



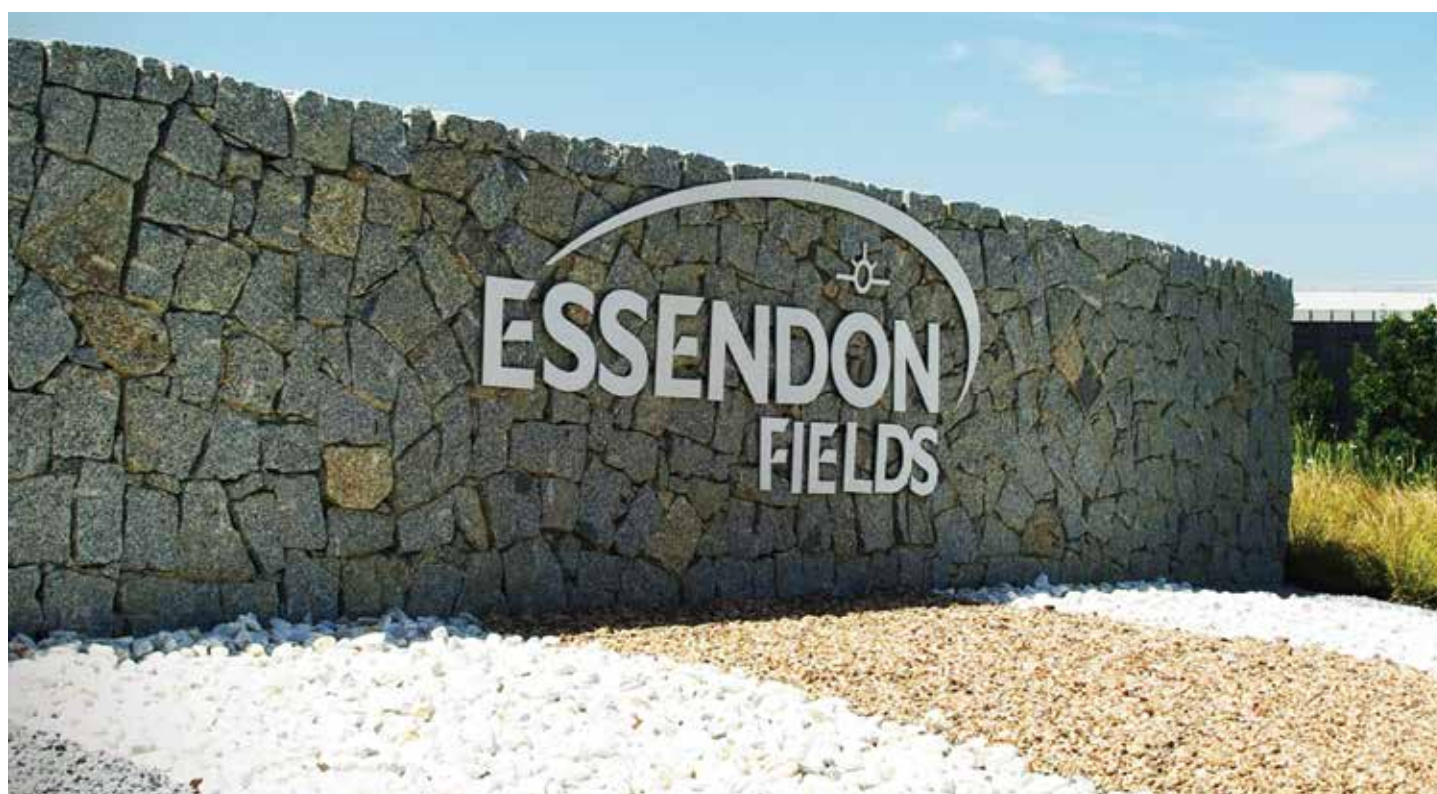
MASTER PLAN 2013



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English Street entrance



FOREWORD

Since privatisation in 2001, Essendon Airport Pty Ltd (EAPL) has successfully addressed a number of challenges. The Tullamarine – Calder Freeway Interchange Upgrade, new commercial offices, retail developments and new hangars, including for the Police Air Wing and Air Ambulance, have been built. There have also been improvements in aviation infrastructure, which include a wide range of security, lighting, safety and operational investments including the reconstruction of English Street providing access to the airport terminal. Our short and long term development objectives are set out in the Master Plan.

EAPL is owned by the Linfox Group and Beck Corporation.

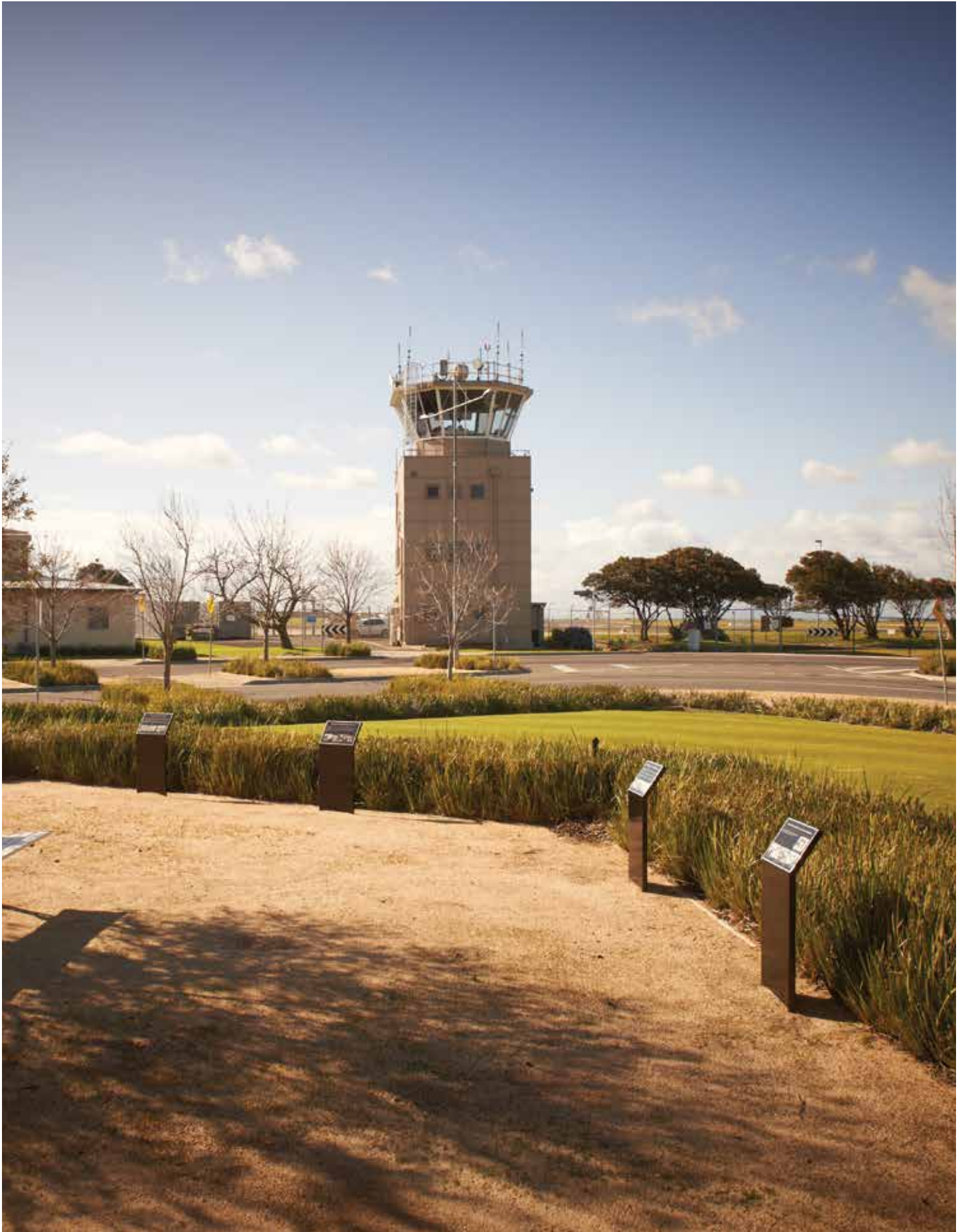
This third Essendon Airport Master Plan outlines the objectives for the period 2013-2033. This Plan is prepared in accordance with the *Airports Act 1996* and includes comments beyond the bare statutory requirements in order to provide a fuller picture of the future of Essendon Airport.

Essendon Airport remains a vital aviation resource for Melbourne and regional Victoria. It continues to provide excellent facilities to the aviation industry, with a special emphasis on Police and Emergency Services, flight support and the corporate aviation market. In addition, it offers the opportunity to create an integrated business environment, unlike anything else in Melbourne.

The Master Plan recognises that management of the interaction with the local community is a key issue for Essendon Airport. EAPL believes that public involvement is important to Essendon Airport's success, and in that spirit, we provide this Master Plan, for review and contemplation by the public and interested parties.

Bernard Griffiths
Director
Essendon Airport Pty Ltd

Andrew Nicholls
Director
Essendon Airport Pty Ltd



Heritage Walk and the Control Tower at Essendon Airport



EXECUTIVE SUMMARY

Essendon Airport is a general aviation aerodrome that is situated on 305 hectares, 11 kilometres northwest of Melbourne's Central Business District and 7 kilometres southeast of Melbourne Airport.

Since the establishment of international and domestic flights at Melbourne Airport in 1971, Essendon Airport's operations and level of aviation activity had steadily declined until 2007. Activity has stabilised since 2008 with increases in rotary and charter activity.

Today, the airport contains land and facilities that are surplus to current and projected aviation requirements. This provides the opportunity to pursue aviation initiatives, especially those with a corporate jet focus, and property development opportunities for a wider range of activities.

This Master Plan has been prepared to meet statutory obligations of the *Airports Act 1996* and sets out a broad framework for the development of the airport over the next 20 years.

MASTER PLAN FEATURES

The Master Plan has been prepared to achieve Essendon Airport Pty Ltd's vision, which is:

'To establish a commercially viable, safe and functional general aviation facility which meets projected aviation requirements whilst utilising the property's strategic land holdings for high quality commercial development.'

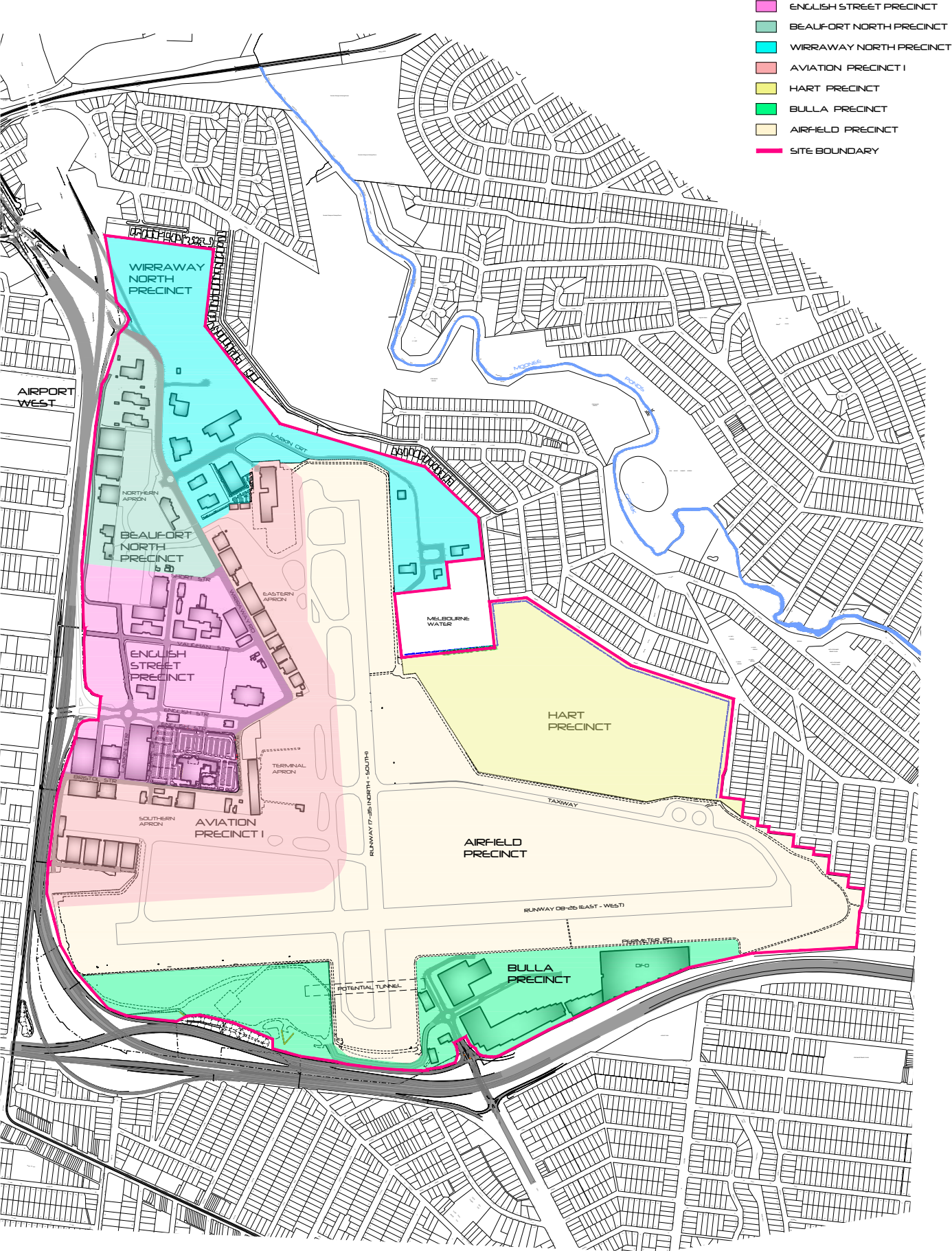
Essendon Airport Pty Ltd has established the following objectives to achieve this vision:

1. To improve and maintain safe, secure and efficient airport operations;

2. To add value to the airport by realising development opportunities;
3. To increase market awareness of development opportunities at the airport;
4. To improve the integration of the airport with its surrounds; and
5. To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.

The main aviation features include:

- A two-runway system, one of which has an Instrument Landing System;
- A maintained commitment to the airport's security infrastructure;
- An emergency services air wing consisting of hangars and apron facilities for the Victoria Police and Air Ambulance;
- No proposals in this master plan to change the current curfew or weight limitations;
- Further development of aviation operations; and
- A continued focus on the airport's heritage, including the façade upgrade to the airport's passenger terminal and potential restoration and repainting of buildings on Wirraway Road.



MASTER PLAN
ESSENDON AIRPORT PTY LTD

Essendon Airport is an emerging base for fly-in/fly-out (FIFO) operations to the mineral and energy sector throughout Australia. This has enabled an estimated additional 320 local and regional workers to find employment in the mining sector and has created \$43.1 million in direct economic benefit to Victoria.

The main non-aviation features include:

- Identification of land surplus to aviation requirements suitable for commercial or industrial redevelopment;
- Redevelopment of existing commercial areas centred around the English Street Precinct;
- Road and infrastructure upgrades, including the potential development of new internal roads;
- The Heritage Walk, which provides information, largely of a heritage nature and significant events at the airport, to members of the public; and
- Development of areas in the north of the airport.

The commercial development of Essendon Airport as a business activity centre since 2001 has created an additional \$484.6 million per annum of net-direct economic benefit for the City of Moonee Valley. This is estimated to increase by a further \$187.1 million per annum from proposed developments during the first five year period of this Master Plan. More information on the economic benefits can be found in Chapter 9.

LAND USE PLAN

A Land Use Plan describing proposals for land use and related planning, zoning and development has been prepared for Essendon Airport to satisfy the requirements of the Airport Regulations 1997. The Land Use Plan is in an amount of detail equivalent to that required by, and uses terminology (including definitions) largely consistent with that applying in land use planning, zoning and development legislation in force in Victoria, including in the City of Moonee Valley.

Business zones (B2Z and B3Z) have been modified and applied to land side precincts and special use zones (SUZ1 and SUZ2) have been created and applied to the Airfield Precinct and Aviation Precinct. The Land Use Plan will be used to guide the land use planning decisions in the issuing of the Airport Operator's consent to new developments on the Airport.

AIRPORT PROTECTION

In accordance with Section 71(2)(d) of the *Airports Act 1996*, a forecast for annual aircraft movements in 2033 (the planning period for the Master Plan) has been used in the preparation of the Australian Noise Exposure Forecast (ANEF) contours for Essendon Airport.

Essendon Airport Pty Ltd is not seeking involvement in planning controls outside the airport boundaries, except for the work undertaken with MVCC to implement a Design Development Overlay to protect the airspace at runway ends. Essendon Airport does not have referral authority status under the *Planning and Environment Act 1997 (Vic)*.

DEVELOPMENT PROPOSALS

Current hangar and aircraft parking facilities meet projected requirements with only a small amount of unused capacity so expansion of these facilities seems possible. Development of new hangar and parking facilities is expected to occur where existing facilities are replaced or relocated.

Commercial developments are expected to continue to take up the vacant land side areas at the Airport.

Development proposals for the next 20 years include:

- Consolidation and rationalisation of the aviation activities located in the northern airfield to a more central location. The specific location of those activities will be determined by assessing a number of factors at the time of relocation: efficiency of aviation activities, access to the apron and taxiways, control tower location, vehicular access, impact on the community and demand from operators at the time;
- Further construction of hangars, especially those associated with corporate jet activity;
- Further provision of services to sites for commercial developments;
- The extension of automotive retailing, servicing and related commercial activity;
- Reactivation of heritage assets;
- Expansion of the campus-style setting in at least the English Street Precinct; and
- Further office, retail, light industrial and commercial uses.

More detailed information on developments proposed within the first five years of the Master Plan is set out in Chapter 9 - Airport Development Proposals.

ENVIRONMENTAL MATTERS

Environmental issues have been considered in the Master Plan. The previous 2010 Environment Strategy is superseded by the 2013 Environment Strategy included in this Master Plan and outlined in Chapter 5.

Environmental matters will be specifically considered as part of individual development proposals with input from the Airport Environment Officer and Essendon Airport Pty Ltd.

IMPLEMENTATION AND REVIEW

The Master Plan will be reviewed every five years as required under the *Airports Act 1996*.



Emergency Services aircraft at Essendon Airport



1. INTRODUCTION

Essendon Airport comprises 305 hectares and is located approximately 11 kilometres northwest of the Melbourne Central Business District (CBD) and 7 kilometres southeast of Melbourne Airport. The Airport is used for a mix of aviation uses and growing non-aviation purposes.

Essendon Airport began operations in 1919 as an all-over field and was officially designated an international airport in 1950. The existing terminal building was constructed in 1959. In 1962, the Commonwealth approved the establishment of a new international and domestic airport at Tullamarine (Melbourne Airport) and international and domestic flights were transferred from Essendon Airport to the new Melbourne Airport facility in 1971.

Essendon Airport Pty Ltd (EAPL) was granted a 50 year lease with a 49 year option in 1998. Control of EAPL was transferred to a joint venture of the Linfox and Becton Groups in September 2001. In 2005, the Becton Group transferred its interest to Beck Corporation Today, Essendon Airport is used for a mix of charter, corporate, emergency services and general aviation and a mixture of commercial, retail and light industrial activities. In the past 17 years, aviation activity has decreased from 63,600 movements (31,800 landings) in 1990/91 to 53,700 movements (26,850 landings) in 2012.

Based upon the forecast of aircraft activity projections for 2033 (the planning period for the Master Plan), it is expected that there will be slight increase in aviation activity to approximately 56,850 movements over the next 20 years. This forecast is based on an extrapolation of aviation movement trends over the last ten years and

as an outcome from consultation with the key operators at the airport.

However, due largely to the reduction in aviation activity since 1971 and limited projected aviation activity growth, the airport contains land and facilities that are surplus to projected aviation requirements.

Consequently, this presents the continued opportunity to explore new development on surplus land.

