan, or a draft of such a plan, must address the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the airport is located'.*

The Major Development Plan (MDP) approval process is in some ways similar to a planning permit approval process pursuant to the *Planning and Environment Act 1987*. For example: the extent of information provided; consultation with stakeholders and opportunity for public advertising and submissions.

The Melbourne Airport Master Plan denotes particular land zonings based on that used in the Victoria Planning Provisions. The subject site is noted as being within a 'Business 2 Zone'. The Business 2 Zone, pursuant to Clause 34.02 of the Victoria Planning Provisions, provides for a range of commercial and retail uses.

| **Section 1 Use Permit not required** | **Section 2 Use Permit required** | **Section 3 Use Prohibited** |
|---|---|---|
| • Apiculture<br>• Caretaker's House<br>• Carnival<br>• Circus<br>• Home Occupation<br>• Informal Outdoor recreation<br>• Mineral exploration<br>• Mining<br>• Minor utility installation<br>• Natural systems<br>• Office<br>• Postal agency<br>• Railway<br>• Road<br>• Search for stone<br>• Telecommunications facility<br>• Tramway | • Accommodation (other than Caretaker's house or Corrective institution)<br>• Adult sex bookshop<br>• Agriculture (other than Apiculture and Intensive animal husbandry)<br>• Industry<br>• Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)<br>• Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)<br>• Place of assembly (other than Carnival or Circus)<br>• Retail premises (other than Postal agency, Shop, and Timber yard)<br>• Shop (other than Adult sex bookshop)<br>• Utililty installation (other than minor utility installation and telecommunications facility)<br>• Warehouse<br>• Any other use not in section 1 or 3 | • Corrective institution<br>• Extractive industry<br>• Intensive animal husbandry<br>• Major sports and recreation facility<br>• Motor racing track<br>• Timber yard |

Table 2 –Business 2 Zone – schedule of uses summary

Table 2 (previous page) provides a summary of uses as per the Business 2 Zone, and categorises them as 'permit not required'; 'permit required'; or 'prohibited'.

The mix of uses proposed for the site are consistent with the Business 2 Zone and the Melbourne Airport Master Plan 2003.

Melbourne Airport has been identified as a 'Specialised Activity Centre' in the Activity Centres and Principal Public Transport Network Plan (2003), an incorporated document at Clause 81.01 of the Hume Planning Scheme. It is strategic policy at Clause 12 of the Scheme that Activity Centres be developed in a way that encourages economic activity and business synergies. Specifically, it is strategic policy that specialised activity centres encourage complementary mixed uses that do not compete with nearby Principal or Major Activity Centres or inhibit the centre's specialised role.

The economic impact assessment noted that the impact of the development on nearby activity centres was well below the generally accepted level. The proposed development will support the continued growth in the airports primary function.

The City of Hume's Municipal Strategic Statement (MSS), a section of their Planning Scheme, notes the direct economic benefits the Airport has for the Municipality. The Airport not only provides air passenger and freight services to Victoria, it provides significant employment for Hume residents and associated economic activity including accommodation, storage and transport industries and other industries that rely upon air freight services, many of which choose to locate close to the airport.

The MSS recognises that a large supply of undeveloped land suitable for industrial and business use is available within the Airport boundaries and lists this as an opportunity for the municipality.

The proposal will further enhance the significant employment role the Airport plays within the municipality and provide a net community benefit to north-western Melbourne. The proposal provides a high quality façade to the Tullamarine Freeway, utilising landscaping, setbacks, signage and lighting to provide a positive contribution to the visual amenity from the freeway.

An Advertising Signs Local Policy is included at Clause 22.09 of the Hume Planning Scheme. One of the objectives of this Policy is to 'encourage the display of signs based on themes appropriate to the scale and character of the surrounding area'. The proposed signage around the site is well conceived and provides an artistic impression of Freeway Art in Melbourne. The signage is appropriate to both the scale of the development and its surrounds.

The proposed signage will be constructed in accordance with VicRoads requirements to ensure safety of motorists on the Tullamarine Freeway. (Clause 52.05-5 of the Hume Planning Scheme).

## 4.3 Development and building approval

The development will be designed in accordance with:

- the Building Code of Australia;
- the relevant laws of Victoria;
- the relevant standards approved by the Standards Association of Australia; and
- local Melbourne Airport product standards.

Following the Federal Minister for Transport & Regional Services approval of the Major Development Plan, other separate and independent approvals for construction of the facility will now be sought through:

1. The Airport Building Controller (ABC). The ABC exercises the power and functions prescribed by the Airport (Building control) Regulations 1996, made under Division 5 of the Airports Act.
2. Melbourne Airport will evaluate the proposed development to ensure that it is consistent with the approved Airport Master Plan, the Airport Environment Strategy and other more detailed land-use planning requirements. It will also ensure that it complies with Melbourne Airport's published Guidelines for Building Activity Consent.

The overall building activity approval process comprises:

- Airport Operator's consent granted by Melbourne Airport;
- Building Permit issued by the ABC;
- Permit to Commence Work issued by Melbourne Airport; and
- Certificate of Fitness, issued by the ABC upon completion of the works.

