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Via email only: [steve.barclay@vpa.vic.gov.au](mailto:steve.barclay@vpa.vic.gov.au)

Dear Steve

### **HUME AMENDMENT C205 – LINDUM VALE PRECINCT STRUCTURE PLAN**

Thank you for providing Melbourne Airport with an opportunity to comment on the exhibited Hume C205 documentation associated with the Lindum Vale Precinct Structure Plan (PSP).

Whilst the Melbourne Airport Environs Overlay does not apply to the PSP site, the land is partially affected by the Melbourne Airport N Contours. For reference, the N contours are depicted in the Melbourne Airport *Master Plan 2013* and on the Melbourne Airport Noise Tool at [www.melbourneairport.com.au](http://www.melbourneairport.com.au).

The N Contours indicate that the site is affected by aircraft noise as follows:

- N60: 100 or more events per day exceeding 60 decibels;
- N65: 50 or more events per day exceeding 65 decibels; and
- N70: 20 or more events per evening exceeding 70 decibels.

Whilst Melbourne Airport does not object to Amendment C205 in principle, future residents of properties affected by the N Contours will experience reduced amenity outcomes as a result of aircraft noise. Ultimately these experiences can compromise the curfew-free status of Melbourne Airport, which is recognised in both Commonwealth and State government policy as a matter of significant importance. As such, the planning documentation should be transparent in communicating to stakeholders that N Contours affect part of the site.

On this basis, Melbourne Airport requests the following inclusions to the proposed amendment documentation:

- Insert the following within Urban Growth Zone – Schedule 9:
  - New clause: Notice of applications – Melbourne Airport N Contours: In accordance with Section 52(1)(c) of the *Planning and Environment Act 1987*, notice of an application within the N Contours must be given to the airport lessee company of Melbourne Airport in accordance with the *Airports Act 1996* (Cth).
  - New clause: Section 173 Agreement – N Contours: An Agreement must be registered on title and make provision for an acknowledgement that the land is in an area affected by aircraft noise.
  - Clause 6.0: Decision Guidelines: Development should have regard to the views of Melbourne Airport and the National Airport Safeguarding Framework (NASF) principles and guidelines (Department of Infrastructure and Regional Development, 2012).

- Addition of the relevant notice requirements in the Schedule to Clause 66.04.
- Inclusion of an advisory note regarding the N Contours within the PSP to inform stakeholders of the presence of the contours and that the boundaries can vary from time to time in response to operations, traffic volumes and types of aircraft.

These requests are consistent with the submission made by Melbourne Airport to Planning Panels in the recent case of Hume Amendment C207, associated with the Sunbury South PSP. A precedent has also been set for the application of section 173 agreements, specifically in the case of Hume Amendment C142 and on recent subdivisions in Diggers Rest.

Please note that Melbourne Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise impacts on future residential development in the areas which are the subject of this amendment.

Should you wish to discuss this matter further, please contact the undersigned on 9297 1003.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Nicola Clark', written in a cursive style.

**Nicola Clark**  
**Statutory & Safeguarding Planner**