Development will create employment and add economic activity to the airport, the community and the State.

Essendon Airport has approximately 78 hectares of non-aviation land available for development. The development of this land is important to strengthen the economic viability of the airport.

EAPL is responsible for the preparation of a Master Plan in accordance with the *Airports Act 1996* and associated Regulations.

This Master Plan has been prepared to meet the statutory obligations of the *Airports Act 1996* and sets out a broad framework for the development of the airport for the next 20 years.

The Master Plan sets out the development objectives for the airport, together with concepts for individual precincts. The Master Plan has been prepared on the assumption that tenant demand for non-aviation development will continue at similar levels to that of the past decade.

The timing and form of development will be influenced by a multitude of factors. EAPL will, over time, review the Master Plan as necessary and in accordance with the requirements of the *Airports Act 1996*.



Top Left : Beatles - Historical DHS - 1964
 Top Right : Roy Orbison at Essendon Airport 1964
 Bottom Left : Her Majesty steps off plane at Essendon Airport. 1954
 Above : President Lyndon B. Johnson and Mrs Johnson leaving their plane at Essendon Airport.

2. BACKGROUND & CONTEXT

2.1 AIRPORT LEASE

The Commonwealth retains ownership of Essendon Airport, which is leased to EAPL for 50 years with a 49 year option. As Lessee, EAPL is required by the Commonwealth to provide for the use of the airport site as an airport and for access to the airport by interstate and intrastate air transport. The lease also provides:

“Throughout the term the Lessee must develop the Airport Site at its own cost and expense having regard to:

- a) the actual and anticipated future growth in, and pattern of, traffic demand for the Airport Site;*
- b) the quality standards reasonably expected of such an airport in Australia; and*
- c) Good Business Practice.”*

2.2 CONTENTS OF THE MASTER PLAN

Section 71(2) of the *Airports Act 1996* specifies the matter that must be set out in a Master Plan:

- a) “the airport-lessee company’s development objectives for the airport; and*
- b) the airport-lessee company’s assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and*
- c) the airport-lessee’s company’s intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access, and land planning/zoning aspects; and*
- d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and*
- da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and*
- e) the airport-lessee company’s plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above significant ANEF levels; and*



Historical Mural of Queen Elizabeth II arriving at Essendon Airport

- f) *the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and*
- g) *the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph f) (including plans for ameliorating or preventing environmental impacts).*
- ga) *in relation to the first 5 years of the master plan – a plan for a ground transport system on the landside of the airport that details:*
 - i) *a road network plan; and*
 - ii) *the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and*
 - iii) *the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and*
 - iv) *the arrangements for working with the State and local authorities or other bodies responsible for the road network and public transport system; and*
 - v) *the capacity of the ground transport system at the airport to support operations and other activities at the airport; and*
 - vi) *the likely effect of proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding the airport; and*
- gb) *...detailed information on the proposed developments in the master plan that are to be used for;*
 - i) *commercial, community, office or retail purposes; or*
 - ii) *for any other purpose that is not related to airport services; and*
- gc) *...the likely effect of the proposed developments in the master plan on;*
 - i) *employment levels at the airport; and*
 - ii) *the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport;*
- h) *an environment strategy that details:*
 - i) *the airport lessee company's objectives for the environmental management of the airport; and*
 - ii) *the areas (if any) within the airport site which the airport lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and*
 - iii) *the sources of environmental impact associated with airport operations; and*
 - iv) *the studies, reviews and monitoring to be carried out by the airport lessee company in connection with the environmental impact associated with airport operations; and*
 - v) *the time frames for completion of those studies and reviews and for reporting on that monitoring; and*
 - vi) *the specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and*
 - vii) *the time frames for completion of those specific measures; and*
 - viii) *details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and*
 - ix) *any other matters that are prescribed in the regulations."*

Each of these requirements is addressed in this Master Plan. Additionally, the timing of the Environment Strategy has now been aligned with the five-year Master Plan time frame and is incorporated within the Master Plan document. Amendments to the *Airports Act 1996* effective December 2010 including items (ga) to (h) above are some of the key changes in relation to Airport Master Plans.



3. THE VISION & DEVELOPMENT OBJECTIVES

EAPL's vision for the airport is:

“To establish a commercially viable, safe and functional general aviation facility which meets projected aviation requirements whilst utilising the property’s strategic land holdings for high quality commercial development”.

EAPL has established the following development objectives to achieve the vision:

- To improve and maintain safe, secure and efficient airport operations;
- To add value to the airport by realising development opportunities;
- To increase market awareness of development opportunities at the airport;
- To improve the integration of the airport with its surrounds; and
- To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.



4. ESSENDON AIRPORT TODAY



Essendon Fields House

Essendon Airport is a strategically important parcel of land, providing a unique opportunity to reinforce its activity centre function by realising non-aviation development potential.

The site has potential for the creation of thousands of new employment opportunities, through the enhancement and expansion of the range of services and facilities presently located in the northwest of Melbourne. Further information on these opportunities can be found in Chapter 9 of the Master Plan.

Essendon Airport is located within an established urban area surrounded by industrial, commercial and

residential uses in the suburbs of Airport West, Niddrie, Essendon, and Strathmore.

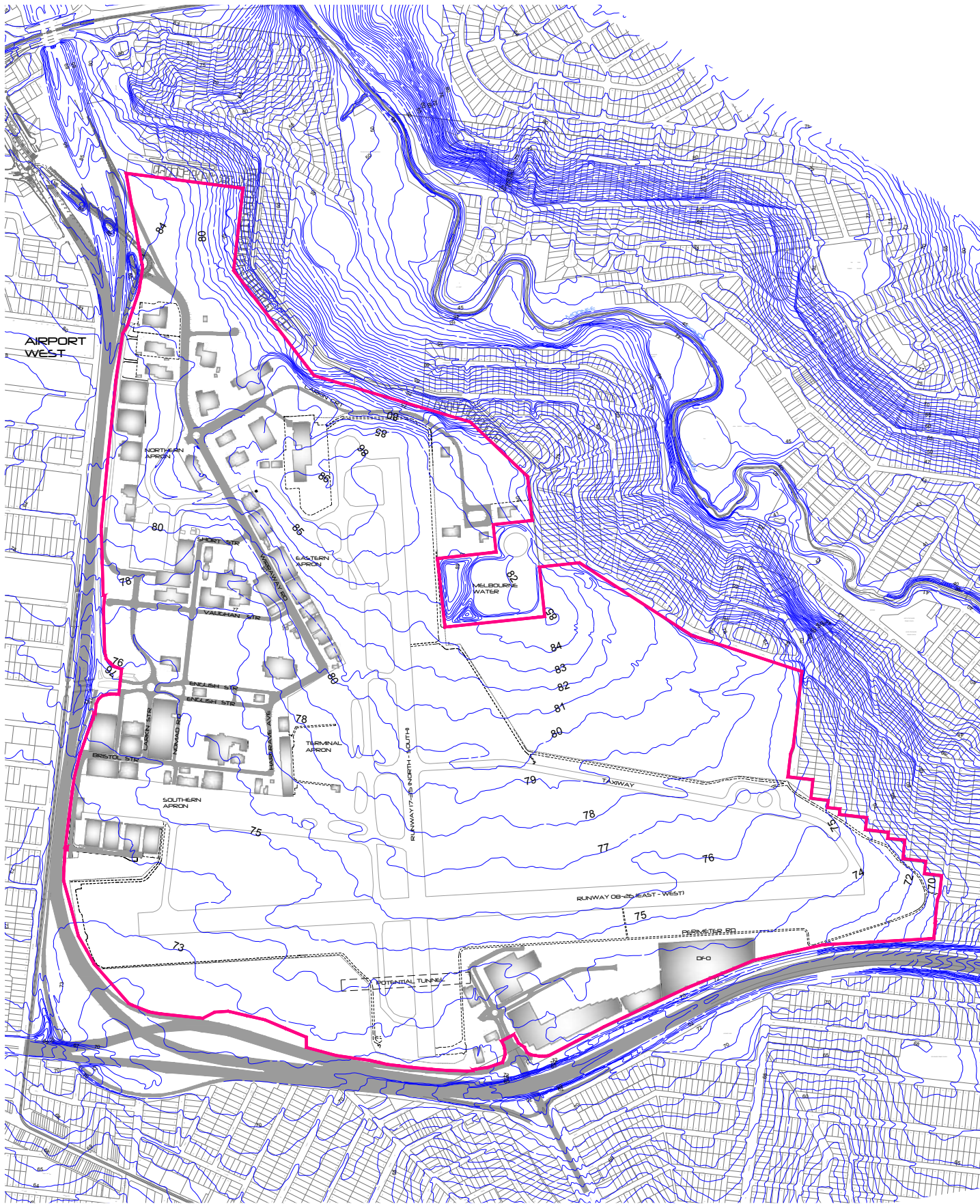
While designated public transport routes do not service Essendon Airport, the majority of businesses within the airport are located within 800m of a sustainable public transport source.

Generally, the majority of the Airport terrain is flat with the exception of the grade differential between sections of the Tullamarine Freeway and the Airport and the northern section of the Airport that slopes down towards Boeing Reserve and the adjoining residential area. Refer to FIGURE 4.1 contour plan:



Aerial view of Essendon Airport

FIGURE 4.1



CONTOUR PLAN
ESSENDON AIRPORT PTY LTD

4.1 EXISTING FACILITIES

Essendon Airport was formerly the main (international) airport for Melbourne and contains most aviation facilities required to support current and projected general aviation operations.

The runways, taxiways and aprons are of a size unique among aviation aerodromes in Australia, providing Essendon Airport with the ability to physically accommodate most aircraft types permitted by law (there is a legislated weight limit of 45,000kg).

4.2 AVIATION FACILITIES

The existing aviation facilities include:

- Runways including, 08/26 which runs east/west and is 1,921m long by 45m wide, and a secondary runway: 17/35 (north/south), 1,504m long by 45m wide;
- A network of flexible and concrete taxiways which provides access between the runways and the aprons;
- An apron area of some 165,000m²;
- A Control Tower located to the north of the main terminal building;
- Navigation aids including a Non Directional Beacon (NDB), and an Instrument Landing System (ILS);
- A Terminal Building which is approximately 5,910m² in area and was constructed when Essendon Airport was the main domestic and international airport for Melbourne. Today the building is used for terminal purposes and also accommodates a number of aviation and non-aviation tenants; and
- Aviation hangars, including the base for the Police Air Wing and Air Ambulance Victoria.

4.3 NON-AVIATION FACILITIES

Non-aviation facilities include:

- Building area in excess of 200,000m², accommodating approximately 170 active businesses and upwards of 4,200 employees;
- Buildings used for commercial activities such as offices, warehouse storage and distribution centres, including a key Australia Post Distribution Centre;
- Extensive landscaping throughout the Airport;

- Buildings fitted out for retail activities including a Direct Factory Outlet, bulky retail Homemaker Hub stores, two supermarkets, cafe and food outlets, nine car dealerships (servicing twelve brands) and other retail uses such as a 24 hour emergency veterinary clinic and a pharmacy;
- Roads and car parking areas;
- Outdoor advertising billboard signs; and
- Telecommunication towers.

4.4 AVIATION SECURITY

Essendon Airport is classified as a security controlled airport under the *Aviation Transport Security Act 2004 (Cth)*. Essendon is a Category 6 security controlled airport. Security screening is not mandatory for any existing regular operations at Essendon.

Airport security guards are in place and contracted to provide ad hoc and dedicated security patrols on an ongoing basis with an emphasis on night time operations.

As part of its legislative requirements, Essendon Airport Chairs a Security Committee which includes members of the Victoria Police and representatives from various airport operators. This Committee is responsible for ensuring the Transport Security Plan of the airport is suitable for the current security climate.

Essendon Airport also conducts regular emergency exercises and has representatives on the Municipal Emergency Planning Committee and the Region 3 Emergency Response Planning Committee.



Airport Safety

Regard is given to the application of “security by design elements” when undertaking risk assessment of aviation infrastructure projects. Over the coming five years particular attention will be given to road infrastructure design, the passenger terminal upgrade and landscaping works in places adjoining aviation infrastructure and areas of potential mass gatherings.

4.5 CURRENT AVIATION OPERATIONS

Since 1971, Essendon Airport has operated as a general aviation airport. In this role, Essendon Airport provides:

- A base for passengers and light cargo services to regional Victoria and Bass Strait;
- A base for emergency service providers including:
 - Air Ambulance Victoria;
 - Victorian Police Air Wing (see over);
 - The Royal Flying Doctor Service;
 - The Erickson Air Crane Helicopter fleet; and
 - Australian Maritime Search and Rescue Coastal Watch;
- Airport services and facilities to corporate and business aircraft;
- A facility for small to medium airfreight operations;
- Training bases for domestic operations (note Local Traffic Regulations published by Airservices Australia generally does not allow fixed wing circuit training at Essendon Airport);

- A base for domestic and international charter flight activity;
- A base for recreational and regional flyers and light aircraft owners;
- A base for third party maintenance and overhaul operations for fixed wing aircrafts and helicopters; and
- An emerging base to service FIFO operations to the mineral and energy sector throughout Australia.

AIR AMBULANCE VICTORIA

Essendon Airport plays a vital role in Air Ambulance Victoria’s (AAV) life-saving work. AAV are based at a facility shared with Victoria Police that opened in 2009 and have had a presence at Essendon Airport since 1963. AAV has four planes and two helicopters based at the airport.

AAV has three other helicopters – based in South West Victoria, Bendigo and the Latrobe Valley – that regularly bring time-critical trauma patients to major Melbourne hospitals, often via Essendon Airport.

One of the state’s busiest Air Ambulance Helicopter’s is located at Essendon and provides important 24-hour adult, neonatal and pediatric retrieval capacity to critical patients being transferred from rural hospitals to specialist care in Melbourne.

AAV’s four custom-designed King Air B-200 planes based at Essendon Airport assist paramedics and doctors in the treatment of patients in flights across



Air Ambulance Victoria

Victoria, Tasmania and southern New South Wales.

Weather plays a major role in AAV's ability to land helicopters at hospital helipads. If conditions aren't favourable, helicopters are able to land at Essendon Airport and be transferred by road to the nearby hospitals.

For these reasons Essendon Airport is an ideal location for AAV. It is the closest airport to Melbourne's major hospitals including the Royal Melbourne Hospital, the Royal Children's Hospital and the Royal Women's Hospital.

VICTORIA POLICE AIR WING

The Victoria Police Air Wing was officially formed in 1975. Initially, the Police Air Wing operations were all fixed wing. Helicopters were introduced in 1979. The current helicopter fleet consists of two Dauphin AS365 N3's and an EC135.

The Police Air Wing's work includes¹:

- Crime prevention and detection - regular patrols of metropolitan Melbourne;
- Traffic surveillance - to enable the police to better assess a situation on major traffic thoroughfares;
- Detection of traffic offenders through Operation Airtector - to detect and apprehend blatant traffic violators on the state highways;

- Location of stolen cars - search areas of bushland where dumped stolen cars may be found in remote and otherwise barely accessible areas;
- Air-surface direction of other units - from the vantage of aerial observation, guiding police on the ground or water to their targets;
- Search and Rescue - an aerial search to find people missing at sea or remote places. The helicopters can cover large areas in a short space of time, increasing the chance of rescue;
- Fire duties - The Air Wing can provide the Country Fire Authority (CFA) and Metropolitan Fire Brigade (MFB) with aerial observation reports or evacuation support;
- Photographic tasks - the Air Wing provides aerial support to facilitate all types of aerial photography for crime, traffic, planning and routine operations;
- Covert surveillance - observation and photography of criminal activities;
- Urgent transport of specialist members, such as the Dog Squad, to time critical incidents.

RUNWAY END SAFETY AREAS (RESA'S)

Currently, RESA's are not provided at the end of each runway at Essendon Airport and it is assumed the existing situation will remain.



1. Source - www.police.vic.gov.au

NAVAIDS

A new Instrument Landing System (ILS) was installed in 2006. Essendon Airport now has some of the most modern air navigational infrastructure in Australia. A network of Movement Area Guidance Signs was also established during 2006.

LIGHTING

During the 2006/2007 year EAPL invested \$5 Million in a state of the art runway, taxiway and airfield lighting system. This included the installation of four Precision Approach Path Indicators (PAPI). This project was one of the largest investments in a general aviation airport in Australia in the last decade.

REFUELLING FACILITIES

The existing refuelling facilities have been upgraded to provide more enhanced security, environmental protection and fuel storage capabilities.

4.6 CURFEW AND OTHER RESTRICTIONS

The Air Navigation (Essendon Airport) Regulations 2001 (Cth) imposes a maximum take-off weight of 45 tonnes. This restriction applies at all times.

The Regulations also prescribe a curfew period which applies to aircraft from 11pm until 6am the following day. Movements that are permitted during curfew periods include:

- Propeller driven aircraft and helicopters subject to specified maximum take-off weights and or maximum noise levels;
- Where the aircraft is involved in an emergency; or
- Where the aircraft is involved in a Police Air Wing operation; or
- A dispensation is granted by the Secretary under regulation 15 that authorises the take-off or landing, and the take-off or landing is in accordance with the dispensation.



Ground Crew at Essendon Fields



Private jet over Essendon Fields

4.7 AIRPORT AVIATION ACTIVITY

Some 180 aircraft are currently based at Essendon Airport. These comprise a cross-section of smaller airline, corporate and charter jets, general aviation aircraft and a broad range of helicopters. Based on a comprehensive analysis of aircraft movements recorded by the Essendon Airport aeronautical system, the proportion of movements of each aircraft type generally operated at Essendon Airport are provided in this Master Plan and outlined in Chapter 7.

Essendon Airport is an ex-international and domestic airport with commensurate infrastructure. Today Essendon Airport operates as a mix of charter, corporate, emergency services and general aviation activities. In recent years, the general aviation sector has been typified by a downward trend in activity and been replaced in part by growth in the corporate aviation market, in particular private jet charters and closed charter FIFO operations. Helicopter operations have also grown to become a significant part of operations at the airport.

Essendon Airport is now a critical hub for essential emergency services with over 8,000 incidents per year being attended to by Air Ambulance Victoria and the Police Air Wing.

The airport's 24 hour access for emergency movements and its proximity to the major hospitals in the Melbourne CBD are critical factors influencing decisions by both State and Federal agencies to use Essendon Airport as an emergency base.

4.8 NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK

The National Airports Safeguarding Advisory Group (NASAG) was established in accordance with the National Aviation Policy White Paper. The NASAG comprising the Federal, State and Local Government formed to develop the National Airports Safeguarding Framework (NASF).

With residential and commercial communities located immediately adjacent to our airport boundary the protection of Airspace is a major focus. EAPL is working with the Federal, State and Local Governments to support improvements in planning outcomes that will improve the safety and viability of operations in the Melbourne region.

EAPL has worked with the Moonee Valley City Council to finalise a planning scheme amendment relating to building height restrictions in areas under the runway approach and departure paths. Amendment C121 is currently with the Victorian Minister for Planning for approval.

The Essendon Airport airspace encompasses the Melbourne CBD so EAPL is involved in the assessment of CBD development proposals that could penetrate OLS or PANS OPS surfaces. EAPL is currently working with the Department of Infrastructure and Transport and the Victorian Department of Planning and Community Development in the preparation of a 3D model of the OLS and PANS OPS surfaces over the Melbourne CBD. This will provide a functional planning tool for the building and development industry.

An Airport Environs Overlay has not been prepared for Essendon Airport.



5. ENVIRONMENT

5.1 ENVIRONMENT STRATEGY

An Environment Strategy covering the management of environmental matters has been developed for Essendon Airport to encompass the first five years of this Master Plan. The Airport Environment Strategy is attached to the Master Plan and will replace the previous 2010-2014 Environment Strategy approved on 7 December 2010. The Environment Strategy includes environmental issues including:

- Air Quality;
- Noise;
- Stormwater;
- Groundwater;
- Soil Quality;
- Waste Management;
- Dangerous Goods and Hazardous Substances;
- Resource Use;
- Flora and Fauna; and
- Heritage (including Indigenous Cultural Heritage).