Approvals will be consistent with the Final Master Plan, the Final Environment Strategy and the Major Development Plan approved conditions.

The proposed facility will not emit any smoke, dust or other particulate matter, steam or gas into the prescribed airspace or constitute controlled activities in accordance with Section 182 of the Airports Act.

# 5 Traffic & Transport

A traffic and car parking report was prepared by GTA Traffic and Transport Consultants in June 2006. A summary of this report is included below.

The site is strategically located to capture benefits from its direct connection with Melbourne's arterial road network

## 5.1 Existing conditions

The surrounding road network includes the Tullamarine Freeway to the north, Melrose Drive to the south and Mercer Drive to the west. A number of road projects are also currently proposed within the immediate vicinity of the subject site, including:

- The duplication of Melrose Drive to the northwest of its intersection with Mercer Drive;
- The construction of a grade separated roadway connecting Melrose Drive to the Tullamarine Freeway for one-way (city-bound) traffic only; and
- The construction of the Airport Drive Extension connecting the Western Ring Road and Melrose Drive opposite the subject site.

## 5.2 Access arrangements

Primary vehicular access to the site is proposed via the construction of new intersections to Mercer Drive and Melrose Drive. These arrangements include the construction of a new roundabout on Mercer Drive which is proposed to facilitate access to the development (from the Tullamarine Freeway and Melrose Drive) and possible access to the adjacent Melbourne Airport Long Term Car Park.

These arrangements are consistent with the existing road network and the anticipated future road network.

## 5.3 Traffic generation

The development proposal is expected to generate approximately 1,354 and 1,965 new vehicle movements during the typical weekday afternoon and weekend lunchtime peak hours respectively, whilst the Melbourne Airport Long Term Car Park is expected to generate up to approximately 600 vehicle movements during the weekday afternoon peak hour following its expansion to accommodate 12,000 car spaces.

## 5.4 Traffic impact assessment

Current traffic volumes were utilised to extrapolate traffic volumes in the years 2008 and 2018 given that general traffic engineering practice advocates assessments of the surrounding road network under immediate post-development conditions (anticipated in 2008) and under a 10 year future timeframe. The existing Melrose Drive / Mercer Drive roundabout intersection (following the duplication of Melrose Drive to the northwest) can be expected to operate satisfactorily under Year 2018 conditions without any further intersection modifications.

This intersection is also expected to operate satisfactorily under Year 2018 conditions configured as a signalised intersection without vehicle queuing extending to the proposed Mercer Drive / Site Access roundabout, although it is noted that the signalisation of this intersection is not required in order to achieve access to the subject site but rather anticipated as part of the Airport Drive Extension project.

The proposed Mercer Drive / Site Access roundabout can also be expected to operate satisfactorily under Year 2018 conditions without vehicle queue lengths on the Mercer Drive north approach compromising the deceleration length from the Tullamarine Freeway. The proposed Melrose Drive / eastern site access unsignalised intersection (with the provision of short right turn lanes into and out of the site) can be expected to operate satisfactorily up to the year 2010. After this time, the addition of a short right turn lane from Link Road into Melrose Drive in 2010 is expected to create sufficient intersection capacity at this location such that the access point operates satisfactorily up to the year 2014; that is, up to the completion of the Airport Drive Extension.

## 5.5 Traffic impact assessment on Tullamarine Freeway

The impact of the proposed development on the operation of the northbound (towards Airport) and southbound (towards Melbourne CBD) lanes on the Tullamarine Freeway has been assessed as follows:

**Northbound Freeway Traffic:** Existing Tullamarine Freeway volumes have been sourced from the "Tullamarine Freeway – Traffic Operation Improvement Investigation" prepared by Traffix Group dated June 2006. This document identifies northbound peak volumes of 2,996 and 1,787 vehicles per hour during the weekday and weekend peak hour respectively.

Based on Austroads' Guide to Traffic Engineering Practice – Part 2: Roadway capacity, a two-lane freeway at 100km/h has a capacity of 2,000 vehicles per lane per hour. Application of this capacity to the two northbound lanes indicates that the Tullamarine Freeway northbound carriageway currently operates with a degree of saturation (DOS) of 0.75 and 0.45 during the weekday and weekend peak hours respectively.

On the basis of this assessment methodology and utilising the development generated traffic volume detailed within this report (less the nominated allowances for passer-by / multi-purpose trips), Table 3 has been prepared to show the anticipated impact of site generated traffic on the operation of the Tullamarine Freeway northbound carriageway under interim and ultimate access arrangements.

| Period | Access Arrangements | Anticipated Additional Site Generated Traffic (vph) [1] | Northbound Freeway Volume (vph) | DOS | LOS |
|---|---|---|---|---|---|
| Weekday Afternoon | Existing | n/a | 2,996 | 0.75 | D |
| | Interim | 338 | 3,334 | 0.83 (+0.08) | D |
| | Ultimate | 203 | 3,199 | 0.80 (+0.05) | D |
| Saturday Lunchtime | Existing | n/a | 1,787 | 0.45 | B |
| | Interim | 491 | 2,278 | 0.57 (+0.12) | C |
| | Ultimate | 295 | 2,082 | 0.52 (+0.07) | C |

Table 3: Anticipated impact of site generated traffic on Tullamarine Freeway (Northbound)

Table 4 indicates that the Tullamarine Freeway southbound carriageway can be expected to experience a marginal increase in the degree of saturation under post-development conditions, particularly under 'ultimate' access arrangements. Similar to Table 3, this analysis also indicates that acceptable (or better) levels of service will be maintained following the development of the site.