It is proposed that environmental issues associated with the implementation of the Master Plan will be managed within the regulatory framework established by the Environment Strategy.

5.2 IMPLEMENTATION OF THE MASTER PLAN; ENVIRONMENTAL ISSUES AND MITIGATION

In accordance with sections 71(2)(f) and (g) of the *Airports Act 1996* this Master Plan sets out:

- f) *“the airport-lessee company’s assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and*
- g) *the airport-lessee company’s plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)”.*

5.3 ASSESSMENT OF ENVIRONMENTAL ISSUES

The implementation of the Master Plan may involve a number of environmental considerations. These considerations, including the demolition of buildings, excavation of surface soils, and the construction of additional roads and buildings may all have some degree of effect on the environment and these will be monitored as works proceed.

Expected environmental issues include exposure to hazardous building materials, increased sediment load in stormwater, exposure to potentially impacted soils and importation of fill material, dust generation, noise impacts and air quality impacts.

5.4 PLANS FOR DEALING WITH ENVIRONMENTAL ISSUES

During the term of this Master Plan, it is likely that a mix of retail, office, light industrial, hotel and many other uses will occur across the airport site. All will have some impact on the environment.

The environmental issues that could arise, either during construction or after implementation can be considered to be:



Essendon Airport's Famous Aviators Historical Walk

- Land Contamination and Management;
- Water Quality Management;
- Air Quality Management (Dust & Vehicle Emissions);
- Noise Management;
- Flora and Fauna; and
- Heritage Conservation.

LAND CONTAMINATION AND MANAGEMENT

Assessment

As is the case with all construction activities, if not correctly addressed, potential land contamination issues could arise throughout the development process.

These impacts may include spoil from leveling the site, dust created from earth moving activities, wind erosion of exposed soils, or the storage and handling of fuel or chemicals after the establishment of a development.

Plans for ameliorating or preventing environmental impacts

Essendon Airport's Construction Environmental Management Plan (CEMP) addresses these impacts by:

- Following Victorian EPA guidelines for the removal of spoil;
- Using water carts for dust suppression when required;
- Limiting the amount of soil exposed at any given time; and
- Following the procedures of the Victorian EPA guidelines for the storage and handling of fuel and chemicals.

WATER QUALITY MANAGEMENT

Assessment

Water quality is an extremely important issue to Essendon Airport, particularly due to the close proximity of Moonee Ponds Creek to the east and Steele Creek to the west.

During a development, stormwater runoff may have an increased sediment load.

Plans for ameliorating or preventing environmental impacts

The CEMP addresses these by specifying that:

- Stormwater sediment concentrations are below the Airport (Environment Protection) Regulations 1997;
- Reference should be made to both the Construction Techniques for Sediment Control Measures and Reducing Stormwater Pollution from Construction Sites – both of which are EPA Publications.

The CEMP also specifies that impacts on water quality can be managed through:

- Minimising the area of land disturbed at any one time;
- Diverting potential upstream runoff from exposed soil and disturbed areas;
- Vegetating, paving, covering or stabilising all exposed and unstable soil or loose material;
- Installation of water diversion devices away from disturbed and exposed soil;
- Installation of sediment and litter control devices such as filter/sediment fences, filter strips, and sediment trap dams and basins; and
- Installation of designated vehicle crossovers and control measures such as shakedown pads.

AIR QUALITY

Assessment

The air quality can be impacted in the construction phases of a development by dust and vehicle emissions.

Plans for ameliorating or preventing environmental impacts

The CEMP specifies that measures to reduce or eliminate dust emission during construction activities may include:

- Water carts spraying the soil on a regular basis;
- Avoiding or minimising works throughout dry and windy conditions;
- Placing covers on all loads; and
- Utilising passive devices such as silt fences.

During this period, EAPL encourages control of vehicle emissions which should be maintained through regular maintenance to manufacturers' specifications.

Post development, the airport's Environment Strategy monitors and manages any ongoing Air Quality issues arising from the development.

NOISE MANAGEMENT

Assessment

During the development process, noise can arise as a result of truck haulage, excavations and general construction.



Wirraway Road Heritage Precinct



Existing building on Wirraway Road

Plans for ameliorating or preventing environmental impacts

The CEMP emphasises that these impacts must be reduced by efficient site planning for operating hours and limiting the speed of trucks.

- Where possible, the CEMP outlines proposed hours of operation and management practices to ensure that noise levels are maintained within the acceptable limit as outlined in the Noise Control Guidelines (EPA Publication TG302-92) Schedule;
- Noise management must also comply with the Airports (Environment Protection) Regulations 1997;
- During all works, EAPL encourages control of vehicle emissions which should be maintained through regular maintenance to manufacturers' specifications.

Post development, the airport's Environment Strategy and Annual Environment Report is used to monitor and manage any ongoing noise issues.

FLORA AND FAUNA

Assessment

Our assessment is that there are no flora and fauna environmental issues that might reasonably be expected to be associated with the implementation of this Master Plan.

The 1998 report prepared by Ecology Australia Pty Ltd about the time of the privatisation of Essendon Airport

said "Essendon Airport is an area of low biological value. More than seventy years of clearance within the airport grounds and rapid urbanisation of surrounding areas has contributed to the elimination of most native vegetation in the area. Remaining flora and fauna habitats are now highly modified, degraded and weed invaded. At this time, no specific management activities are needed to accommodate the flora and fauna values of Essendon Airport."

Studies since the 1998 report, have been in respect of parts of the Airport, not the airport as a whole. There were no issues identified in those reports that affected the implementation of previous Master Plans.

HERITAGE

Assessment

Heritage is an important issue for Essendon Airport and one which EAPL takes seriously when undertaking new developments in areas of heritage significance. Consultation with Aboriginal Affairs Victoria has confirmed that no known sites of indigenous archaeological significance exist at the airport.

Plans for ameliorating or preventing environmental impacts

EAPL has implemented a Heritage Management Plan which identifies specific guidelines for Essendon Airport to follow. Further information on our Heritage works can be found in the Environment Strategy attached to the Master Plan.



6. INFRASTRUCTURE SERVICES

6.1 WATER

The existing reticulation water mains on the airport are treated as private mains and accordingly City West Water is not the responsible authority for onsite facilities.

Balance storage tanks are located outside the eastern boundary of the site and are used in conjunction with the Greenvale reservoir. It is not expected that any extension works are required to these assets. The existing supply connection point would be maintained and if necessary upgraded. This tank farm will remain, as will the distribution mains that emanate from this location. The feed to the tanks is 900mm diameter mild steel main and crosses the airport site from the west within a 6.1 metre wide easement. There are a number of large distribution water mains that traverse the site. EAPL are in discussions with Melbourne Water about the relocation of these mains as part of the Melbourne Water renewal works. Over the next five years the M9 and M102 water mains that run through the Airport will be upgraded and realigned. If the mains are realigned, the existing pipes will either be removed or act as rainwater storage tanks for Airport use.

The site obtains its supply from the upstream feed into the tanks. There is also a City West Water pump station on the site that draws water from an 1150mm diameter distribution main. This pumps water into a 375mm diameter supply, which runs along English Street and then under the Tullamarine Freeway to the west.

The reticulation mains are a mixture of cast iron, ductile iron and mild steel mains. These mains would have to be tested and where necessary upgraded.

It will be necessary to extend the existing water main network to service the development areas shown on the Master Plan.

6.2 SEWERAGE

Reticulated sewers service the airport site. These are regarded as private mains and therefore are not under the control of City West Water.

A 225-diameter sewer services the landside areas of the airport, running along the existing Tullamarine Freeway reserve south to an existing sewer outfall provided by City West Water. This sewer system will be monitored as to the need to extend it to accommodate the future development proposals of the Master Plan.

6.3 STORMWATER

The airport site has an extensive network of underground drains that accommodate the runways, and existing office and warehouse areas. Melbourne Water is the responsible authority that collects the water via the local drainage infrastructure from the site. Site runoff currently flows to the following:

- Mascoma Street Main Drain;
- Clydesdale Road Main Drain;
- Hoffmans Road Main Drain;
- Five Mile Creek Main Drain;
- Magdala Ave Main Drain; and
- Moonee Ponds Creek.

To help mitigate the downstream effects of stormwater run-off EAPL has invested significantly in rainwater retention systems. All new developments at the Airport are designed to include rainwater tanks and bio-retention swales to stem the flow of water leaving each development site. It will be necessary to extend the existing storm water network to service the development areas shown on the Master Plan.

6.4 TELECOMMUNICATIONS

Telecommunication lines service the airport. In recent years there have been significant telecommunication upgrades at the Airport to service the private network which provides telecommunications services to tenants as well as internal services infrastructure.

The existing service will require further updating and extension to service new development sites and any requirements for the deployment of the National Broadband Network in the local area.

6.5 GAS

Gas assets service the airport site. These mains will need to be augmented and extended to service the areas proposed for development within the Master Plan.

Supply and reticulation of gas mains will be undertaken in accordance with the development process.

6.6 ELECTRICITY

The airport site has sufficient electricity infrastructure to supply the current activities at the airport.

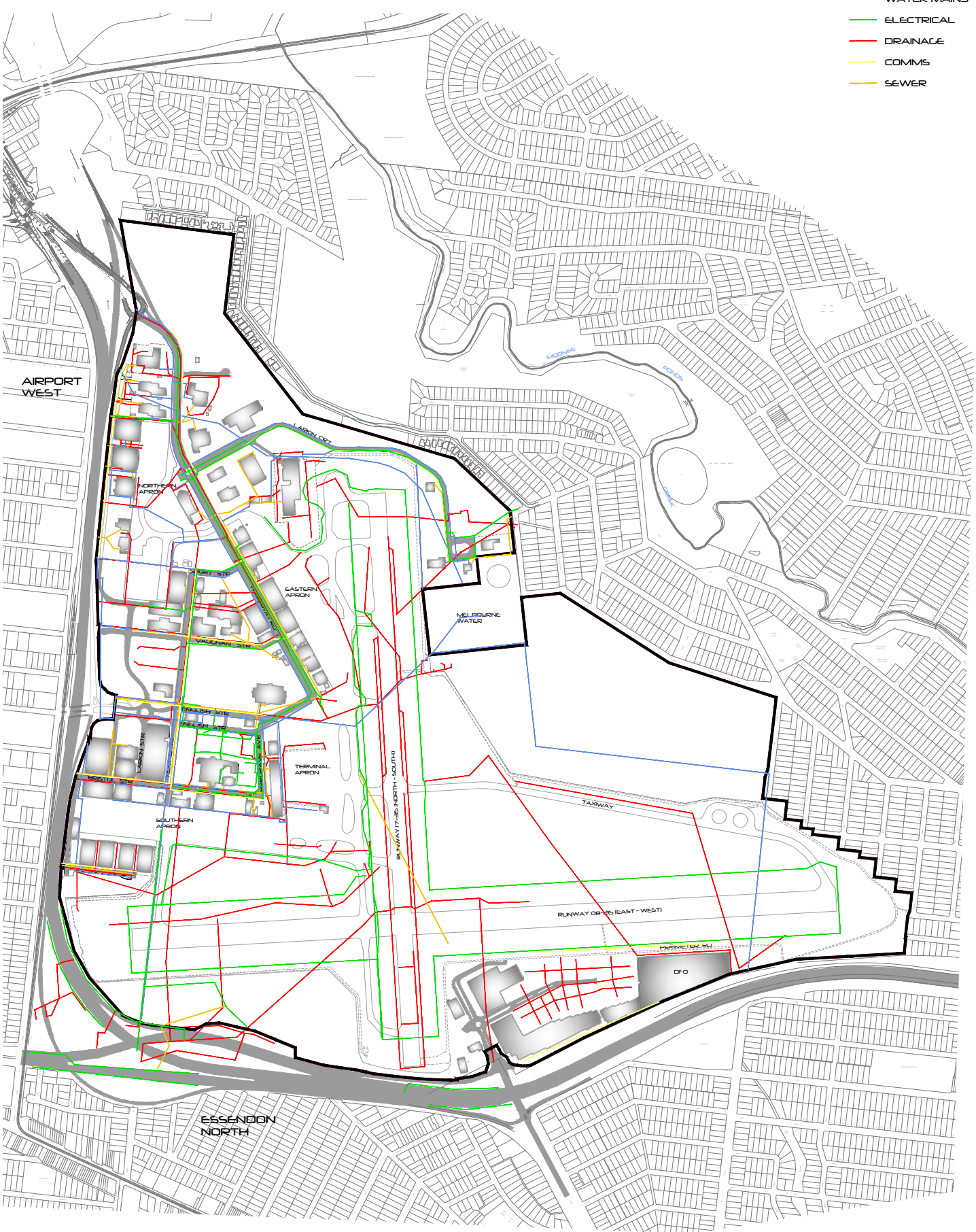
The future demand of the development envisaged by the Master Plan will need to be determined. Supply of electricity and reticulation will be undertaken in accordance with development.

EAPL provides an underground power network to all new developments, and as a result of this, are currently in the process of removing all overhead power lines throughout the Airport as it ties in with these new developments.



English Street main thoroughfare

FIGURE 6.1



EXISTING TRUNK SERVICES PLAN (2013)
ESSENDON AIRPORT PTY LTD



7. AVIATION ACTIVITY FORECASTS

7.1 HISTORIC AVIATION ACTIVITY

Since the opening of Melbourne Airport in 1971, aviation activity at Essendon Airport has moved towards general aviation with the current trend moving towards increased rotary and charter movements.

Over the last ten years aircraft traffic has reduced from 68,000 annual movements in 2002 to a level of around 54,000 annual aircraft movements in recent years.

Historic aviation activity at Essendon Airport over the past 10 years is shown in the following table.

Table 7.1
Historic Aviation Activity at Essendon Airport
(Calendar years)

Year	Annual Aircraft Movements	Year	Annual Aircraft Movements
2002	68,418	2008	54,739
2003	64,240	2009	58,659
2004	59,826	2010	54,994
2005	58,708	2011	54,162
2006	59,244	2012	53,779
2007	53,802		

Source: Airservices Australia Annual report and EAPL data

Table 7.2
Essendon Airport in 2012 Proportion
of Aircraft Movements

Single Propeller	23.2%
Twin Propeller	21.1%
Twin Turboprop	18.0%
Jets	5.4%
Rotary Wing	32.3%

Source: Airservices Australia Annual report and EAPL data

In accordance with Section 71(2)(b) of the *Airports Act 1996*, EAPL has assessed the future needs of civil aviation users of the airport and of other users of the airport, for services and facilities relating to the airport.

As part of this assessment, EAPL deems that a broad change of aviation trends for Essendon Airport is occurring. EAPL envisages a decline in single and twin engine use of the airport, but a notable shift towards increasing use of the airport for corporate jets, high end general aviation uses, mining and energy sector charters and helicopter operations.

Moderate growth in regional RPT services is also likely. To a certain extent, it is envisaged that one trend will offset the other, and aircraft movements at the airport will plateau between approximately 54,000-57,000 movements over the next 20 years. This trend is occurring due to the worldwide expansion of corporate jet travel. Conversely, investment in smaller general aviation at Essendon Airport continues to decline. Interest continues to be received for additional corporate jet hangar construction. Little, if any, interest is occurring for smaller general aviation hangars.

The increase in FIFO activities driven by the mining and energy markets across Australia in recent years has had a significant impact on aviation across Australia. There had been minimal impact on Victorian airports outside the regular public transport operations until 2012.

Regular closed charter FIFO flights began operating from Essendon Airport in early 2012. Further flights have been introduced to meet demand and it is anticipated that this will continue to grow. Currently four flights a week depart Essendon Airport servicing Prominent Hill, Telfer and Orange. We have allowed for this activity to double in the Master Plan period.



Sharp Airlines providing services to regional Victoria

The mining companies choose to operate out of Essendon Airport due to the access to labour markets, ease of operation and the ability to provide direct access to their mining sites. The economic impact of FIFO flights is an estimated additional 320 local and regional workers are able to secure FIFO jobs and \$43.1 million in direct economic benefit to Victoria. This figure would expect to double if our forecast of a doubling in flights to the mining regions is realised in this Master Plan period. Additional employment opportunities will arise for ancillary support services for these miners such as food and beverage outlets and medical centres.

Essendon has experienced growth in rotary wing movements in the last 5 years. This growth has been driven through increased emergency flights as well as corporate use. We have forecast the growth to level off in the Master Plan period.

However, the existing Air Navigation (Essendon Airport) Regulations 2001 restrict use of the Airport by corporate jets now and it is assumed they will continue to do so.

This limits growth expectations due largely to the existing curfew status arrangements and weight limitations. The curfew arrangements and limitations are outlined below. Due to this status, at present, Essendon presently refuses ad hoc requests for corporate jets that exceed the maximum limit.

It is envisaged that the demand for these aircraft to use Essendon will significantly rise in the coming decade, as

new model corporate jets increase in size. The Gulf Stream 650 which has a maximum take-off weight of 45,600 kg is a good example of a modern corporate jet that is presently not able to be used at Essendon Airport even though it is quieter and more fuel efficient than many of the smaller aircraft operating at the airport.

A contributing factor to the decline in smaller general aviation aircraft continues to be the competing factors of the many smaller general aviation airfields on Melbourne's outskirts. Airfields such as Bacchus Marsh, Lilydale, Coldstream, Tyabb, Moorabbin, Melton, Barwon Heads and even Ballarat compete directly with Essendon Airport. With the exception of Moorabbin, all are significantly smaller and have landing charges at lower rates than Essendon Airport. It is envisaged that a number of those airports will continue to grow at the expense of Essendon in this sector.

Regional Regular Public Transport (RPT) services are currently limited to one operator using relatively small twin engine turboprop aircraft (ie Metroliners) with a seat capacity of 19 persons and a maximum take-off weight of 7,300kg.

The services currently operate to Hamilton, Portland and Flinders Island and total around 4 to 6 movements per day. These regional Victoria services play an important role in connecting regional areas to Melbourne. We see potential for new services to regional Victoria, Tasmania and NSW also using small turboprop aircraft such as the SAAB 340 which carries 36 passengers with a maximum take-off weight of 13,155 kg.

On considering these issues, EAPL has extrapolated general aviation trends over the next 20 years.

It is anticipated that in 2033 the combined operation of all the above mentioned aircraft types will generate approximately 57,000 total aircraft movements.

EAPL's analysis of the market generally, and for ANEF purposes, establishes that:

- Single Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Turboprop Movements are likely to increase by 1% per annum over the next 20 years;
- Jet Movements are likely to increase by 3% per annum over the next 20 years;
- Rotary Wing Movements are likely to increase by 2% per annum over the next 20 years.

Current and projected aircraft movements are summarised in Table 7.3 below.

In broad terms, it is envisaged that aircraft movement declines in some airframe types (namely single propeller and twin propeller) will largely be offset by increases in others (namely turboprop, jet and rotary wing aircraft).

It is therefore considered that whilst there has been a decline in flight activity during this decade, this will now be stabilised and will remain consistent in the future.

More particularly, we therefore anticipate that total average movements over the next 20 years will be within the range of 53,000 to 57,000 movements per annum.

Table 7.3

Current and Projected Aircraft Movements

Aircraft Category	2012 Aircraft Movements		2033 Forecast	
	% of total	Movements	% per annum	Movements
Single Propeller	23.2	12,477	2% decrease	7,747
Twin Propeller	21.1	11,347	2% decrease	7,407
Twin Turbo	18.0	9,680	1% increase	11,894
Jet	5.4	2,904	3% increase	5,319
Rotary Wing	32.3	17,371	2% increase	24,481
Total	100	53,779		56,848

7.2 EMERGENCY SERVICES

EAPL also envisages a further trend for emergency services use of Essendon Airport. Over the past five years, operations related to Emergency Services have significantly increased.