Indeed, the analysis indicates that the level of service for the critical weekday peak period does not exceed level 'D', noting that this level of service represents acceptable operating conditions (as commonly documented in traffic engineering guidelines) while is also consistent with existing conditions on the freeway.

**Southbound Freeway Traffic:** As detailed within this report, the construction of the southbound onramp (i.e. the proposed fly-overbridge above the long-term car park) from Melrose Drive will allow traffic (including that generated by the proposal) to directly join southbound traffic on the freeway.

It is our understanding that the completion of this onramp is expected to coincide with the completion of the proposed development (i.e. approximately 2008-2010).

On this basis, Table 4 has been prepared to show the anticipated impact of the development generated traffic (less passer-by / multi-purpose trips) upon the southbound carriageway of the Tullamarine Freeway. To this end, this assessment does not specifically account for non-development generated traffic utilising the southbound onramp / flyover bridge (i.e. other non-development generated traffic that is attracted to this route).

It is further noted that assessment has been completed using the methodology presented above, southbound traffic volumes as sourced from the aforementioned Traffix Group report and the following assumptions regarding the distribution of traffic exiting the site and heading north on Melrose Drive:

- South-east (Towards City): 50%;
- North-west (Towards Airport): 25%; and
- North-west (Towards Sunbury): 25%.

| Period | Access Arrangements | Anticipated Additional Site Generated Traffic (vph) [1] | Southbound Freeway Volume (vph) | DOS | LOS |
|---|---|---|---|---|---|
| Weekday Afternoon | Existing | n/a | 2,551 | 0.64 | LOS C |
| | Interim | 176 | 2,727 | 0.68 (+0.04) | LOS D |
| | Ultimate | 143 | 2,694 | 0.67 (+0.03) | LOS C |
| Saturday Lunchtime | Existing | n/a | 1,787 | 0.55 | LOS C |
| | Interim | 253 | 2,444 | 0.61 (+0.06) | LOS C |
| | Ultimate | 204 | 2,395 | 0.59 (+0.04) | LOS C |

DOS – Degree of Saturation LOS- Level of Service
[1] As per the right turn volumes from Mercer Drive into Melrose Drive presented in Figures 4.3 to 4.6 (already discounted to allow for passer-by / multi-purpose trips) multiplied by proportion towards city (i.e. 50%).

Table 4: Anticipated impact of site generated traffic on Tullamarine Freeway (Southbound)

Table 4 indicates that the Tullamarine Freeway southbound carriageway can be expected to experience a marginal increase in the degree of saturation under post-development conditions, particularly under 'ultimate' access arrangements. Similar to Table 3, this analysis also indicates that acceptable (or better) levels of service will be maintained following the development of the site.

## 5.6 Car parking assessment

Analysis undertaken using empirical car parking rates based on the anticipated uses at the site as set out at Table 1 indicates that the proposed car parking provision of 1,240 car spaces will easily accommodate the peak parking demands likely to be generated.

## 5.7 Loading

Loading will occur at the rear of all buildings via a perimeter service road. The loading bays and internal road network have been designed to accommodate vehicles of a size up to and including 19.0 metre semi-trailers.

## 5.8 Public transport, pedestrians & cyclists

A bus stop is proposed immediately east of the Mercer Drive / Site Access roundabout. Several existing bus routes pass along Melrose Drive. Dependent on future demand, these routes may be able to pass through the development site, subject to state government approval.

Sufficient bicycle parking spaces will be provided as part of the development. Bicycle access to the development will be available along existing on street bicycle lanes on Melrose Drive. The lanes commence approximately 140 metres south of the intersection with Link Road and extend to the Mickleham Road intersection and beyond. The majority of Melrose Drive leading up to the site which does not currently have on street bicycle lanes marked is in the ownership of the City of Hume. Melbourne Airport will liaise with the City of Hume to have lanes marked up to the Airport boundary. The remaining section leading to the site will be provided by Melbourne Airport.

A pedestrian link from the site to residential properties to the east of the site will be provided via a new footpath along Melrose Drive.

# 6 Economic Impact

The development will deliver a net community benefit to outer north-western Melbourne

## 6.1 Overview

An assessment of the economic impact associated with the proposed development has been completed by Deep End Services.