Whilst growth at this level is unlikely to continue, there is still potential for slower growth. This increase has largely been a result of activities of the Victorian Police Air Wing and Air Ambulance.

The Victorian Police Air Wing and Air Ambulance Centre were completed in 2009. It accommodates three main components: an apron; the hangars; and ancillary support areas including offices, mess areas and maintenance facilities. Separate hangars were constructed for both the Police Air Wing and Air Ambulance Victoria. This development positioned Essendon Airport at the forefront of the provision of aviation facilities for emergency services use in Australia. The close proximity of Essendon Airport to the major hospitals in the City of Melbourne ensures that demand for these services will continue to be high.

Since 2005, Essendon Airport has also become the home for Aero Rescue. The organisation operates Dornier 328-120 aircraft and provides fixed wing search and rescue services on behalf of the Australian Maritime Safety Authority. Essendon Airport has become one of five Australian bases for these standby search and rescue services, providing vital maritime support services.

In summary, EAPL is committed to the sustainability and ongoing use of Essendon Airport for emergency aviation services and considers that the airport meets the long term needs of Emergency Services users in Victoria.

8. AIRCRAFT NOISE & AIRSPACE MANAGEMENT



8.1 AIRCRAFT NOISE

Aircraft noise will always arise as part of an airport's operation, and while modern aircraft are becoming quieter, considerable ongoing attention is required to manage the noise associated with an airport.

Section 71(2)(d) of the *Airports Act 1996* requires the production of an Australian Noise Exposure Forecast (ANEF) at all leased Commonwealth airports as part of the airport master planning process. While aircraft flight paths and responses to noise created by aviation movements are the responsibility of Airservices Australia, EAPL takes a proactive approach to noise impacts on the community.

Noise impacts in the vicinity of airports are evaluated in accordance with the Australian Standard AS 2021-2000. The standard prescribes acceptability of various building types within ANEF zones based on forecast exposure to noise from aircraft operations.

The *Essendon Airport Environmental Strategy 2013-2018* sets out at Chapter 5 EAPL's strategies to deal with the environmental impact of noise.

8.2 COMMUNITY AVIATION CONSULTATION GROUP

In January 2010 EAPL established a Community Aviation Consultation Group (CACG). The CACG replaced the Essendon Airport Noise Management Working Group.

The CACG is the primary community consultation forum for noise issues.

Attendees at the CACG meetings include:

- Local Federal Member of Parliament;
- Local State Member of Parliament;

- MVCC councillor;
- CEO of EAPL;
- Aviation Manager of EAPL; and
- 2 community representatives nominated by 2 local federal members of Parliament.

Representatives of Airservices Australia and the Department of Infrastructure and Regional Development are invited guests at each meeting. The Aircraft Noise Ombudsmen has also attended meetings of the CACG.

Initiatives undertaken by EAPL in conjunction with the CACG include:

- Implementation of the first Fly Neighbourly Agreement in Australia;
- Local fly neighbourly procedures to encourage helicopter operations at the northern end of runway 17/35 to use the green belt area;
- An EAPL staff member spending the night at the home of a local resident to gain a better understanding of the noise issues that were impacting on this particular person;
- Arrangements were made for another resident to meet the CEO and Chief Pilot of a local airfreight company to discuss their concerns and gain a better understanding of this particular business;
- A new engine test site which uses the existing formation of the adjacent freeway overpass to absorb noise was trialled and is now a confirmed location for engine test runs; and
- The CACG has commenced working on a community booklet to enhance understanding of the operation of the airport and the impacts of Essendon Airport on the community.

EAPL will continue to discuss noise concerns that the community have with the CACG on a regular basis.

8.3 2033 ANEF

A 2033 ANEF has been prepared in accordance with the procedures prescribed by Airservices Australia (the Agency responsible for the endorsements of ANEF's for all Australian Airports).

The ANEF system is a measure of the aircraft noise exposure levels around aerodromes over a 12-month period. Noise exposure levels are calculated in ANEF units, which take into account the following factors of aircraft noise:

- The estimated growth or reduction rate of aircraft movements using historical data of aircraft movement;
- The audible frequencies of aircraft take off, approaches to land, and reverse thrust after landing;
- The average daily distribution of aircraft movements in daytime and night-time (night-time defined as 1900 hours to 0700 hours). Night time movements are multiplied by a factor of 4 for ANEF calculations;

- The forecast frequency of aircraft types and movement on the various flight paths.

The Essendon Airport 2033 ANEF has been assessed for technical accuracy and has been endorsed by Airservices Australia in the manner approved by the Minister for Infrastructure and Regional Development. The 2033 ANEF is shown in Figure 8.1

8.4 RUNWAY CAPACITY

In accordance with the Faa Advisory Circular AC 150/5060-5, EAPL must demonstrate that the forecast numbers of aircraft movements are not greater than the physical capacity of the existing or proposed runways.

The two runway system at Essendon Airport can allow up to 215,000 fixed wing movements per annum, far more than the projected 2033 demand of 32,370 fixed wing movements. EAPL has determined a 20 year ANEF is preferred to an ultimate capacity ANEF as projecting movements reaching ultimate capacity at the airport is considered unlikely.



Inside Essendon Airport Terminal

8.5 MANAGEMENT OF AIRPORT NOISE INTRUSION

EAPL has considered the requirements of Section 71(2)(e) of the *Airports Act 1996*, “plans developed following consultation with the airlines that use the airport and local government bodies...for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels.”

Airservices have one permanent, and from time to time temporary, noise monitoring points within the vicinity of the airport to detect the operating aircraft, the altitude of the aircraft, the noise created by the aircraft and the level of background noise. This helps determine whether aircraft have been operating in accordance with approved flight procedures. Noise monitoring results are provided by Airservices at CACG meetings.

Noise Abatement procedures for Essendon Airport have also been designed and implemented by Airservices. These procedures seek to minimise the impact of noise over the community through the management of runway use and reducing flight paths over residential areas, however flight paths are often dictated by aircraft type and weather conditions.

Further to this, in April 2011 Essendon Airport was the first airport in Australia to introduce a Fly Neighbourly Agreement (FNA). A full copy of the FNA is available on the EAPL website. The signatories of the FNA have implemented the following voluntary procedures;

- Comply with Commonwealth legislative requirements for noise management;
- Comply with noise abatement procedures;
- Ensure that environmental awareness and noise issues are included in pilot training;
- Respond to community inquiries about noise in a cooperative manner; and
- Display this agreement in the reception area of our business and website.

Where aviation operators are not signatories to the voluntary Fly Neighbourly procedures, EAPL encourages the operators to adhere to the principles of the Fly Neighbourly Agreement.

Consistent with the principles of the FNA, in 2011 EAPL in consultation with the CACG, Airservices & local operators agreed a preferred route for helicopters over less densely populated areas for flights departing from the north east. Operators including Police & Air Ambulance have adopted this voluntary procedure subject to safety and operating procedures. Improved outcomes have resulted from this initiative.

The Air Navigation (Essendon Airport) Regulations restrict aircraft usage outside curfew hours and limit the size of aircraft which can use the airport.

EAPL will also carry out an investigation into the shortening of the north-south runway during this master plan period. This investigation will include the noise impacts of any modifications to the north – south runway.

Workshops were convened to bring EAPL, Airservices, helicopter and other aircraft operators together to ensure the data used to produce the ANEF reflected the flight tracks and altitudes flown by the various helicopter types. EAPL has also undertaken consultation with State and Local Government authorities, as well as the CACG, with regard to the proposed ANEF contour chart and impacts of noise.

EAPL will continue to consult with local government authorities to develop plans for managing aircraft noise intrusion in areas forecast to be subject to exposure above significant ANEF levels.

8.6 ANEF OVERVIEW

The contours on the ANEF chart are a measure of the noise exposure over a 12-month period divided by 365 to show an average annual day. The 2033 ANEF is different in size and shape to the 2027 ANEF found in the 2008 Master Plan. This is due to a number of factors which include the following:

NEW VERSION OF THE INM SOFTWARE

The only method of calculating ANEF contours is by the use of the Integrated Noise Model (INM) developed by the Federal Aviation Agency of the USA. The INM calculates the aircraft noise exposure for an average day (averaged over a year) activity at the forecast year.

A new version of the INM (7.0b) was used for the 2033 ANEF. This version uses a much wider range of aircraft types than was previously available. In particular, the new model provided comprehensive modeling of helicopters for the first time. In the 2027 ANEF the model substituted a small plane in place of a helicopter.

CHANGES IN THE NUMBER OF MOVEMENTS AND FLEET MIX

Due to changes in aviation activity experienced in the last 5 years the number of movements and fleet mix vary significantly between the 2027 and 2033 ANEF.

TABLE 8.1 ESTIMATED CHANGE IN AIRCRAFT MOVEMENTS

Forecast Annual Movements	2027 ANEF	2033 ANEF	Difference
Fixed Wing	40,000	32,370	-7,630
Helicopters	13,500	24,480	10,980
Total Movements	53,500	56,848	3,350

As the Airport Operator, EAPL realises that noise will affect the community and seeks to address these issues proactively and mitigate likely impacts. EAPL's plan to manage noise intrusion around the airport is discussed above.

The majority of the ANEF 30 contour is located above airport land, public open space, industrial land or over the adjacent freeway; however houses are also located within this contour. The ANEF 25 and 20 contours cover residential properties to the south, east and north-east of the airport. EAPL realises that noise does not suddenly dissipate at the 20 ANEF contour and in fact transcends past this point.

CHANGES IN MOVEMENTS AND NOISE LEVELS IN THE FUTURE

EAPL forecasts the change to the ANEF over the period of this Master Plan to be minimal.

This is demonstrated in Figure 8.2 which compares the 2012 Australian Noise Exposure Index (based on actual movements) with the 2033 ANEF contour chart (based on forecasts). Currently there are approximately 3000 homes located within the ANEF with a further 700 properties forecast to be affected by the increased ANEF contours over the next 20 years. The additional flights forecast by 2033 equate to an additional 8 to 9 movements per day.

IMPACT OF MELBOURNE AIRPORT TRAFFIC

By definition, the ANEF provides a measure of noise based on forecast movements at a specified airport (ie Essendon Airport). It does not take account of noise generated by aircraft that overfly Essendon Airport on route to Melbourne Airport. These aircraft operate at relatively low altitudes over Strathmore, Oak Park, Essendon North and Airport West.

Short term noise monitoring surveys conducted by Airservices Australia in September 2012 show that 30% of the aircraft flying over these suburbs are jet aircraft approaching Melbourne Airport to land. Figure 8.3 shows the areas that may be affected by movements at both Melbourne and Essendon Airports.

INTRODUCTION OF QUIETER AIRCRAFT

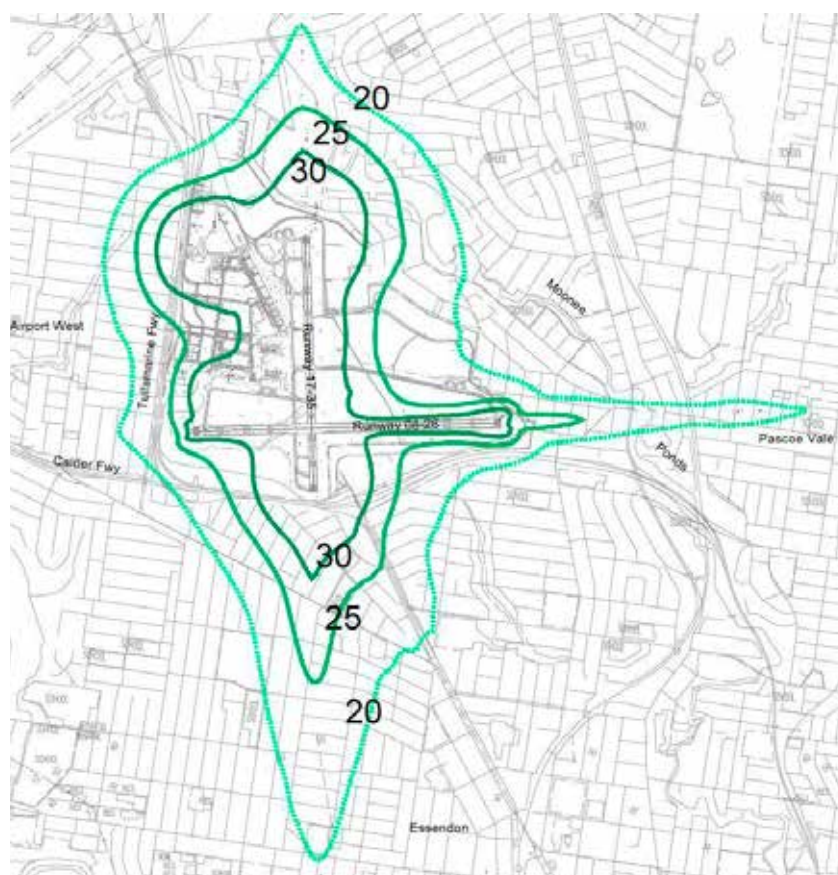
New technology now being used in the design of modern aircraft is expected to have a positive impact on noise levels in the future. Newer models of helicopters that are quieter than current models have not been allowed for in calculating the ANEF. The newer models have an improved rotor system which is tailored to produce a minimised noise signature for urban area operations.

8.7 FLIGHT PATHS

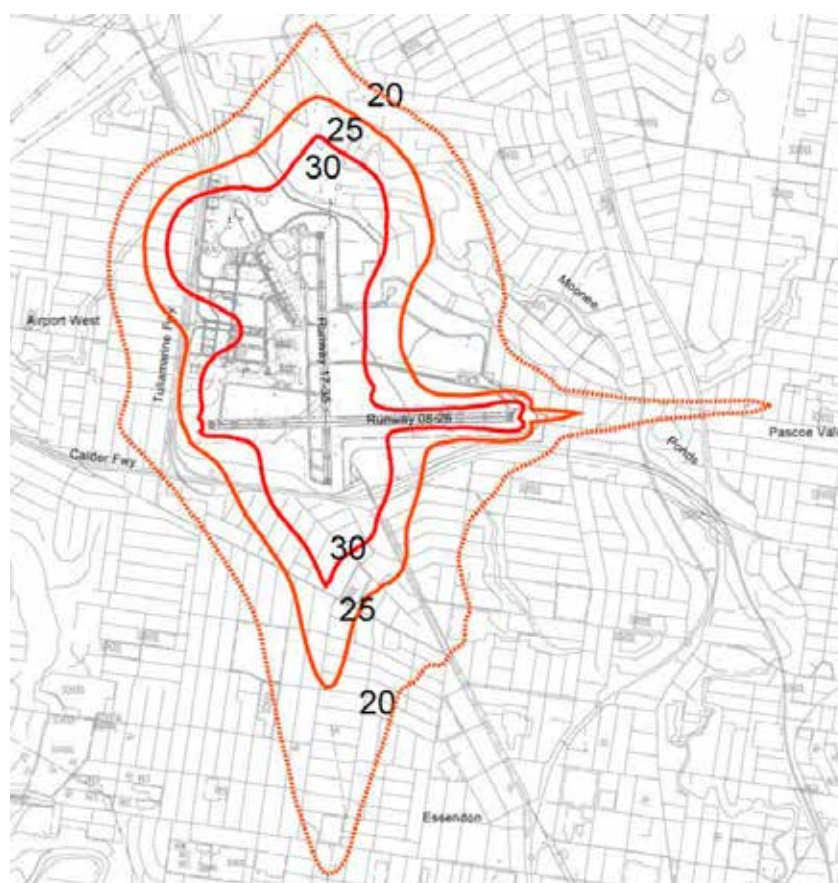
In addition to the ANEF, the Master Plan records the following flight paths into Essendon Airport, as specified in Section 71(2)(da) of the *Airports Act 1996*. Flight paths can also be seen through the WebTrak program accessible online through the Essendon Airport website. This tool is provided by Airservices Australia and provides information on aircraft flying over metropolitan areas within the vicinity of Essendon Airport. The flight paths for Essendon Airport can be found in figures 8.4- 8.7.

FIGURE 8.2

ANEI 2012	
ANEI 2012 MOVEMENTS	53,779

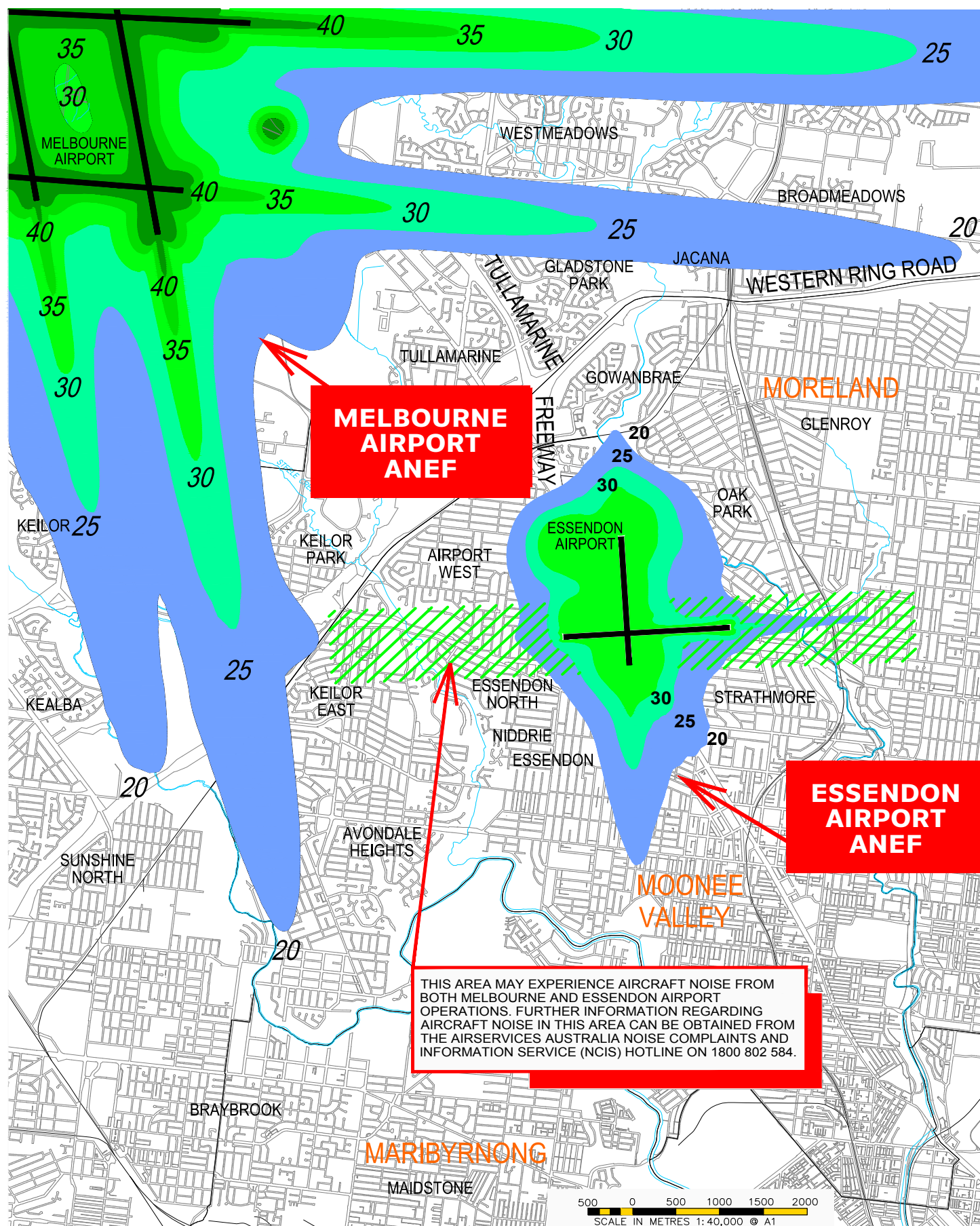


ANEF 2033	
ANEF 2033 MOVEMENTS	56,848



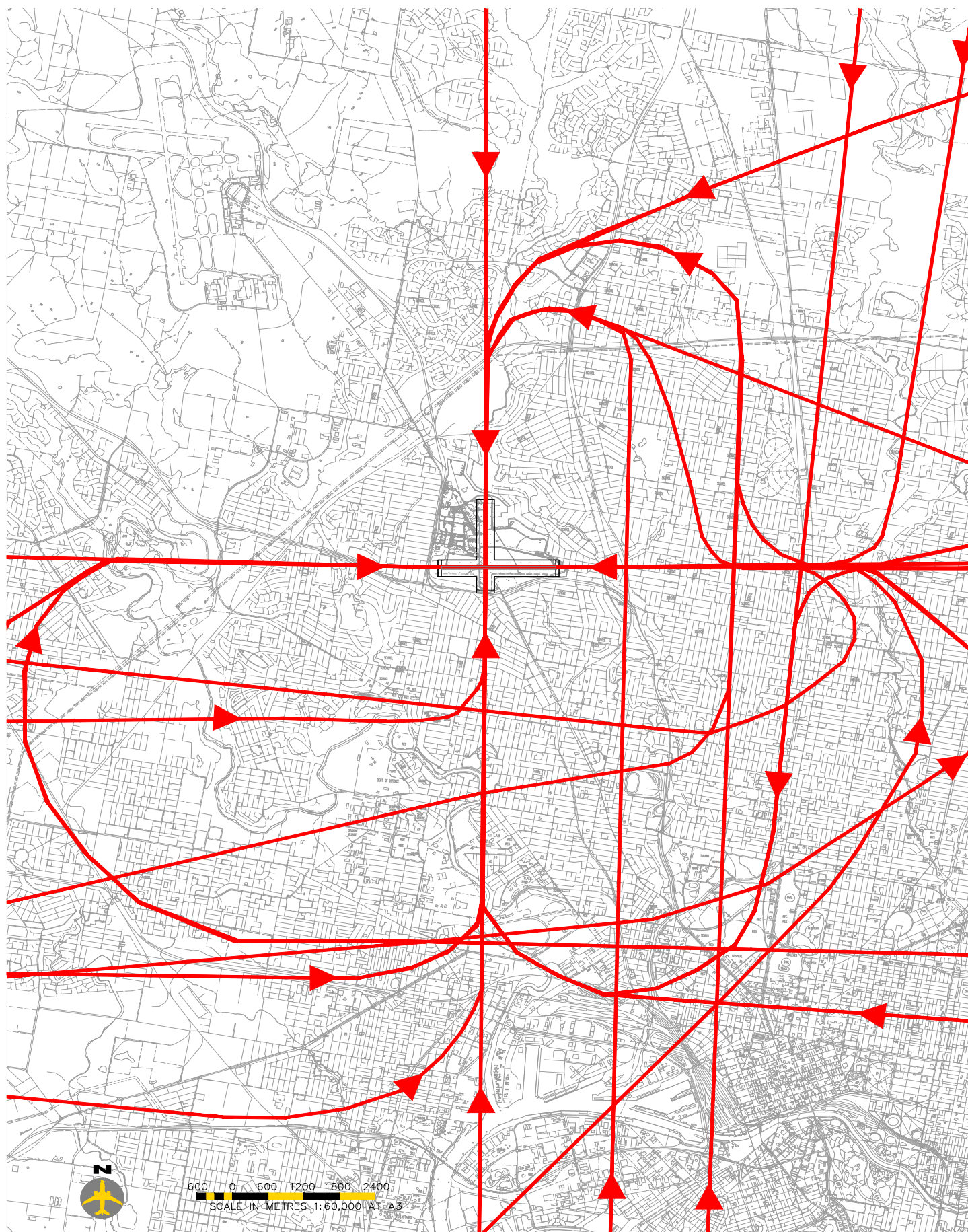
AUSTRALIAN NOISE EXPOSURE INDEX 2012 (ANEI 2012) AND AUSTRALIAN NOISE EXPOSURE FORECAST 2033 (ANEF 2033)

FIGURE 8.3



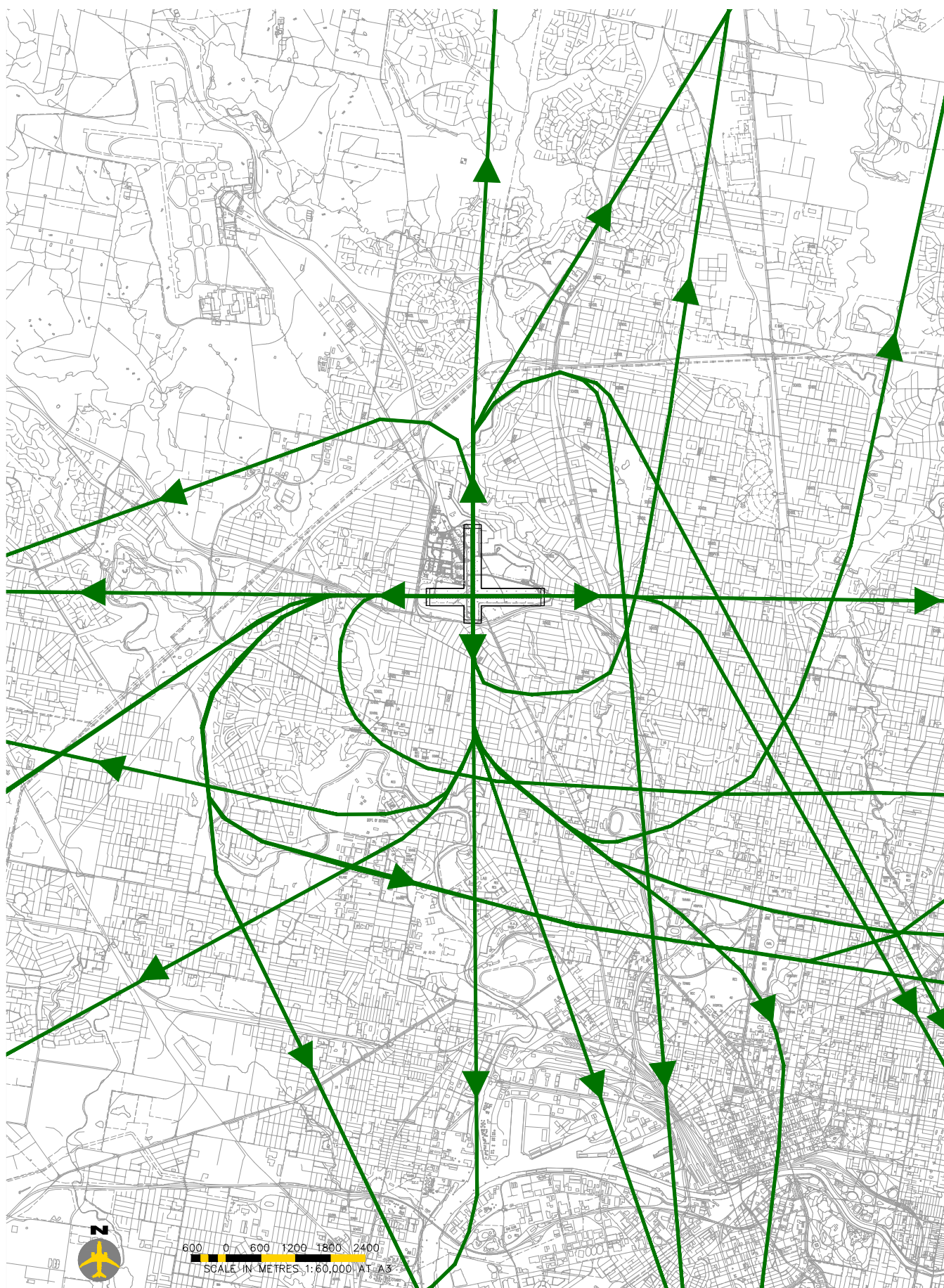
RELATIONSHIP BETWEEN MELBOURNE AIRPORT ULTIMATE CAPACITY ANEF,
AND ESSENDON AIRPORT 2033 ANEF FORECAST

FIGURE 8.4



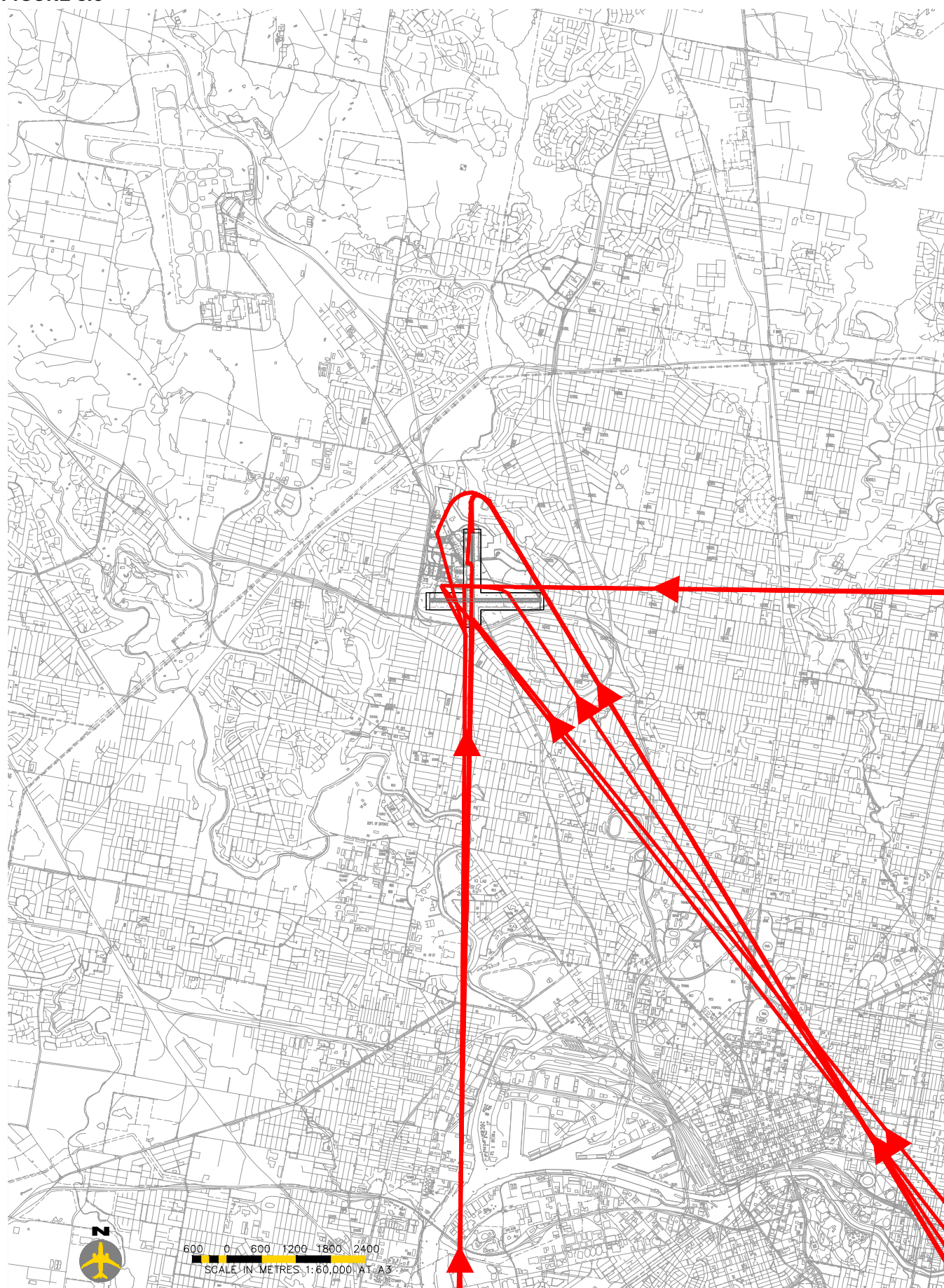
ARRIVAL FLIGHT PATHS FOR FIXED WING AIRCRAFT

FIGURE 8.5



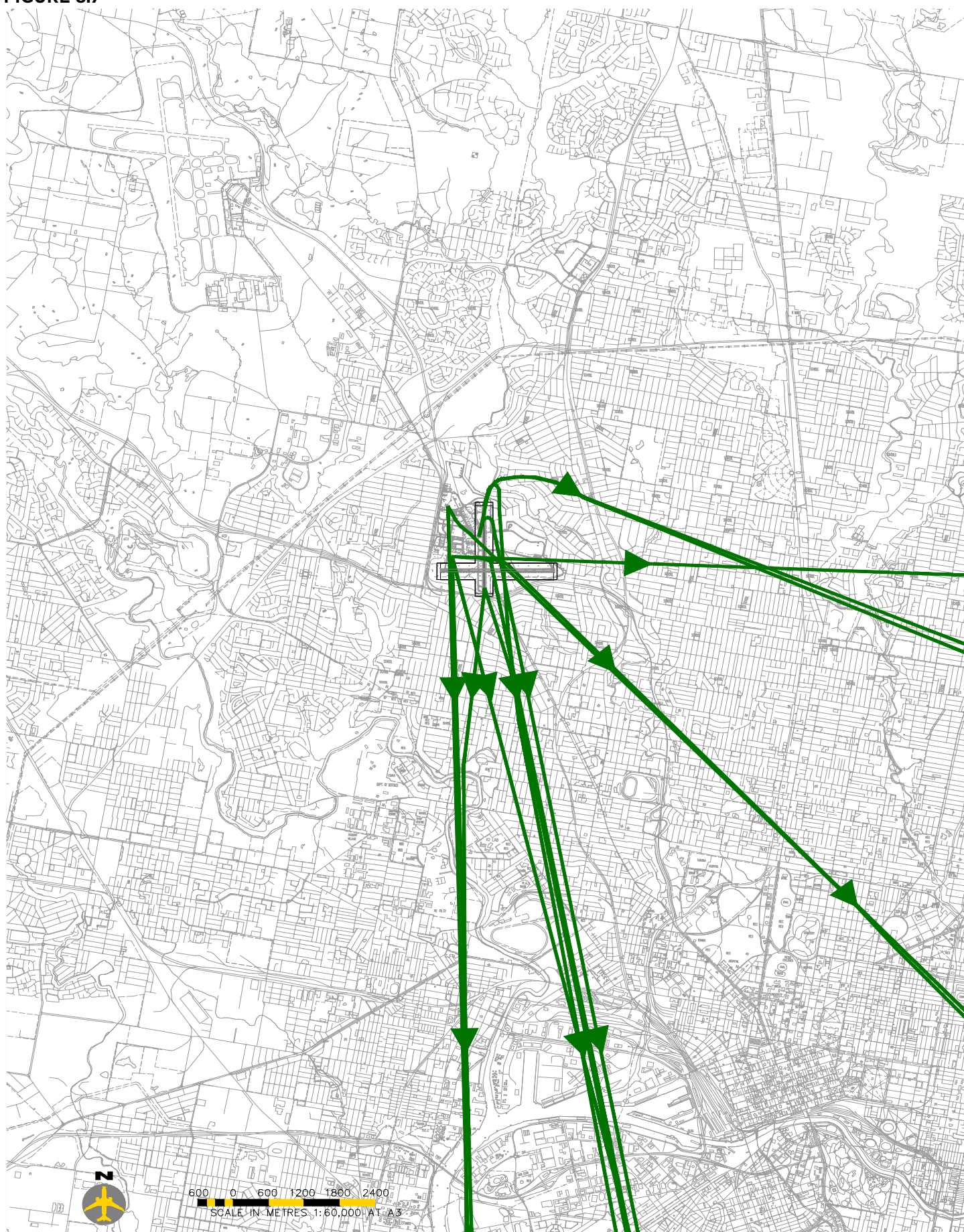
DEPARTURE FLIGHT PATHS FOR FIXED WING AIRCRAFT

FIGURE 8.6



ARRIVAL FLIGHT PATHS FOR HELICOPTERS

FIGURE 8.7



DEPARTURE FLIGHT PATHS FOR HELICOPTERS

8.8 N70 NOISE CONTOURS

The National Airports Safeguarding Advisory Group, through AS 2021, recommend utilising frequency based measures to supplement the ANEF. Frequency based measures offer an alternative and complementary tool for assessing aircraft noise, therefore, although not a statutory requirement, an N70 contour chart has also been prepared for this Master Plan. The N70 measure is the most commonly used frequency based noise

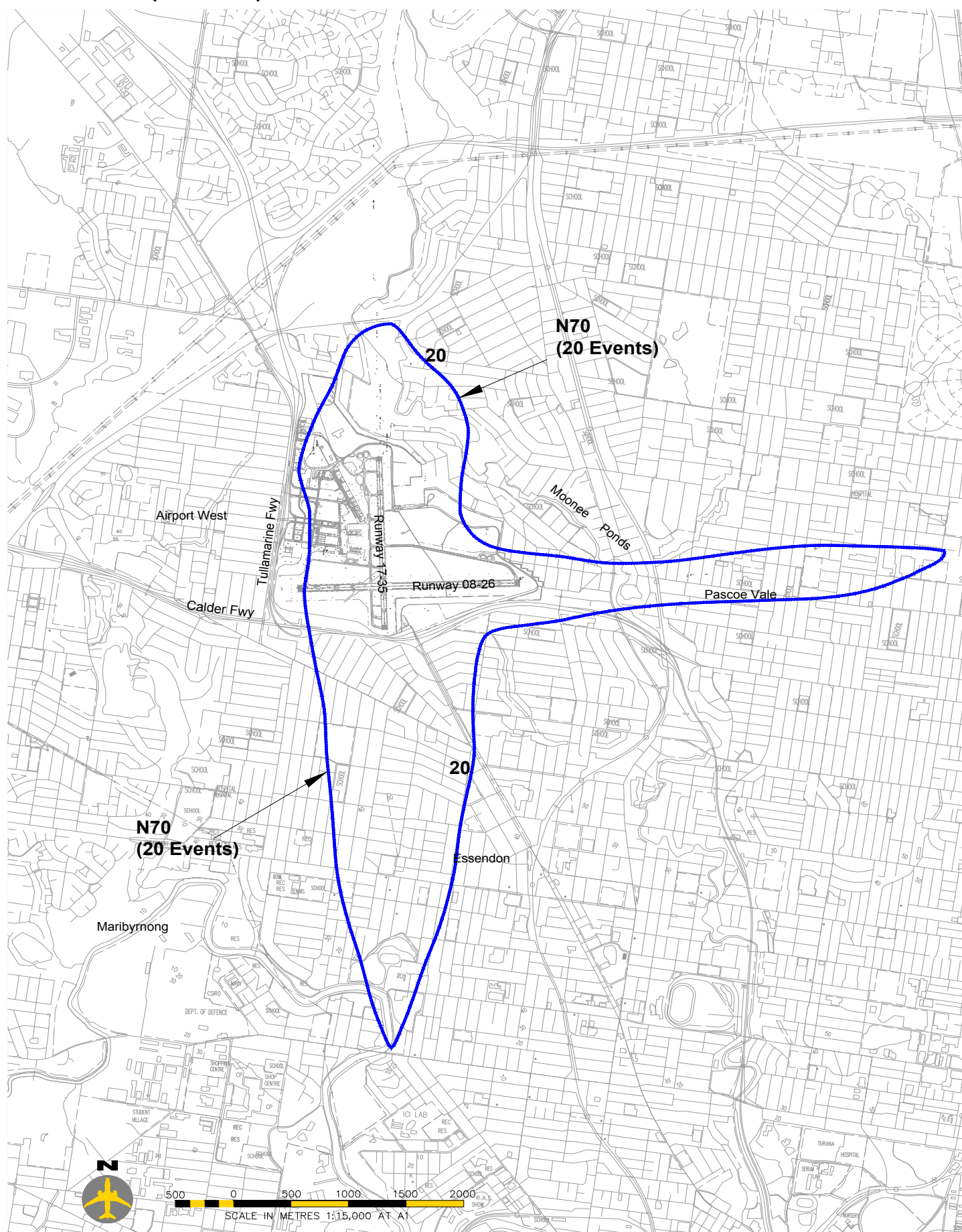
measure which represents a 70 decibel outside noise, which will be measured at 60 decibels inside a house with windows open. 60 decibels is the sound level that will disturb a normal conversation or activities such as watching television.