The assessment was based on the following:

- The proposal is to be developed on a 12.5 hectare vacant site located south of Mercer Drive and east of Melrose Drive at the southern approach to Melbourne Airport.
- The proposal is to be developed as a complex of freestanding buildings comprising a total of 47,950 square metres gross leasable area and supported by 1,240 car spaces. Access to the centre's car parks will be provided from both Mercer Drive and Melrose Drive.
- A range of facilities are to be provided at the development including:
  - Bulky goods (almost ¾ of total floorspace)
  - Supermarket
  - Specialty retail
  - Non-retail uses (tavern, service station, child care and gym).
- Subject to receiving development approval, the first facilities could be open for business by March 2008, with subsequent construction occurring over the following four years.
- The development will serve the needs of both local residents and also non-traditional customers comprising:
  - An equivalent of 57,000 passengers per day used MelbourneAirport for travel in 2004/2005. It is forecast that passenger movements will grow at an average rate of up to 4.8% per annum over the coming years.
  - 5 million people park their cars at the airport every year as a passenger or to meet and greet passengers.
  - Up to 5,000 taxis access the airport every day of the year.
  - Over 11,000 employees work at Melbourne Airport.
  - A further 1,500 staff are employed at various businesses within the Mebourne Airport Business Park; a precinct which is rapidly expanding.
  - Almost 2,000 businesses employing more than 40,000 staff are located within 5 km of the airport.

## 6.2 Catchment area analysis

The catchment area of any major retail facility is determined by a range of factors such as:

- the quality, and range, of retail tenancies on offer within the facility;
- the presence of geographical and man-made barriers;
- location of competitive retail facilities; and
- the provision of transport and parking facilities.

The catchment area of the proposed development comprises a primary sector and three secondary sectors. The primary sector is contained within 10 km of the site and comprises suburbs such as Tullamarine, Gladstone Park and Greenvale. The secondary north sector extends 10-40 km from the site and includes Sunbury and Gisborne, the secondary east extends 3-13 km and includes Meadow Heights and Broadmeadows while the secondary south sector extends 4-8 km and includes Airport West and Niddrie.

The demographic profile of the catchment area reflects the outer suburban positioning of the development with key characteristics being a young age profile, lower than average income levels, large numbers of home buyers, a predominance of families with children and high motor vehicle ownership levels.

Population growth of 1.9% per annum between 2001 and 2005 resulted in the catchment area containing 244,858 residents at June 2005. It is forecast that growth will continue at an average healthy rate of 1.2% per annum and that the catchment area population will reach 269,664 by June 2013.

Spending on bulky goods by catchment area residents is forecast to grow from $567.4 million in 2005/06 to $688.6 million in 2008/09 and then to $867.2 million in 2012/13. This is a large spending market and one that is forecast to grow at an average rate of 6.2% per annum between 2005/06 and 2012/13.

Spending on edible supermarket goods (ESGs) by residents of the primary catchment area – the most relevant sector for a supermarket in the proposed development – is estimated to be $154.2 million in 2005/06. During the outlook period it is forecast that the ESG spending market will grow at an average rate of 6.2% per annum to reach $235.4 million in 2012/13.

## 6.3 Competitive environment

There is currently an estimated 104,039 sqm of bulky goods floorspace located within the development site's catchment area, with only 3% of this floorspace located within the primary catchment area sector.

The opening of new homemaker centres at Essendon Airport and at Sunbury will increase bulky goods floorspace within the catchment area by 50,000 sqm during the next two years. However, the resulting catchment area floorspace provision ratio of 0.60 sqm per person in 2008/09 would still be well below the provision of 0.70 sqm per person observed in other metropolitan markets.

## 6.4 Need and economic impact assessment

Residents of the catchment area of the site are currently poorly provided with bulky goods facilities and must often travel to Highpoint or Northland to access large-scale facilities with a wide range of choice. Local supermarkets are generally small and/or of poor quality. The proposal would address both issues.

Users and employees at Melbourne Airport and the surrounding areas are also poorly provided for in terms of high-quality and modern retail facilities. The proposal would address this issue and also provide a range of convenient non-retail facilities such as a tavern, child care and gymnasium.

The number of jobs supported by the development of the proposed centre is summarised as follows:

| Category | Direct (FTE) | Indirect (FTE) | Total (FTE) |
|---|---|---|---|
| Ongoing jobs associated with new retailers and non-retail uses | 592 | 531 | 1,123 |
| Jobs supported during each of the three 12-month construction phases | 92 | 139 | 231 |

Table 5 number of jobs supported by the proposed development

Additional economic benefits accruing to the local economy from the development of the new centre could include reduced prices of bulky goods and supermarket items.

It is forecast that retailers located at the fully developed centre will record total sales of $169.7 million in 2012/13, allocated as follows:

- Bulky goods $131.9 million
- Supermarket $22.1 million
- Specialty retail $15.7 million.

Impacts on existing retailers due to the opening of the centre will be reduced due to the expected diverse nature of the centre's customer base (i.e. a mix of catchment area residents, non-catchment area residents, airport users, airport employees and employees of local businesses). The average forecast impact levels are as follows:

- 2008/09 Bulky goods -4%
- 2010/11 Supermarkets -5%
- 2012/13 Bulky goods -6%

## 6.5 Net community benefit

The proposed development would deliver a net community benefit to outer north-western Melbourne. The positive aspects of substantial new employment, increased convenience and more choice outweigh the assessed relatively minor impacts on the trading levels of existing and planned bulky goods retailers, supermarkets and specialty shops within the catchment area.

The assessed levels of impact are well below the generally accepted levels of -15% to -20% which are considered the minimum necessary to threaten the viability of a centre or a precinct.

# 7 Servicing

A preliminary servicing investigation has been undertaken to confirm the availability and capacity of infrastructure to accommodate the proposed development. There are no significant servicing limitations in relation to water, gas, electricity, sewer, drainage and telecommunications.

There are no significant servicing limitations

# 8 Environment Assessment and Management

## 8.1 Environmental Impact

Environmental management at Melbourne Airport is carried out in accordance with Melbourne Airport's approved Environment Strategy (AES). The current Environment Strategy was approved by the Minister for Transport and Regional Services in August 2003. The framework for environmental management is detailed in Chapter 5 of the AES and Chapter 7 outlines the processes and contents of Environmental Management Programs (EMPs). Melbourne Airport also has in place an Environmental Management System certified to the international standard ISO14001. All environmental impacts identified in the AES have been referred to during the assessment of this proposal and controls to manage the impacts assigned appropriately.

A summary of the relevant environmental legislative framework that may apply to the construction and operation of the proposed development is included at Appendix 4.

## 8.2 Assessment of existing site conditions

The approved Melbourne Airport Environment Strategy (AES) highlights areas within Melbourne Airport which are considered to have environmental significance status. These areas have been identified through consultation with the federal Department of Environment and Heritage, the State Department of Sustainability and Environment and studies conducted by Melbourne Airport.

The development site is not located within an area of significance identified in the Strategy.

### 8.2.1 Phase 1 environmental site assessment

A Phase 1 environmental site assessment was undertaken by the Melbourne Airport Environment Manager and the Airport Environment Officer (AEO) of a large area of land between Melrose Drive and the Tullamarine Freeway, which included the section of land proposed for this development. This preliminary assessment was undertaken on 3rd December 2002 to identify any potential issues in regard to soil contamination, cultural heritage or significant flora and fauna species. The only change in activity on the land since that time has been the construction of Mercer Drive which borders the proposed development site.

The development site is not located within an area of environmental significance identified in the Melbourne Airport Environment Strategy

Note that actions identified at the time of the assessment, such as the removal of discarded asbestos sheeting, have been undertaken. Due to the time lapse since the last Phase 1 environmental site assessment conducted in December 2002, a further Phase 1 environmental site assessment was undertaken in August 2006.

The 2002 and 2006 Phase 1 environmental site assessments for the proposed development are included at Appendix 5.

### 8.2.2 Cultural heritage

It was determined from the 2002 site inspection that there was limited existing information at the time as to the cultural heritage values associated with the area between Melrose Drive and the Tullamarine Freeway. Consequently, expert advice was sought from Dr. Vincent Clark & Associates, who were commissioned to undertaken a cultural heritage study of the area. The study identified three new Aboriginal archaeological sites – two isolated artefacts (AAV7822/1445 and AAV7822/1446) and one artefact scatter (AAV7822/1447). The study recommended that further sub-surface survey would be recommended if any of the three sites were to be disturbed by development.

Following a proposal to construct a drainage line which was to disturb sites AAV7822/1445 and AAV7822/1446, Dr Vincent Clark was again commissioned in February 2003 to undertake the sub-surface survey as recommended. The survey did not detect further evidence of sub-surface archaeological deposits. In line with requirements of the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* the artefacts were removed with permission from the Wurundjeri Tribe Land Compensation and Cultural Heritage Council and with a Wurundjeri representative present.

Site AAV7822/1447 consisting of the small artefact scatter is well outside the boundary of the proposed development area. However, as a precaution, Dr. Vincent Clark & Associates was again commissioned in March 2006 to undertaken a subsurface investigation of this site. Appropriate permits were obtained from Aboriginal Affairs Victoria to conduct the survey. The subsurface investigation by Dr. Clark did not find any evidence of further artefacts in the vicinity of AAV7822/1447. However, if this site is to be disturbed during construction of the proposed development, permission to disturb the site will be requested from the Wurundjeri Tribe Land Compensation and Cultural Heritage Council.

The executive summary and recommendations of the cultural heritage report by Dr. Vincent Clark and Associates is included in Appendix 6.

### 8.2.3 Flora and fauna

Expert advice was sought in regard to the presence of any habitat that may support endangered species in the area between Melrose Drive and Tullamarine Freeway. In September 2002 the area was assessed by Peter Robertson of Wildlife Profiles who found that the grassland present on the site consists of highly disturbed introduced species and 'shows evidence of cultivation and pasture improvement'. Therefore, it was determined that the area presented unsuitable habitat for either the Striped Legless Lizard Delmar Impar or the Grassland Earless Dragon Tympanocryptis pinguicolla and that no further survey works would be required in this area.

Pathways Bushland & Environment also conducted an assessment of the area between Melrose Drive and Tullamarine Freeway for the presence of any significant flora species in December 2002. The assessment concluded that due to the impacts of prior land use and nature of the vegetation present, there was no need for further assessment of the vegetation in regard to indigenous flora values.

As part of the recent Phase 1 environmental site assessment undertaken in August 2006, the status of flora and fauna issues associated with this site was again assessed. It was determined, following a review of current flora and fauna species listed for protection under State and Commonwealth legislation, that the expert assessments previously undertaken are still appropriate to the site.