The N70 (20 event) contour represents the area where noise events of 70 decibels will be experienced 20 times per day. The N70 (20 event) contour plan for Essendon Airport can be found in figure 8.8.



Alliance Airlines – providing FIFO services out of Essendon Airport

FIGURE 8.8 N70 (20 EVENTS) NOISE CONTOUR



N70 (20 EVENTS) NOISE CONTOUR

8.9 AIRSPACE MANAGEMENT

OBSTACLE LIMITATION SURFACES

The protection of airspace in the vicinity of an airport is provided by the definition of a set of Obstacle Limitation Surfaces (OLS) that identify the lower limits of the airspace above which objects may become obstacles to aircraft operations.

OBSTACLE RESTRICTION AREA

Any object that stands on or above the specified OLS is deemed to be an obstacle and must be removed or marked and lit in accordance with the Airports (Protection of Airspace) Regulations 1996.

The Obstacle Restriction Area of Essendon Airport comprises the following and is shown in Attachment 4:

- Runway strip(s);
- Clearways; and
- Taxiway strips.

Prescribed airspace for an airport is the airspace above any part of either an OLS or PANS-OPS surface for the airport.

PANS-OPS

PANS-OPS is an acronym for Procedures for Air Navigation Systems Operations which are rules for designing instrument approach and departure procedures. A PANS-OPS surface for an airport is a surface ascertained in accordance with the procedures in document number 8168 OPS- 611 procedures for Air Navigation Services, Aircraft Operations, published by the International Civil Aviation Organisation on 11 November 1993.

No change to the OLS or PANS-OPS surfaces for the airport is likely to result if development proceeds in accordance with the Master Plan.

CONTROLLED ACTIVITY

Essendon Airport is a region of prescribed airspace which is protected by Part 12 of the *Airports Act 1996*. Under the Airports (Protecting Airspace) Regulations 1996 (Cth) any intrusion into prescribed airspace is considered to be a “controlled activity” which requires consent of the secretary.

“Controlled activities” include (but are not limited to) construction of a building or other structure that intrudes into the prescribed airspace and any other activity that causes an item attached to, or in physical contact with the ground (such as cranes or scaffolding) to intrude into the prescribed airspace. Controlled activities also includes for possible intrusions of airspace which may interfere with a pilot’s visibility from an aircraft, including light distractions and emission of smoke and dust etc.

Given the proximity of Essendon Airport to ongoing development activities it is important that the Master Plan contain information to assist the community to understand the potential impact of development on Airspace.

The prescribed airspace charts are set out in Attachment 4.

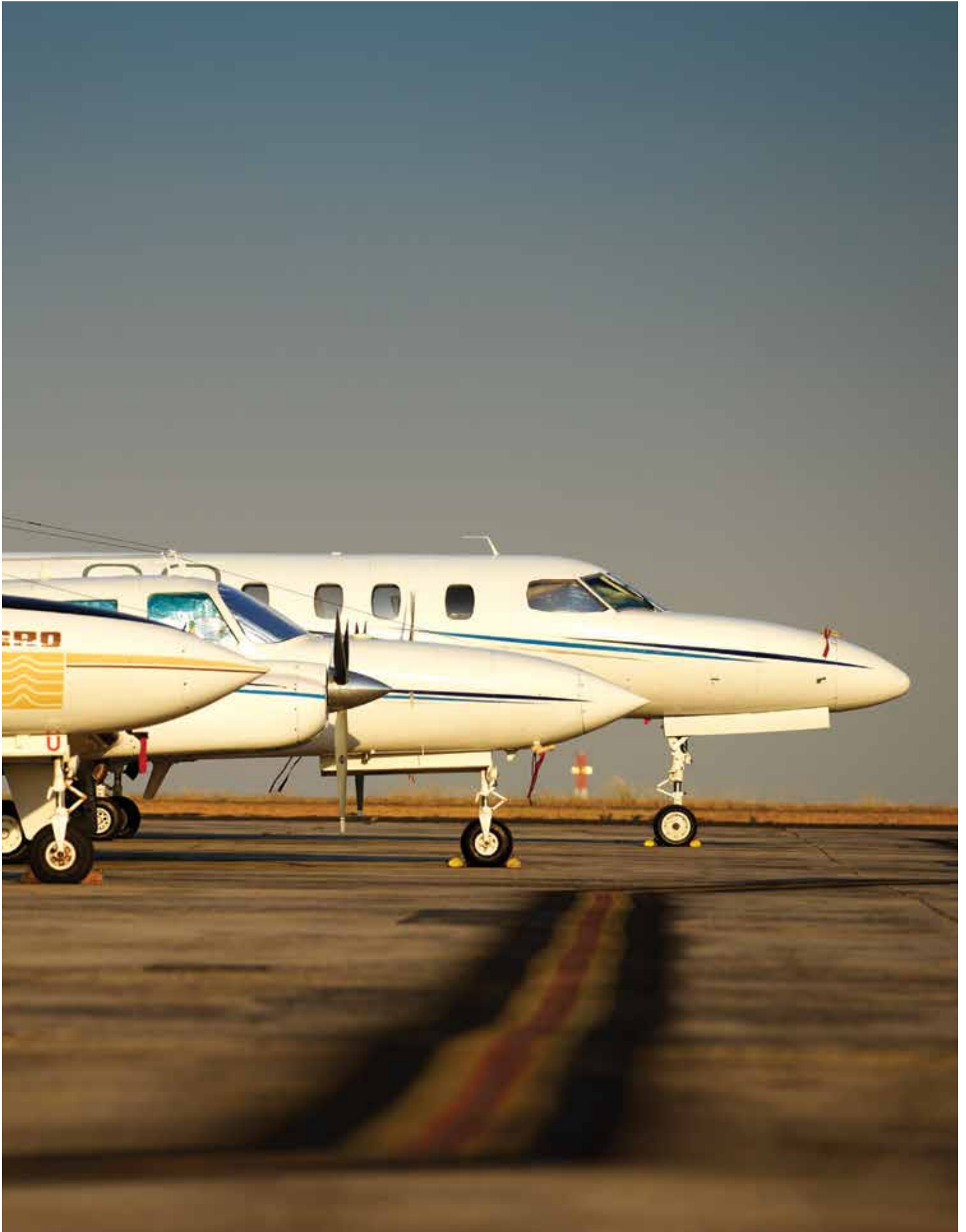
PROTECTION OF AIRSPACE ON RUNWAY ENDS

EAPL has consulted extensively with the Moonee Valley City Council as part of a proposed design and development overlay for land surrounding Essendon Airport in conjunction with anticipated amendments to the Moonee Valley Planning Scheme to ensure better protection of airspace around Essendon Airport.

This scheme is in final stages of the planning process and will be an important planning tool for home owners, builders and developers, and will ensure that the airspace around Essendon Airport is protected.



The unique jet crossing located at Essendon Airport



Aircraft at Essendon Airport

9. AIRPORT DEVELOPMENT PROPOSALS

This Master Plan sets out the “intentions for land use and related developments of the airport site, where the uses and developments embrace airside, landside, surface access and land planning / zoning aspects” and the “assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport.”

By necessity, the Master Plan is flexible in order to cater for a range of developments which may occur over the next 20 years.

As required by the *Airports Act 1996*, this Master Plan will be reviewed in five years’ time. The Master Plan has been prepared by reviewing existing conditions and operations at the airport.

The proposed layout of the airport recognises current and projected airport activities and operations, the likely need for buildings and the most suitable location for aviation and non-aviation activities in order to achieve the intentions for developments.

Whilst the Master Plan puts in place a framework for the future of the airport, the ability to achieve this will be influenced by external factors such as the aviation industry, the community and commercial markets. Therefore, the timing and specific nature of developments at the airport will remain fluid and will be continually monitored and re-assessed.

The intentions for developments within each precinct are summarised below.

9.1 AVIATION DEVELOPMENTS

AIRFIELD PRECINCT

Runways and Taxiways

No new runways are proposed for Essendon Airport. The existing runways and taxiways are satisfactory to handle the forecast numbers and types of traffic throughout the 20-year planning horizon.

The re-alignment of the Tullamarine Freeway resulted in a shortening of the 17/35 Runway in 2005.

The existing runway lengths are now:

- Runway 08/26 1,921m; and
- Runway 17/35 shortened from 1,585m to 1,504m.

RUNWAY SHORTENING

During the course of the Master Plan, EAPL may undertake a trial shortening of the North-South runway. A trial shortening of this runway has previously been proposed and could provide positive outcomes for meeting the needs of users of the airport by improving internal circulation of traffic within the airport site, particularly the Bulla Precinct.

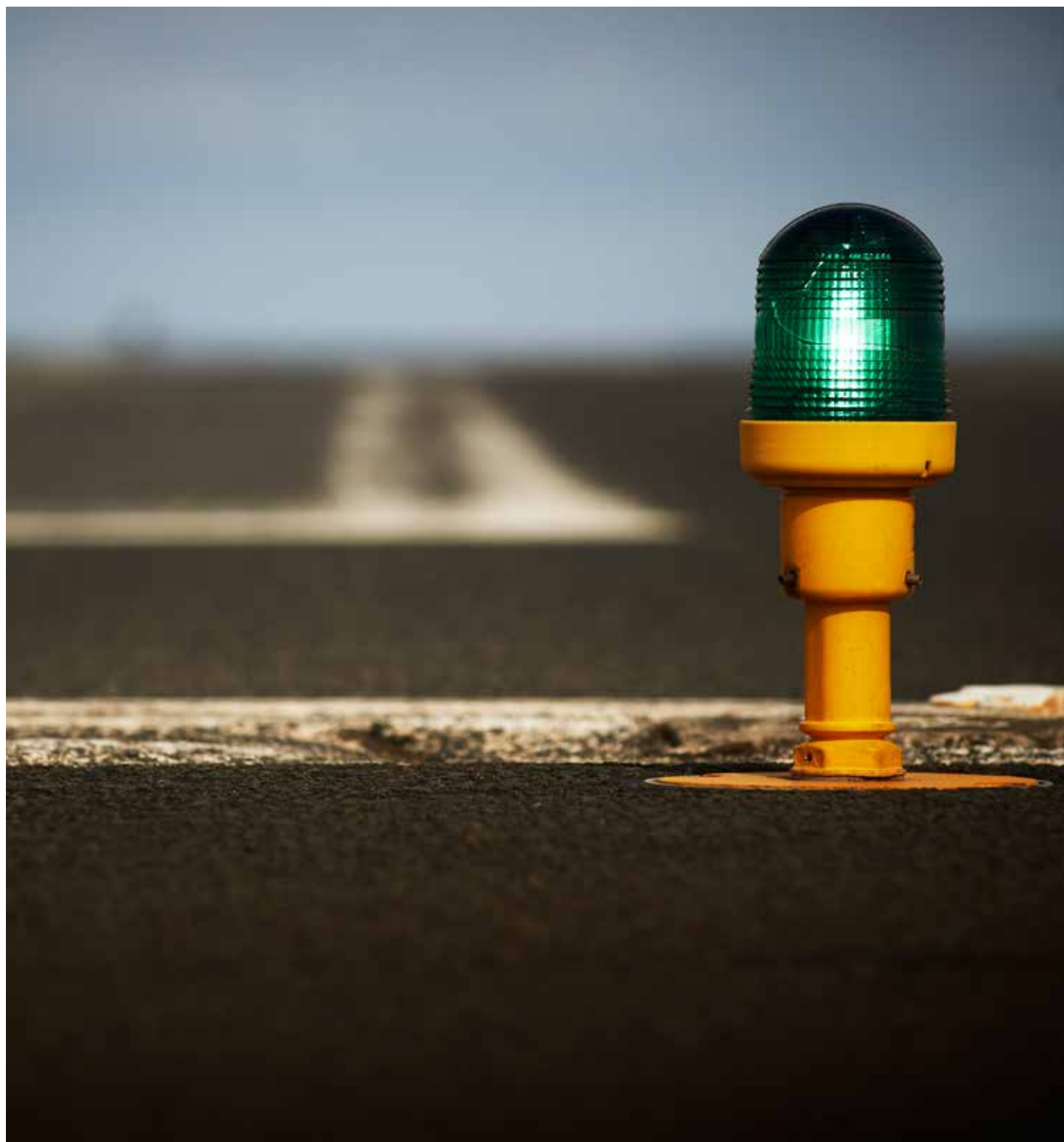
Any trial shortening will be preceded by an investigation into the impact the shortening of the runway will have on aviation operations, noise, safety and vehicular circulation around the airport as well as aviation maintenance expenditure on excess aviation infrastructure of the airport.

The investigation will also need to consider the impact of Melbourne Airport’s proposed third runway on flight paths and aviation operations at Essendon.

EAPL awaits further details to be provided by Melbourne Airport during the major development plan process for the third runway.

During the investigation, EAPL would carry out adequate consultation on appropriate safety, flight paths and noise studies and determine the impact on the aviation industry, and the local community.

If the investigation supports altering a runway in any way that significantly changes flight paths or the patterns or levels of aircraft noise, this would be deemed a “major airport development” pursuant to section 89(1)(ba) of the *Airports Act 1996* and a Major Development Plan would be required.



Northern end of the north-south runway operating at Essendon Airport

Aprons

EAPL has available land in the airfield zone should additional apron space be required. It is likely that any extension of the apron space would only occur due to the replacement or relocation of existing aviation services to a more centralised location of either the southern apron or Hart Precinct.

As the aviation industry is a changing environment, the need for specific apron works will be determined by the extent of new hangar demand and development. In the most recent Master Plan period, new hangars and apron works were developed for the Emergency Air Services for the Victorian Police and Air Ambulance. On top of this, several hangars were extended and refurbished to cater for the expanding corporate aviation market.

9.2 AVIATION PRECINCT

TERMINAL BUILDING

The existing terminal building is sufficiently spacious to cater for aviation activity for the planning period. Current terminal use for aviation purposes includes FIFO charters, low volume regional RPT, pilot training offices and pilot and passenger facilities.

As detailed in the Heritage Section of the Airport Environment Strategy, EAPL intends to upgrade the Terminal Building. EAPL has recently completed a minor upgrade to passenger facilities including check in counters, baggage equipment and heritage images in the terminal. Any development and restoration work carried out on the terminal will give appropriate regard to the heritage report which has been undertaken. Into the future, EAPL envisages further use of this terminal will be by a mix of both aviation and general commercial tenants.



Airside view of the terminal building



Air Ambulance Victoria facility

EMERGENCY SERVICES

Completed in 2009, the Victorian Police Air Wing and Air Ambulance Centre were constructed in the Aviation Precinct adjoining the Wirraway North Precinct. The works provided a hangar for the Victorian Police and Air Ambulance Victoria, a new apron and ancillary

support areas including offices, mess areas and maintenance facilities. The facility has become one of Australia's most prestigious aviation based emergency services centres, and provides an important service for all Victorians. Detail of the works carried out by the Police and Air Ambulance can be found in Chapter 4.



Victorian Police Airwing



Police Airwing and Air Ambulance hangar facility



Corporate hangars

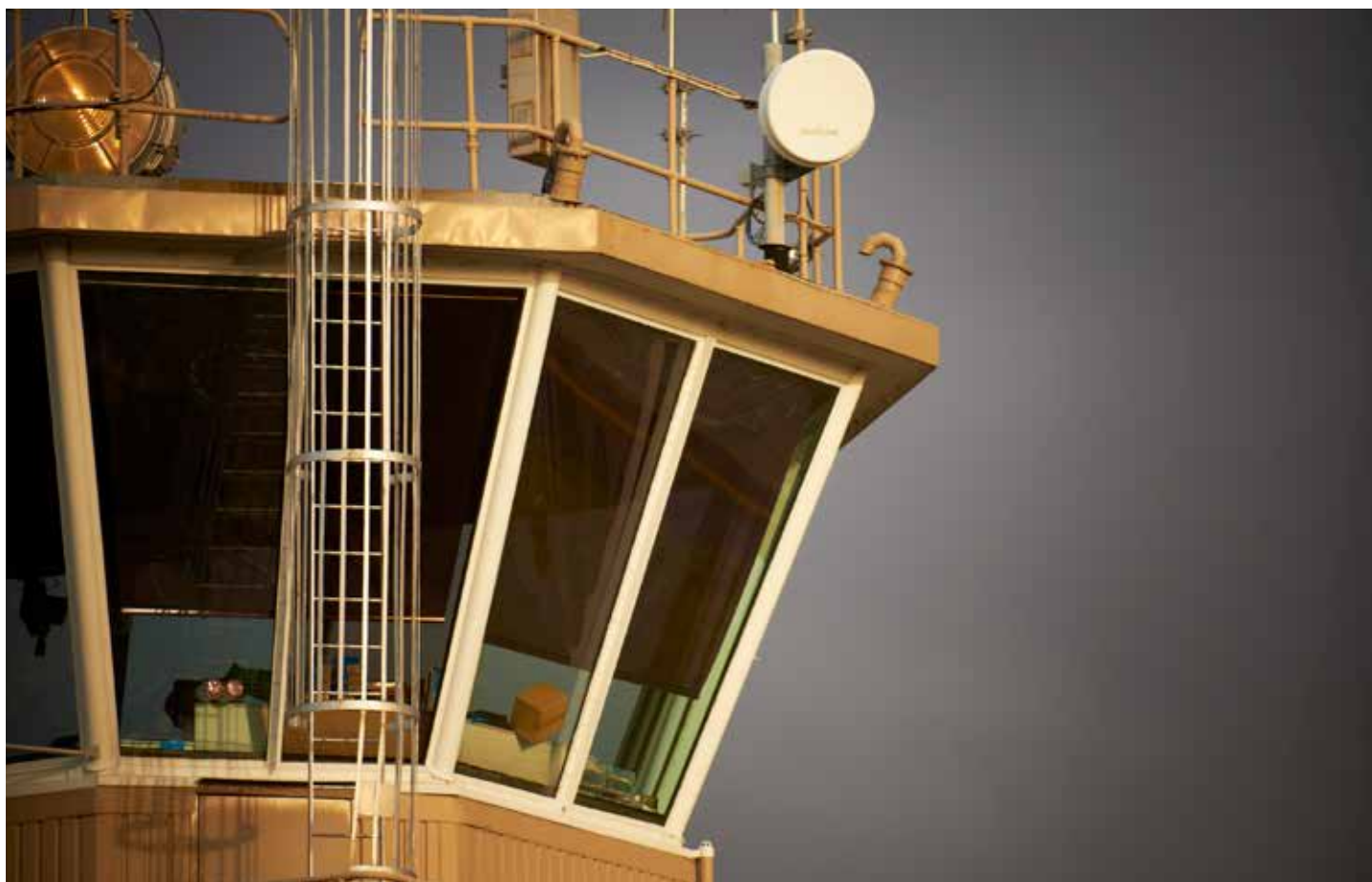
NEW HANGARS

Pending demand especially from jet operators, it is possible that up to five new hangars, capable of accommodating aircraft up to 45,000 kilograms MTOW, could be constructed over the Master Plan period within the Aviation Precinct. Construction of further smaller hangars could also occur if demand requires.

The majority of these new hangars would likely be

developed around the Southern Apron or in the Hart Precinct adjacent to the north south runway (subject to appropriate vehicular access to the Hart Precinct being established) and will depend on the strength of the corporate aviation market.

Hangar development in the Hart Precinct would also require further infrastructure including taxi way and apron construction within the airfield.



Existing Essendon Airport Air Traffic Control Tower

NEW CONTROL TOWER

In recent years, Airservices Australia has contemplated the establishment of a new Air Traffic Control Tower at Essendon Airport. EAPL understands that the existing tower was established in 1956 and EAPL believes that the establishment of a new tower is desirable and should not be delayed any further. Airservices Australia are currently investigating a number of alternatives to relocating the tower (including the Hart Precinct) and the final location of the new control tower will be agreed by EAPL and Airservices.

EAPL's preference is for the tower location to be determined as soon as possible in order to provide greater certainty in planning for both aeronautical and non aeronautical development.

9.3 AVIATION FACILITIES PLAN

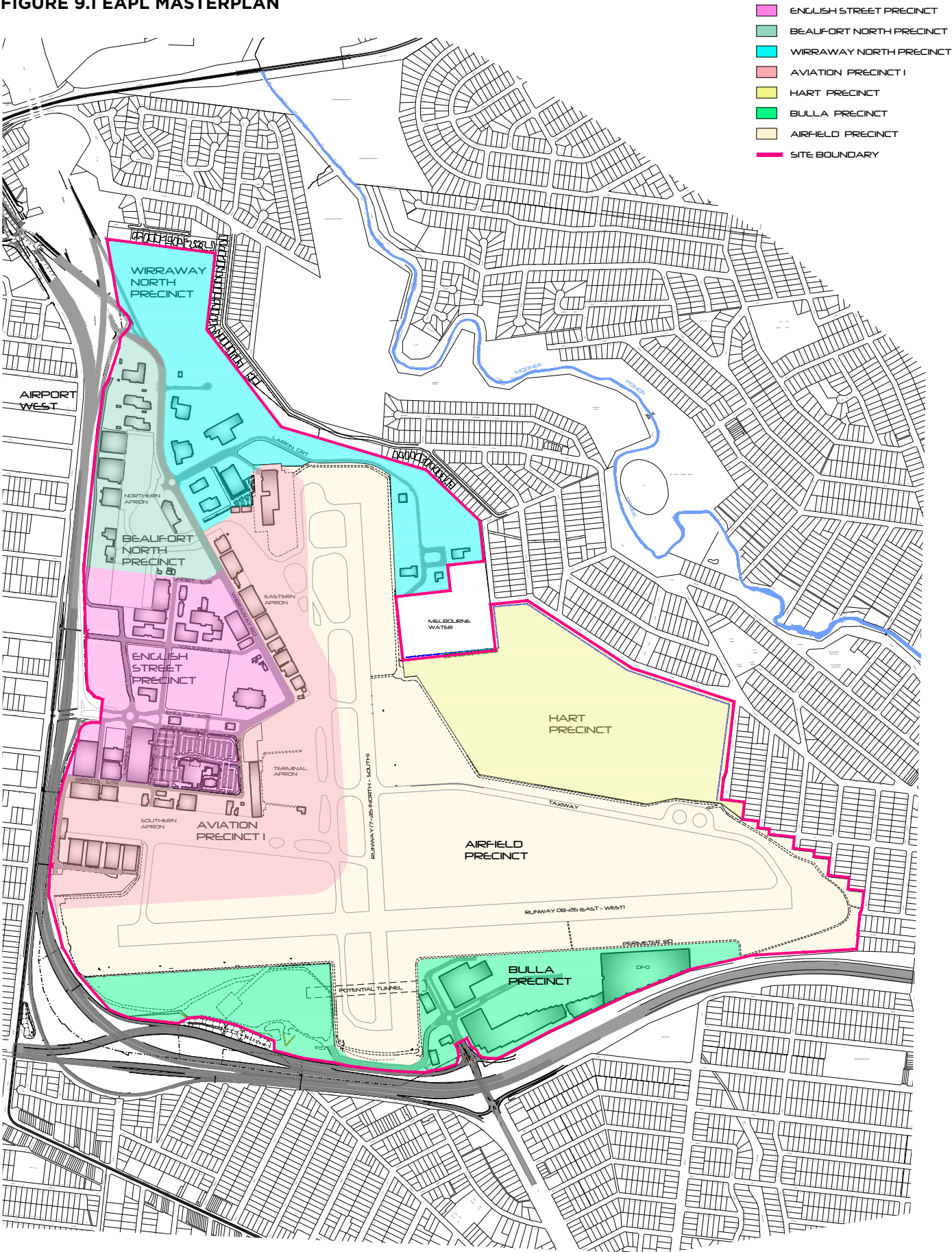
In summary, the key features of the Aviation Plan are:

- The operation of a 2 runway system;
- The servicing of emerging aviation opportunities, especially those in the Charter Jet sector;
- Refurbishment of the existing passenger terminal for both aviation and non aviation activities;
- The potential further development of aircraft hangars;
- The expansion of FIFO operations at the Airport; and
- Investigation into the shortening of the North-South runway.

In the long term, EAPL does not see a significant increase in aviation services provided at the airport.

EAPL will continue to investigate construction of new hangars to meet demand if required, as well as upgrading the road network providing access to these aviation facilities.

FIGURE 9.1 EAPL MASTERPLAN



9.4 NON-AVIATION DEVELOPMENTS

Essendon Airport is well located with linkages to the surrounding road network, its proximity to Melbourne Airport and CBD. Frontage to the Tullamarine Freeway, with high levels of exposure and views, makes it an attractive location for many businesses. Over one million people are located within a 15 minute drive of Essendon Airport and 2.6 million people live within 30 minutes of the airport. The Master Plan will assist in planning the optimum development outcomes for the airport.

Essendon Airport has approximately 78 hectares of non aviation land available for development. The development of this land is important to strengthen the economic viability of the airport. EAPL has improved the overall amenity, access and appearance of the site English Street and Wirraway Road have been extensively upgraded with planting and landscaping to create a boulevard-type feel to the airport. In time, the appearance of the airport will further be improved and buildings upgraded as new tenants are secured.

The objectives of the non-aviation development are to:

- Create an activity centre situated between Melbourne Airport and Melbourne CBD;
- Create a master planned business community which facilitates high quality developments;
- Complement the aviation activities; and
- Encourage local employment for the north and west of Melbourne.

As required under Section 71(2)(c) of the *Airports Act 1996*, the following summarises the current intentions for land use and related developments for each precinct at the Airport.

FIRST 5 YEARS PROPOSED DEVELOPMENTS

In relation to the first 5 years of the master plan, Section 71(2)(gb) of the *Airports Act 1996* requires “detailed information on the proposed developments that are to be used for:

1. Commercial, community, office or retail purposes; or
2. For any other purpose that is not related to airport services.”

Section 71(2)(gc) of the *Airports Act 1996* provides that the Master Plan must also specify “the likely effect of the proposed developments in the Master Plan on;

- Employment levels at the airport; and
- The local and regional economy and community, including an analysis of how the developments fit within the planning scheme in the area that is adjacent to the airport.”

The extent of proposed development over the next five years will depend on demand, and that is currently difficult to gauge due to the global economic conditions.

New developments are driven by tenant demand. Until such time as potential tenants indicate willingness to commit to commercially viable terms for development it is not possible to predict the location or size of any future developments.

Detailed information on the proposed developments

The proposed developments represent neither a maximum nor a minimum of development activity over the next 5 years. EAPL expects to continue commercial development at a rate similar to that of the last ten years, retail will occur at a slower rate as it will be difficult to replicate a development the size of the DFO and Home Maker Hub, while developments outside of these areas will occur as opportunities arise.

EAPL intends to make the most of development opportunities that present themselves.

Estimates of the overall scale of development for the purposes of the Master Plan.

EAPL have made assumptions in determining the likely overall scale of development based on our knowledge of the market today. The conditions and opportunities will undoubtedly change over time. EAPL have included an estimate of the likely scale of development over the next 5 years to enhance the consultation process and to help inform other aspects of the Master Plan such as the ground transport plan and the community and economic benefits.

Effect on employment levels and the local and regional economy and community

The *Essendon Fields Economic and Employment Contribution Assessment* prepared by Street Ryan & Associates Pty Ltd confirms the significant economic benefits to the local community and Victoria as a whole. Construction expenditure within the five year Master Plan period is estimated to exceed \$95 million with over 655 jobs being created during the construction phase. However, the enduring impacts are estimated to be much greater.

Already the Municipal Area of Moonee Valley has had a net-direct economic benefit of \$484.6 million per annum derived from developments at the airport since 2001. This is expected to increase by \$187.1 million per annum upon completion of the estimated scale of

development for MVCC and \$29.1 million for Victoria.

The airport site contains approximately 174 businesses providing over 4,200 jobs (this represents 12% of jobs within the City of Moonee Valley) with an additional 908 direct jobs expected to be created on the airport over the next five years. A further 83 indirect jobs are expected to be created within the City of Moonee Valley and 954 indirect jobs within Victoria. Essendon Airport, in assessing its long term development capacity, determined the long term employment capacity to be approximately 18,000 jobs.

We have further considered the proposed developments fit with the local planning scheme. Details are provided within Chapter 11 and also the Land Use Plan attached to the Master Plan.



Aerial showing the real potential for development at Essendon Airport

9.5 CENTRAL – ENGLISH STREET PRECINCT

English Street is the main entry to Essendon Airport and appropriate development in the English Street Precinct is important to the airport's aviation and non aviation long term success. Future developments in this Precinct will also provide an important visual statement about the airport more generally.

In 2010 English Street was reconstructed to aid traffic flow into and out of the Airport as well as providing a more visually attractive entry for visitors. The extensive landscaping which was undertaken offers an eye-catching gateway to Essendon Airport.

In 2008 the Beaufort Building, located on Hammond and Bristol Street, was converted into 7,500m² of office space while preserving the heritage value of the building, both externally and internally. The fit out to one of these tenancies received the 'Property Council of Australia National Award for Tenancy Design and Interior Fit out'.

The refurbishment of Building 89 for the LaManna Direct Supermarket in 2009 highlights the value that EAPL has been able to create from refurbishment of older buildings at the Airport. The facade of this old but not heritage listed building was restored and this 9,000m² building was converted into one of the largest independent supermarkets in Australia.

The English Street Precinct has also seen the development of the Linfox Head Offices in 2008 and the completion of a 6,000m² office building and multi level car park on Vaughan Street in 2013, all of which

have been designed to Green Star ratings. The English Street Precinct has gained recognition as a desirable business district location in Melbourne's North market place. This central precinct now contains in excess of 100,000m² of leased building area.

It is envisaged that over the next 20 years this precinct will be further developed with high value commercial developments. Development will include office, hotel, retail, car parking and entertainment.

The English Street Precinct has high visibility and direct access to the Tullamarine Freeway.

The following developments, aimed to complement the existing use of commercial and retail tenants, have been proposed to occur over the next five years;

- 10,000m² of new commercial floor space and associated car parking;
- 140 - 180 room hotel with associated conference and Food and Beverage facilities to meet the existing and future demand from users of the airport and the region;
- Refurbishment of Building 4 into 2,000m² of office space and of Hangar 4 to new use which may not be aviation related;
- Refurbishment of the Terminal to include 1,500m² of office space or retail;
- Establishment of a long-term car park for up to 150 cars catering to the mining workers using the airport for FIFO purposes.



LaManna Direct



The Beaufort Building – A successfully refurbished heritage building converted to office use



Linfox National Headquarters

9.6 NORTHERN – BEAUFORT NORTH AND WIRRAWAY NORTH PRECINCT

The Beaufort North and Wirraway precincts have high visibility to the Tullamarine Freeway and direct access to the freeway from Wirraway Road. Similar to the themes of the English Street Precinct, it is envisaged that the Beaufort North and Wirraway North Precincts will continue to be developed as a high quality commercial area incorporating a mix of differing uses within its large land holdings. EAPL aims to create an impressive setting with well-landscaped tree-lined streets, appropriate building setbacks and at-grade car parking.

The completed developments include a range of commercial activities including auto-dealership showrooms, some with freeway frontages, and two Australia Post facilities – a distribution centre and E-Letter complex, totaling in excess of 50,000m² of lettable area. Additionally, the dealerships are also supported by vehicle pre-delivery centres located in less visible locations.

The last few years has seen an increase in the number of vehicle retailers trading in the Beaufort North and Wirraway North Precincts. The number of dealerships currently stands at nine servicing twelve different brands (Chrysler, Dodge, Ford, Hyundai, Honda, Jeep, Kia, Mazda, Mitsubishi, Nissan, Toyota, Volkswagen) with plans in place to develop this area further with a

mix of similar commercial and retail activities of similar size and nature.

The airport proposes further development over the next 20 years of high value commercial facilities (industrial and office), further retail including car dealerships and, associated car storage, service centre, food and car parking to meet the needs of users. In the event of industrial use EAPL will consult with Victoria's Environment Protection Authority and other Victorian Government agencies to ensure any light industrial impacts are correctly addressed.

Proposed developments within the next five years for the Beaufort and Wirraway North Precinct (subject to tenant demand) are:

- A service station with convenience retail to support further development of the precinct;
- 25,000m² of store (such as the existing pre-delivery centres situated on Larkin Court, which support the car dealerships);
- 75,000m² of land area for new motor vehicle sales premises and retail (broadly similar to those now existing though perhaps with some smaller premises for lower volume brands) as part of an extension to Auto Centro. This may include between five and ten additional motor dealerships of various sizes and road infrastructure;
- A range of other uses compatible with the Land Use Plan for this Precinct.



Essendon Volkswagen at Auto Centro



Essendon Mitsubishi at Auto Centro



Essendon Nissan at Auto Centro

9.7 SOUTHERN - BULLA PRECINCT

The Bulla Precinct was developed during 2004-2007. During this time, the Precinct has met with considerable success and been tremendously well supported by the public. A DFO and a Homemaker Hub development have been established on the Precinct, accompanied by high quality larger retail operators as well as a Dan Murphy's liquor store within the 60,000m² of developed buildings.

EAPL is currently looking for further commercial development on the south-west quadrant of the Airport near the Bulla Precinct, as well as within the existing retail area. The south-west quadrant provides high-value, high-visibility land adjacent to the Tullamarine Freeway well suited for higher value commercial development in the long term such as retail, car parking, and office.

Traffic flow of the Bulla Road Interchange is nearing capacity due to heavy freeway flows. EAPL has been in consultation with key stakeholders to improve the flow of vehicles in this area. This work will provide significant improvement to the overall traffic flow around the interchange. These works will also provide capacity to further develop in and near the Bulla Precinct. EAPL will be able to provide more information once VicRoads have approved a plan and agree to make this information public. More information on ground transport is provided in chapter 10.

Proposed developments within the next five years (subject to tenant demand) are:

- Additional car parking to service the existing retail;
- Up to an additional 15,000m² of retail development.

9.8 EASTERN - HART PRECINCT

The Hart Precinct is approximately 36 hectares in total and is irregular in shape. The precinct is bounded at the north-east by Lebanon Street with a residential area directly adjacent. The north-west corner is adjacent to Melbourne Water storage tanks which service the region. The precinct is bounded to the west by runway and to the south by existing taxi ways.

The Hart Precinct was previously designated as Airfield Special Use in the 2008 Master Plan. The re-designation as Business 3 is considered appropriate to reflect the development potential of the Hart Precinct. It was

previously recognised for its future potential development opportunity. There is no requirement or plans to use the Hart Precinct as an airfield. The Precinct has been re-designated as Business 3 for both aviation and non-aviation purposes which is consistent with the designations for the rest of airport.

The purpose of the Hart Precinct land use policy is to "facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields."

It is a land use policy of EAPL to ensure that interface issues with residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

The Hart Precinct is partly "land locked" by the East-West and the North-South Runways, and is currently only accessible through airside roads or private gates accessed from Strathmore.

There is currently limited usage of these gates. EAPL's intention is to provide access into the Hart Precinct from the Wirraway North Precinct. We envisage that this road could be completed within the next five years. EAPL's preference is to avoid the use of access from existing residential streets where possible.

Development is expected to be of lower value in comparison to the English Street precinct within the airport. Development of the Hart Precinct will depend on a number of items such as infrastructure, roads, provision of services, noise and impact on the neighbouring residents.

EAPL will encourage development towards the western end of the precinct first. Any aviation development will be located in areas closest to the runways.

Uses proposed in the Hart Precinct in the longer term include hangars, vehicle storage, and office/warehouse providing commercial and light industrial office facilities for both aviation and non aviation related uses.

EAPL have had discussions with Airservices Australia who have considered the Hart Precinct (adjacent to the north-south runway) as a potential area to relocate the Air Traffic Control Tower.

The location of new hangars (at either the Hart Precinct or the southern apron) will be subject to a number of

factors including access to the airfield, vehicular access, airfield infrastructure, and impact on the community.

There are only minor low value improvements on the Hart Precinct at present.

Development may be limited over the next five years subject to proposed access. Proposed developments within the next five years may include:

- 50,000m² of on grade and warehouse storage (such as the existing pre-delivery vehicle storage centres on Larkin Court or hangars).

Any hangar development in the Hart precinct in the first five years of this master plan will be within 400 metres of the North South runway.

9.9 SENSITIVE DEVELOPMENTS

Section 71(A) of the *Airports Act 1996* provides that;

“A draft or final master plan must identify any proposed sensitive development in the plan.

A sensitive development is the development of, or a redevelopment that increases the capacity of any of, the following:

- c) a residential dwelling;*
- d) a community care facility;*
- e) a pre-school;*
- f) a primary, secondary, tertiary or other educational institution;*
- g) a hospital.”*

Pursuant to Section 89A(1) of the *Airports Act 1996*:

A person must not:

- (a) carry out a sensitive development relating to an airport; or*
- (b) cause or permit to be carried out a sensitive development relating to an airport;*

unless the Minister gives an approval under this section for the preparation of a draft major development plan for the sensitive development at the airport.

The proposed sensitive developments in this Master Plan are:

1. Vacant parcels of airport land.

The airport lease includes 23 vacant parcels of airport land which are owned by the Commonwealth and located within residential areas. In past decades these blocks have accommodated approach lighting, but are now fully vacant, not used and represent an onerous maintenance and management responsibility. A plan of the land can be found at Attachment 3.

EAPL considers that these parcels of land could be converted to residential dwellings (a sensitive development) or other use under arrangements which are consistent with the existing character of the neighbourhood and consistent with the City of Moonee Valley Planning Scheme. At an appropriate time, EAPL would undertake appropriate consultation and apply for necessary consent to undertake this activity.

2. Hospital

While no plans currently exist, EAPL believes that a hospital on the airport site would provide much needed facilities and services to users of the airport and the local region. The location and easy access of the airport, along with the on-site base of the Air Ambulance, means that the site is particularly suitable.

If the hospital were to allow for overnight stay patients, noise impacts, among other items relevant to sensitive developments, will be carefully addressed and presented for approval. A hospital could either be a brand new development or accommodated within one of the existing buildings on site.



10. GROUND TRANSPORT PLAN

EAPL has undertaken a Ground Transport Plan for the landside of the airport in relation to the first 5 years of the Master Plan that details the matters required by section 71(2)(ga) of the *Airports Act 1996*. This includes an impact study that proposed developments will have on the ground transport system over the next five years.

EAPL has regular formal meetings with Moonee Valley City Council (MVCC) on a range of matters including Ground Transport. EAPL are in regular consultation with key authorities such as VicRoads, City Link and Public Transport Victoria with regard to access into and out of the airport and will continue to monitor it as development continues. Further consultation with the State, MVCC, VicRoads and Public Transport Victoria will occur during the consultation phase of this Master Plan and during the life of this Master Plan.

Three Activity Areas are located adjacent to the airport, being:

- Airport West Principal Activities Area, approximately 2 km to the west;
- Niddrie / Keilor Park Major Activities Area, approximately 1 km to the south-west; and
- North Essendon Major Activities Area, approximately 3 km to the south.

To the north and east, the airport is mostly surrounded by residential areas which are also bound by the Moonee Ponds Creek. These residential areas are characterised by free standing homes and quiet local streets.

The entire southern and western sides of the site are bordered by 4.5km of the Tullamarine Freeway, which provides excellent access to the metropolitan road network through the freeway connections at Wirraway



English Street thoroughfare

Road, Matthews Avenue and Bulla Road. This excellent freeway connectivity, has been greatly enhanced by the 2006/2007 Tullamarine Calder Freeway Interchange upgrade, providing linkages with central Melbourne, the suburbs and areas of regional Victoria. However, the freeway also presents a significant barrier to access and movement through the site, due to the limited crossing points into the adjacent activity centre.