Following comment from the Department of Sustainability and Environment, further assessment of the proposed development area for the presence of habitat that may support the Golden Sun Moth S.Plana was undertaken in January 2007. Expert advice was sought from Dr. Beverley Van Praagh and Doug Frood (Pathways Bushland and Environment) and findings of further study revealed that due to the predominance of introduced pasture grass on the site and with consideration to the land-use history, the site is unlikely to support a population of the Golden Sun Moth.

A site meeting was held with a representative of the Department of Sustainability and Environment Biodiversity Unit on 2nd February 2007. It was agreed at this meeting that in light of the findings of the Van Praagh and Frood reports, further survey for the Golden Sun Moth on the development site was not necessary.

Copies of the flora assessments by Pathways Bushland and Environment and the fauna assessments by Wildlife Profiles and Dr Beverley Van Praagh are included in Appendix 7. Also included in Appendix 7 is a plan outlining the flora and fauna survey area in relation to the development site and a review of the flora and fauna status of the site in 2006.

## 8.3 Operational Environmental Management Program

Environmental Management Programs (EMPs) are required to be prepared by all operators of significant undertakings on Airport land. Therefore an EMP will be required to cover the operations of the new development. Melbourne Airport Environment staff will provide assistance to the operator to ensure that an EMP is in place prior to the commencement of operations at the site. Once submitted to Melbourne Airport, the Operator EMP will be reviewed by Melbourne Airport Environment staff in conjunction with the Airport Environment Officer (AEO).

Once in place, an annual EMP site visit will be conducted by Melbourne Airport Environment staff. The site visits ensure that action items proposed in the EMP are being implemented on the site. At the conclusion of each yearly EMP period, operators are required to provide a brief report on their progress with EMP action items.

The AEO, who is the Government appointed Regulator of the Airports Act and Airports (Environment Protection) Regulations, also has a role in ensuring that operations are carried out in accordance with the Regulations and the EMP. In accordance with the requirements of the AES, the EMP will be reviewed and updated annually.

Please note that these are not requirements of the AEO under the Airports Act or the Airports (Environment Protection) Regulation, but requirements of the Melbourne Airport Environment Strategy.

The format of an operational EMP is included at Appendix 8.

## 8.4 Construction Environmental Management Plan

In addition to the requirement for an operational Environmental Management Program (EMP), Melbourne Airport requires that all significant construction projects have a construction Environmental Management Plan prepared and approved prior to commencement of any site works.

The construction Environmental Management Plan is prepared and submitted by the development contractor and outlines the environmental impacts associated with the construction of the project, measures in place to manage the environmental impacts identified and the implementation of training and monitoring programs necessary for the project. The Environmental Management Plan is assessed and approved by the Melbourne Airport Environment Manager in conjunction with the AEO.

To ensure that the construction Environmental Management Plan is being implemented on the construction site, site audits are conducted every four to six weeks by Melbourne Airport Environment staff and the AEO for the duration of construction.

The format of a construction Environmental Management Plan is included in Appendix 9.

# 9 Environmental Assessment of the Development Precinct

A comprehensive assessment of the potential impacts of the operation of the proposed development has been undertaken using the Airports Environment Management System procedure for Risk Assessment which is based on standard AS/NZS 4360:2004 "Risk Management". All potential environmental impacts associated with the operation of the facility are considered to be manageable with the implementation of appropriate environmental control measures.

A comprehensive assessment of the potential impacts of the operation of the proposed development has been undertaken

The environmental impacts assessed in relation to the operation of the development and associated level of risk, are presented in Table 6 below.

| Activity | Environmental Aspect | Environmental Impact | Level of Risk | Refer Section |
|---|---|---|---|---|
| Electricity supply | Potential spill of transformer oil | Pollution of soil/stormwater | Low | 9.1.1 |
| Waste collection and disposal | Potential escape of liquid from waste skips | Pollution of soil/stormwater | Medium | 9.1.1 |
| | Inappropriate disposal of general waste | Pollution of soil/stormwater | Low | 9.1.1 |
| Chemical storage | Potential escape of material from dangerous goods store | Pollution of soil/stormwater | Medium | 9.1.1 |
| Use of electric vehicles (fork lift) | Potential spillage of residue from electric vehicle recharging areas | Pollution of soil /stormwater | Low | 9.1.1 |
| Operation of Freezer/chiller rooms | Potential spillage of coolant | Escape of gases to air | Low | 9.1.6 |
| Cleaning of facility/vehicles and equipment | Potential discharge of cleaning effluent | Pollution of stormwater | Low | 9.1.1 |
| | Potential chemical spill | Pollution of soil/stormwater | Medium | 9.1.1 |
| Underground storage tanks | Potential leakage | Pollution of soil/ stormwater | Medium | 9.1.2 |

Table6: Assessment of Environmental Risks — Operations

## 9.1 Environmental control measures

As mentioned above, the ongoing operation of uses on the site will be subject to an Environmental Management Program (EMP) which will be prepared annually and administered by the tenant. Application of the EMP will be audited by the Environment Manager approximately half way through the program period. The EMP audit also involves a site inspection of the facility to ensure EMP control measures are being implemented and record keeping is current and being regularly updated. Importantly, the EMP must demonstrate an ongoing commitment to continuous improvement of the environmental performance of the facility.

The environmental control measures listed below will be incorporated into the EMP and as further design details come to hand any necessary additional items will be included.

### 9.1.1 Stormwater quality

Melbourne Airport procedures for reporting and addressing oil / fuel spillage will be applied to the site. The operator will also be required to ensure that all staff are appropriately trained in spill response.

The Melbourne Airport Policy (POL007) Stormwater Management on New Developments and Existing Sites Developments will be applied to the development. This ensures that appropriate treatment measures are in place to manage stormwater quality issues. Primary treatment measures include the installation of physical screening such as litter collection baskets. Secondary treatment includes the construction of swale drains or triple interceptor pits for example. Tertiary treatment refers to the construction of a wetland where applicable. The appropriate level of treatment will be applied to this site.

The facility must ensure that any chemical storage areas are appropriately bunded and designed in line with Victorian Dangerous Goods (Storage and Handling) Regulations. Small volumes of cleaning chemicals are expected to be stored on site.

Similarly, any electrical substations must be bunded to prevent potential spills of transformer oil. The operator will be required to implement as part of the EMP, Melbourne Airport's policy (POLOO1) for Management of Electric Vehicle Recharging Areas if electric vehicles are to be used on site.

Rainwater harvesting is proposed as part of the development with several storage tanks installed to serve the landscape irrigation system.

Routine checks of the site will be undertaken for the presence of litter as part of the ongoing litter contract currently in place at Melbourne Airport. Litter racks will be installed at exits of the site to prevent litter from entering the stormwater drains.

### 9.1.2 Soil and groundwater quality

The Phase 1 environmental assessment (2002 & 2006) of the development area did not identify any visual evidence of potential soil contamination. However, a detailed soil contamination assessment will be undertaken on the site incorporating a sampling regime in line with best practice standard and in agreement with the Airport Environment Officer (AEO). In the unlikely event that any soil contamination is detected, the site will be remediated to ensure compliance with Schedule 3 of the Airports (Environment Protection) Regulations 1997 and to the satisfaction of the AEO.

The operator will be required to ensure that any underground storage tanks meet the requirements of the Melbourne Airport Policy POL002 Policy for New and Existing Underground Petroleum Storage Systems (UPSS). This policy requires that all tanks are designed in line with the Australian Institute of Petroleum Code of Practice (1998) CP4 Design, Installation and Operation of Underground Storage Systems (UPSS). All installed tanks must also feature ongoing leak detection monitoring in accordance with the EPA publication 888: Design, Installation and Management Requirements for Underground Petroleum Storage Systems.

### 9.1.3 Noise

Noise emissions from the site will comply with the Airports (Environment Protection) Regulations. As no manufacturing process will be undertaken there will be no significant noise generated from the premises other than the normal levels associated with a commercial area.

### 9.1.4 Waste management

The operator will be required to implement the Melbourne Airport Procedure INFOO9 Waste Skip Management Guidelines as part of their operational Environmental Management Plan. This procedure ensures that the potential for stormwater contamination from skip leakage is minimised.

The operator will be encouraged to implement recycling programs where possible on site and investigate any recommendations from the Melbourne Airport Waste Minimisation Strategy.

### 9.1.5 Resource management

Water and energy efficiency measures will be incorporated into the design of the facility. It is also Melbourne Airport policy that all new developments feature a stormwater retention system to provide a water source for landscaping or as a water source for non-drinking purposes within the facility such as flushing toilets where possible. The operator will also be encouraged to investigate water and energy efficiency measures to be applied on site once it is in operation, in line with the Melbourne Airport Resource Management Strategy.

### 9.1.6 Air quality

Freezer and chiller rooms will be designed in line with the relevant Australian Standard. In addition, the freezer and chiller rooms are correctly maintained by a specialised refrigerant mechanic to reduce the risk of coolant spillages.

## 9.2 Environmental assessment of construction

A comprehensive assessment of the potential impacts of the project on the physical, biological, cultural and social environments within the area has been undertaken using the Melbourne Airport Environment Management System procedure for Risk Assessment which is based on standard AS/NZS 4360: 2004 "Risk Management". All potential environmental impacts associated with the construction phase of the project are considered to be manageable with the implementation of appropriate environmental management strategies.

The environmental impacts identified as part of the construction phase of the project, together with their level of risk, have been assessed and are presented in Table 7 overleaf.

| Environmental Issue | Environmental Impact | Level of Risk | Refer Section |
|---|---|---|---|
| Air Quality | Pollution of air quality from air borne dust and exhaust emissions. | Low | 9.3.1 |
| Water Quality | Pollution of stormwater systems from sediment in stormwater runoff and spillage of chemicals/fuels | Moderate | 9.3.2 |
| Soil Quality | Contamination of exposed areas from spillage of chemicals/fuels | Low | 9.3.3 |
| Noise | Increased noise and vibration generated by equipment | Low | 9.3.4 |
| Waste Management | Pollution of stormwater system from litter/waste generated on site.<br>Inappropriate disposal of waste off-site | Moderate<br>Low | 9.3.5<br>9.3.5 |
| Vehicle movement | Pollution of stormwater system from construction vehicles moving to and from the site | Moderate | 9.3.6 |

Table 7: Assessment of Environmental Risks — Construction

## 9.3 Environmental management plan for construction

As mentioned previously, the Proponent's contractor will be required to prepare and submit for approval an Environmental Management Plan covering all aspects of the construction of the Development. This Plan must also include a monitoring, auditing and reporting system to be used throughout the duration of the project. Regular site audits will be carried out by Environment staff to ensure compliance with the Environmental Management Plan. The AEO will be involved in both the assessment and approval of the Plan as well as the site audits.

The following paragraphs detail the components expected to be included in the Environmental Management Plan for Construction together with an assessment of their likely impact.

Once the Proponent's contractor has been appointed, any other activities unique to the proposed construction methodology will be identified and assessed for potential environmental impact and included in the Plan.

### 9.3.1 Air quality

The Proponent's contractor will manage pollution of air quality from air-borne dust and exhaust emissions during the construction phase with the use of a water tanker on site for dust suppression as necessary. All equipment will be serviced and maintained as required to contain emissions within the required standards.

### 9.3.2 Stormwater quality

The Proponent's contractor will manage pollution of the stormwater system from sediment and chemical / fuel spillage during the construction phase in the following manner:

- Use of straw bales or geo-textile material at stormwater entry points to prevent contamination with sediment.
- Refuelling of vehicles and equipment in designated areas away from stormwater entry points.
- Discharge of concrete slurry in a designated area for removal from site.
- Limited and controlled storage of chemicals on site.

The developer will be required to ensure that any environmental incidents, including fuel or chemical spills are immediately reported to Melbourne Airport Environment staff. Melbourne Airport incident contact details must be included in the construction EMP.

As the level of groundwater at the Airport is at least 30 metres below the surface, any contamination or effect on existing groundwater is highly unlikely.

### 9.3.3 Soil quality

Contamination of exposed areas from chemical / fuel spillage could potentially occur during the construction phase.

The developer will be required to ensure that any environmental incidents, including fuel or chemical spills are immediately reported to Melbourne Airport Environment staff. Melbourne Airport incident contact details must be included in the site construction Environmental Management Plan.

Contaminated soil must be assessed and removed off site as prescribed waste by an EPA licensed contractor.

### 9.3.4 Noise

The Proponent's contractor will be required to monitor and assess noise emissions from the site and take appropriate action should it be deemed to be excessive. This assessment will be jointly carried out by the contractor, the Melbourne Airport Environment Manager and the AEO.

The Proponent's contractor will manage increased noise and vibration generated by equipment and vehicles during the construction phase in the following manner:

- All equipment will be appropriately serviced and maintained.
- Alternative construction methods or noise baffling will be utilised if noise is deemed to be excessive.

### 9.3.5 Waste management

The handling and storage of waste on site during the construction phase will be managed by the Proponent's contractor in the following manner:

- Covered waste skips will be provided for waste building material that needs to be removed from site.
- Covered and watertight waste skips will be provided for general litter generated by contractors on site.

Waste requiring disposal to a prescribed waste facility will be removed in accordance with the Environment Protection (Prescribed Waste) Regulations 1998. An authorised disposal contractor will be used for this purpose and waste transport certificates recorded. It is not expected that any significant quantities of prescribed waste will be generated.

The Proponent's contractor will be encouraged to recycle construction waste where possible.

### 9.3.6 Vehicle movement

Potential pollution of the stormwater system from vehicle movement to and from the site during construction phase will be managed by the Proponent's contractor in the following manner:

- Utilisation of truck wheel-wash facilities to minimise mud being deposited onto roadways.
- Regular sweeping of road crossings when construction vehicles are travelling off-site.
- All waste transported off-site for disposal will be adequately covered.
- Installation of shaker grid at entry/exit points, if required.

# 10 Consultation

Melbourne Airport is committed to ensuring effective consultation is achieved through this Major Development Plan process

## 10.1 Public comment

The Preliminary Draft Major Development Plan was made available for public comment for a period of 90 days from the date that a notice advising of its preparation was published in The Age newspaper.

Copies of the document were available for inspection and purchase by members of the public during the 90 day period at the offices of:

Australia Pacific Airports (Melbourne) Pty Ltd
2nd Floor International Terminal
Melbourne Airport
Tullamarine

A response to all submissions received is included at Part C of this report.

## 10.2 Stakeholder consultation

During the preparation of the Preliminary Draft Major Development Plan the following organisations were consulted:

- Local Municipalities - City of Hume , Brimbank and Moonee Valley
- State Department of Infrastructure
- State Department of Sustainability and Environment
- State Department of Industry , Innovation and Regional Development
- State Road Authority - Vicroads.

Consultation has included presentations to Hume staff and Councillors, presentation to State Agencies, distribution of Information Packages and the Preliminary Draft Major Development Plan and where appropriate distribution of copies of the Economic Impact Assessment and Traffic and Car Parking Report.

It is considered that the consultation undertaken is consistent with the Airport Development Consultation Guidelines recently distributed by Department of Transport and Regional Services. Melbourne Airport is committed to ensuring effective consultation is achieved through this Major Development Plan process.

Civil Aviation Safety Authority and Airservices Australia were also consulted and their views obtained as required in Section 94 of the Airports Act and are included at Part C of this report.