Notwithstanding this, there are two pedestrian overpass connections to the site from tram stops in Matthews Avenue in addition to the other three road connections, all of which include pedestrian facilities of varying standards.

10.1 ROAD NETWORK CONNECTIONS

A series of sealed roads service the landside and airside areas of the Airport. Many of these roads have been resurfaced and upgraded and new roads have been built, with extensive landscaping providing a boulevard feel, in particular English Street and Wirraway Road.

EAPL will continue to upgrade and create new roads as necessary for new and expanding land use requirements determined by development location and layout, however, currently the roads are operating at less than one-third of their theoretical daily capacity.

The connectivity that Essendon Airport has with the local and regional road network means that private car is the predominate mode of transport into the Airport.

AIRSIDE ROADS

The perimeter road circles the Aviation Precinct and is only accessible to those with an airside driver's licence. Future modifications to the perimeter road and other airside access roads will be undertaken in conjunction with development of landside areas when and if required.

LANDSIDE ROADS

Three thoroughfares currently provide access to the airport; English Street, Bulla Road and the Wirraway Road Northern access which opened in 2007.

English Street provides the main access point into the English Street Precinct, the central precinct of the airport. This wide divided carriageway was upgraded in 2010 providing a more traffic efficient and safer entry point into the airport. The road offers access to all areas of the Central Precinct as well as being the main entry point to the terminal. English Street is

complemented with extensive landscaping and links in with Wirraway Road to provide access to the Northern Precinct of the Airport.

Bulla Road, located in the Southern Precinct is the major road servicing the DFO and Homemaker Hub area and future access into the south-west quadrant. Access to the south-west quadrant will be achieved through an upgrade of the existing road which runs south of the runway. A tunnel underneath the north-south runway has been contemplated in previous Master Plans but is not considered likely.

The road network within the airport will continue to be upgraded as development continues and usage increases, with provisions made to service public transport.

SOUTHERN ACCESS (BULLA ROAD)

The extension of Bulla Road provides access to the Bulla Precinct and during the period 2003-2007 this intersection was substantially improved.

During peak times, the Bulla Road intersection experiences some congestion, however this is primarily the result of Bulla Road providing an alternate major traffic and bypass route for vehicles not wishing to use the City Link toll way to access the city and inner suburbs. EAPL is currently in discussions with VicRoads, Moonee Valley City Council and traffic engineers about upgrading this intersection as a result of the Tullamarine-Calder Freeway Interchange off-ramps reaching capacity. EAPL, along with our traffic engineers, have put forward several solutions, which are currently being reviewed for approval.

EAPL believes an upgrade to this area will significantly improve traffic flow to the entire Essendon North area as well as the flow of traffic at the Tullamarine-Calder Interchange.

CENTRAL ACCESS (ENGLISH STREET)

The English Street freeway interchange provides the dual function of distributing traffic to both the adjacent freeway and local road network of Airport West, via the Tullamarine Freeway and Matthews Avenue.

Due to the complexity of the English Street/Matthews Avenue/Tullamarine Freeway intersection (containing effectively five approach roads, freeway ramps and a tramline),

Capacity to Essendon Airport's main commercial area can at times be restricted. EAPL does not envisage the developments proposed over the next five years, outlined in the non-aviation section of chapter nine, will contribute any significant additional congestion associated with this intersection in the next planning period. However, as with all entry/exit points into the airport, EAPL will continue to monitor these areas and liaise with relevant authorities and stakeholders as development and usage of the Airport increases over the longer term.

NORTHERN ACCESS (WIRRAWAY ROAD)

The extension of Wirraway Road to the northern access intersection at the Tullamarine Freeway was completed in 2007 and created new and additional road capacity and enabled further development. As development continues in this Wirraway North Precinct, the road network in the precinct will be adjusted to suit future developments. This access point currently provides unfettered road access to the Beaufort North and Wirraway North Precincts and experiences very little congestion. The road has been fully sealed and landscaped and will be extended as development in this area continues with a mix of retail, office, commercial, showroom and light industrial uses.

The introduction of this interchange provides Essendon Airport with greater flexibility to manage traffic flow at the English Street entrance.

HART PRECINCT

Access to the Hart Precinct is available from the adjacent residential streets and there is potential for access to be achieved from within the Airport boundaries in the next five years, which is the preference of EAPL.

10.2 CAR PARKING

The airport provides approximately 5,500 car parking spaces over the three precincts, with the majority of these spaces located within the Bulla and English Street Precincts. On street car parking is provided on a number of roads throughout Essendon. Observations of the available car parking indicate that car parking demands do not typically exceed the supply in the English and Wirraway North Precincts.

It is however noted that whilst the car parking supply within the Bulla Precinct is generally adequate, an

occasional overflow of car parking has been observed to occur during peak periods such as the Boxing Day sales. During these times EAPL works closely with the Victorian Police and VicRoads to provide additional car parking facilities to cater for the increased demand.

The next five years will see further car parking spaces provided to each of the three precincts of the airport to support developments. Car parking will be a mix of on-grade and multi-deck car parking to suit future developments, as set out in the previous chapter, and tenant requirements.

10.3 PUBLIC TRANSPORT

There are a number of public transport services in the vicinity of Essendon Airport. However, with the exception of the Smart Bus to DFO during business hours, the overall quality of connections both to the existing public transport stops and to the wider public transport network is limited. This is identified as a key barrier to improving the public transport mode share of employees and visitors to the airport.

While there are a number of public transport services that run to, or close by the airport, these do not necessarily form convenient or direct connections to the wider metropolitan public transport system. Public transport accounts for less than 5% of existing transport into Essendon Airport. Significant upgrade of public transport within the Essendon Airport / Airport West / Strathmore area will assist further economic development of the region. At present, aside from an Orbital bus servicing DFO, Essendon Airport does not have any onsite public transport links. The Airport West (Route 59) tram route has two stops situated near the Western perimeter of the airport along Matthews Avenue. This route, operating at eight minute frequency during peak periods, provides direct access to the city and connection to the Essendon Railway Station as it travels along Keilor Road, Mount Alexander Road, Flemington Road and along Elizabeth Street before terminating at Flinders Street.

The Airport is serviced by two pedestrian freeway overpasses providing a linkage to the tram line running on Matthews Avenue. These links have in excess of twenty-five steps to each side and are a significant barrier to convenient and amenable public transport access. To improve patronage of public transport better

access to and more regular services are required to operate within and around the Airport boundaries.

Travel time also ensures that public transport is not the preferred method as it takes approximately 45 minutes to travel between the airport and the Melbourne CBD by public transport. This travel time is significantly increased due to the lack of public transport priority routes along Keilor Road and Mt Alexander Road.

The provision of a new bus route or potential diversion of existing bus routes servicing Matthews Avenue and/or Airport West shopping centre, through the English Street, Beaufort and Wirraway North Precincts would provide a significant improvement to public transport access to the major commercial uses and encourage development at the site. English Street and Wirraway Road have been designed for future use by bus services and currently house a number of bus stops that are not in use. EAPL believes that a diversion of any of these services through Essendon Airport will greatly encourage workers to travel to work by more sustainable methods, particularly with over 15% of workers living in the local area and having direct access to the local bus network.

Essendon Airport continues to investigate and lobby for future possible integration of the site with the broader public transport network. This will continue to be explored as the landside areas of the airport develop. In 2009 an Orbital Bus running between Essendon Train Station and DFO and Homemaker Hub Complex in the Bulla Precinct commenced operations. This service operates at 15 minute intervals during peak times, and 30 minute intervals thereafter, and provides workers and shoppers an alternative means other than driving to access the Airport.

EAPL considers that a train station at Essendon Airport would provide significant benefit to both the airport and Airport West Principal Activities area. Such a connection would clearly promote major land use change and urban renewal in the area and EAPL would like to see an Essendon Airport train station included with any possible future train line servicing Melbourne Airport.

10.4 TAXIS

The main airport terminal is serviced by a taxi rank, with taxi services used as a primary means of transport to meet private / corporate flights arriving

at the airport. The existing taxi facilities are considered adequate for the use required of them. Designated taxi spaces are also provided within the car park servicing the DFO and Homemaker Hub.

10.5 PEDESTRIANS AND CYCLING

Further to developing the road connections into the Airport, EAPL is looking to improve both pedestrian and bike access into and around the airport.

Pedestrian access to the site is limited to an extent by the surrounding road network, specifically the Tullamarine Freeway which borders Essendon Airport to the south and west, and the nature of the site operation as a working airport.

There are currently five pedestrian access points to the airport linking with the on-site walking network connecting the major land uses throughout the airport. Pedestrian access continues to be upgraded as developments occur.

There are currently no dedicated bicycle connections to the site; however, an opportunity exists to formalise connections to surrounding areas and the Principal Bicycle Network (PBN) as part of the ongoing development of the airport. The PBN currently adjoins the airport boundaries, however no bicycle connections into the airport exist. It is also noted that many of the internal roads have sufficient carriageway widths to incorporate bicycle lanes in future. Currently bicycle lanes exist along a portion of the main English Street thoroughfare and EAPL is looking at ways to further integrate car use, parking and bike traffic throughout the Airport. Located to the north-east of the site, with access available from Mascoma Street, is the Moonee Valley Creek bike path which links into the city as part of the metropolitan bike network. This link is currently only used by Australia Post employees however it does provide an alternative safe option for cyclists looking to get to Essendon Airport.

To help encourage alternative means of transport into the Airport (as well as increasing Green Star credentials), new developments generally include change room and bike storage facilities. EAPL considers it a priority to link the Airport to the public bicycle network.

MVCC is currently investigating potential improvements to walking and cycling links between Airport West Activities Area and the airport.

TABLE 10.1 – SUMMARY OF TRANSPORT OBJECTIVES

Item	Mode	Objective	Implementation
1	Active Transport	Increase transport choice for employees and visitors to the airport by improving existing walking and cycling links, and creating new links to the surrounding network:	<ul style="list-style-type: none"> Facilitate east-west movement through the site to connect with regional shared path network. Improve connectivity of the internal road network for pedestrians and cyclists. Ensure that new development provides adequate end of trip facilities, consistent with comparable off airport developments, such as showers, lockers and parking facilities.
2	Public Transport	To advocate for improved public transport services to Essendon Airport, to cater for both visitors and employees:	<ul style="list-style-type: none"> Advocate improved links to tram network. Advocate improving the existing bus service to the Bulla Precinct to better cater for employee usage. Advocate providing a new public transport service through the airport, to support the existing land uses in the English Street, Beaufort and Wirraway North Precincts. Advocate for inclusion of Essendon Airport in any future Melbourne Airport rail link alignment, and consideration of wider economic benefits to the area as part of the rail link business case.
3	Road Network	To provide capacity for future increases in land use at the airport:	<ul style="list-style-type: none"> Ensure that the internal road network continues to support the development of the airport. Continue to monitor the operation of the three external access intersections in consultation with the DTPLI, VicRoads, Council and PTV.
4	Car Parking	To provide capacity for future increases in land use at the airport:	<ul style="list-style-type: none"> Ensure that car parking is appropriately located to service the main land uses in the various precincts. To minimise vehicle circulation associated with finding car parks through centralised provision of parking and associated signage. Ensure that where possible complementary land uses are able to share car parking to minimise overall provision requirement.



English Street Entry – gateway to Essendon Airport

10.6 PROPOSED DEVELOPMENTS

With only a small increase in retail, office and light industrial floor space and aviation movements expected throughout the next five years it is not expected that this level of development will significantly alter the existing transport characteristics at the airport during the lifetime of the ground transport plan and initial 5 year phase of the Master Plan. EAPL continues to liaise with external authorities such as VicRoads, Public Transport Victoria and MVCC as to the short and long term monitoring of the road network surrounding and within Essendon Airport. In the short-term, EAPL will develop on road bicycle

lanes and shared paths within the Airport, improve pedestrian footpaths around the airport and update and improve the internal road network as required.

In the medium to longer term EAPL will work with authorities to provide better bicycle links to the public bike network, and advocate to provide more public transport service to the airport, and continue to monitor the access for all transport into and out of the site.

Future consideration of capacity constraints at external intersections should be undertaken with a holistic view of the relative demands from the airport as well as other surrounding land uses and transport routes.

11. AIRPORT LAND USE

The site's proximity to the CBD, major arterial roads, freeways, and national highways and its location within an established urban environment marks the airport's uniqueness. The area of developable land at Essendon Airport equates to approximately half the area of the Melbourne CBD and two-thirds of the land area at Docklands.

The airport is important as an aerodrome and as an activity centre. The contribution it can make to the west and north areas of metropolitan Melbourne by complementing existing activity areas should be recognised and promoted.

The *Airports Act 1996* requires the Master Plan to have regard to the planning legislation/framework of the State of Victoria. Section 5.02(2) of the Airport Regulations 1997 states:

"...an airport master plan must in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology, (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the Airport is located."

In this regard the Land Use Plan has been prepared to support the Master Plan and has been prepared in an amount of detail and in a form generally consistent with the Victoria Planning Provisions.

The Moonee Valley Planning Scheme does not allocate a zoning to Essendon Airport; it simply describes Essendon Airport as "Commonwealth Land Not Controlled by Planning Scheme". It is therefore difficult to 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, because the planning scheme acknowledges that it does not apply to Essendon Airport. However as required by section 71(2)(gc)(ii) of the *Airports Act 1996* EAPL have undertaken *"an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport."* The Moonee Valley Planning Scheme Strategic Statement, clause 21.02-3 remains inconsistent with this Master Plan in that it states that "the future of Essendon Airport is also uncertain" but is consistent to the extent that it contemplates development for non aviation uses on the western side of the airport. Some of the uses contemplated are largely consistent with the Master Plan including high quality industrial parks, hotels with convention facilities and others are less immediate including a diversity of housing types and sizes.

11.1 BACKGROUND TO THE LAND USE PLAN

The Land Use Plan has been prepared having regard to:

- The requirements of the *Airports Act 1996* and associated regulations;
- The projected aviation requirements of the airport;
- The development objectives and proposals for landside areas of the airport;
- The Victoria Planning Provisions; and
- The surrounding Planning Schemes for the Cities of Hume, Moonee Valley, Brimbank and Moreland.

The existing State Planning Policy for airfields contains the following objective:

“To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State’s economic and transport infrastructure.”

The Federal Government has chosen to regulate land use planning at Essendon Airport through the *Airports Act 1996* and both the Master Plan and Major Development Plan process. State Planning Policies do not apply to Essendon Airport, and therefore have not been incorporated in the Land Use Plan.

Certain topics covered by the State Planning Policies that are of relevance to Essendon Airport have been addressed in the Essendon Airport Planning Policy Framework.

EAPL will have regard to State Planning Policies as they affect land use in adjoining cities and the wider State of Victoria in a similar manner to the regard given to the local planning policies of neighbouring cities.

Melbourne 2030 – Planning for Sustainable Growth, was released in October 2002 as a 30 year plan to manage growth and change across Metropolitan Melbourne. Melbourne 2030 forms part of the State Planning Policy framework and is referenced within all planning schemes in Victoria. This document contains many worthy initiatives but there is a fundamental inconsistency between the statement in Melbourne 2030 that *“in the medium term, this facility (Essendon Airport) should be closed as an airport”* and this Master Plan. The development of Essendon Airport as an activity centre with a variety of commercial uses in accordance with this Master Plan is, however, broadly consistent in the long term with the statement in Melbourne 2030 that *“the creation of a mixed-use activity centre might be supported”*. EAPL believes that the Master Plan is consistent with the objects of the *Airports Act 1996*, in particular Section 3(c) to promote the efficient and economic development and operation of airports.

In October 2013 the Victorian State Government released the Metropolitan Planning Strategy (Plan Melbourne) for public comment. The strategy outlines the vision for Melbourne’s growth to the year 2050 and is to be the new blueprint for the city’s future prosperity.

The strategy outlines an implementation plan that includes:

- An integrated approach to land use and transport;
- Economic needs and productivity that is central to the strategy, such as access to employment zones, maximizing use of existing infrastructure and how commercial and residential uses need to work together; and
- The creation of new subregions to coordinate the delivery of this plan.

As the Essendon Airport site is Commonwealth land, State Planning legislation, in particular, the Victorian Planning and Environment Act 1987 does not apply. However, EAPL is currently seeking greater recognition of Essendon Airport in Plan Melbourne, for its role as a transport hub and employment zone with significant benefits for Victoria.

11.2 PRE-EXISTING INTERESTS IN LAND

In developing this Master Plan, EAPL has considered all interests in the land existing at the time the airport lease was created, including leases, sub-leases, licences and easements. There are no conflicts or inconsistencies existing between these interests and any proposals in the Master Plan.

11.3 LAND USE PLAN STRUCTURE

As required under the Airport Regulations 1997, Part 5, Reg. 5.02(2), the Land Use Plan has been prepared to generally reflect the Victoria Planning Provisions, but is tailored to the particulars of an airport and Commonwealth land.

The Land Use Plan contains:

- Purpose;
- Contents;
- User Guide;
- The Essendon Airport Local Planning Policy Framework including:
 - The Essendon Airport Strategic Statement; and
 - Essendon Airport Local Planning Policies;
- Zones including:
 - Business 2 Zone;
 - Business 3 Zone;
 - Special Use Zone, Schedule 1 – Aviation;
 - Special Use Zone, Schedule 2 – Airfield;
- Public Acquisition Overlay.

ESSENDON AIRPORT LOCAL PLANNING POLICY FRAMEWORK

The Essendon Airport Local Planning Policy Framework consists of the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies.

The purpose of this section is to provide a strategic planning context for the airport and reinforces the Airport Vision and Development Objectives as stated within the Master Plan.

The Essendon Airport Local Planning Policies have been established for each Precinct within the Airport as well as for particular matters, eg protection of aviation activity. These policies set out the objective for each area based upon the vision for the airport.

11.4 LAND USE ZONES

The zones have been prepared using the Victoria Planning Provisions but have been modified to reflect both the legislative/decision-making framework in which the airport functions and the unique nature of the airport and its operations.

Each zone is summarised below:

- **Business 2 Zone** - This zone applies to the English Street and Bulla Road Precincts. The purpose of this zone is to encourage a range of commercial activities and to assist in establishing an urban gateway and create a distinct entry and sense of arrival at each point.
- **Business 3 Zone** - This zone applies to the Wirraway North, Beaufort North and Hart Precincts. The purpose of this zone is to encourage the development of a mix of uses including retail, showroom, office and warehouse, and high technology industry/light industry whilst continuing the campus theme.
- **Special Use Zone, Schedule 1 – Aviation** - This zone applies to the Aviation Precinct, areas that have direct frontage/access to airside, and it includes the Airport Terminal and aircraft hangars.
- **Special Use Zone, Schedule 2 – Airfield** - This zone applies to the Airfield Precinct and, relates to the unique operations of the airport, which are undertaken in restricted areas. It includes the taxiing areas, runways and navigational aids.

The Hart precinct is not required for future Airfield activities. Business 3 Zone is now a more consistent zoning for the Hart Precinct. Business 3 fits with the planning scheme for Airport West which is adjacent to the Western border of the Airport.

The Hart Precinct Policy in clause 22.05 of the Land Use Plan continues to include “ensure interface issues with the residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.”

Figure 11.1 shows the location of the various zones discussed above.

11.5 LAND USE PLAN

PARTICULAR AND GENERAL PROVISIONS

Particular provisions relating to specific land uses, i.e. signage, car parking and vehicle loading, have been included.

The General Provisions detail the administrative aspects of the Land Use Plan.

DECISION MAKING

Whilst the Land Use Plan has been prepared in a format generally consistent with the Victoria Planning Provisions, it is not a planning scheme and therefore is not administered as such or subject to Victorian Planning Legislation.

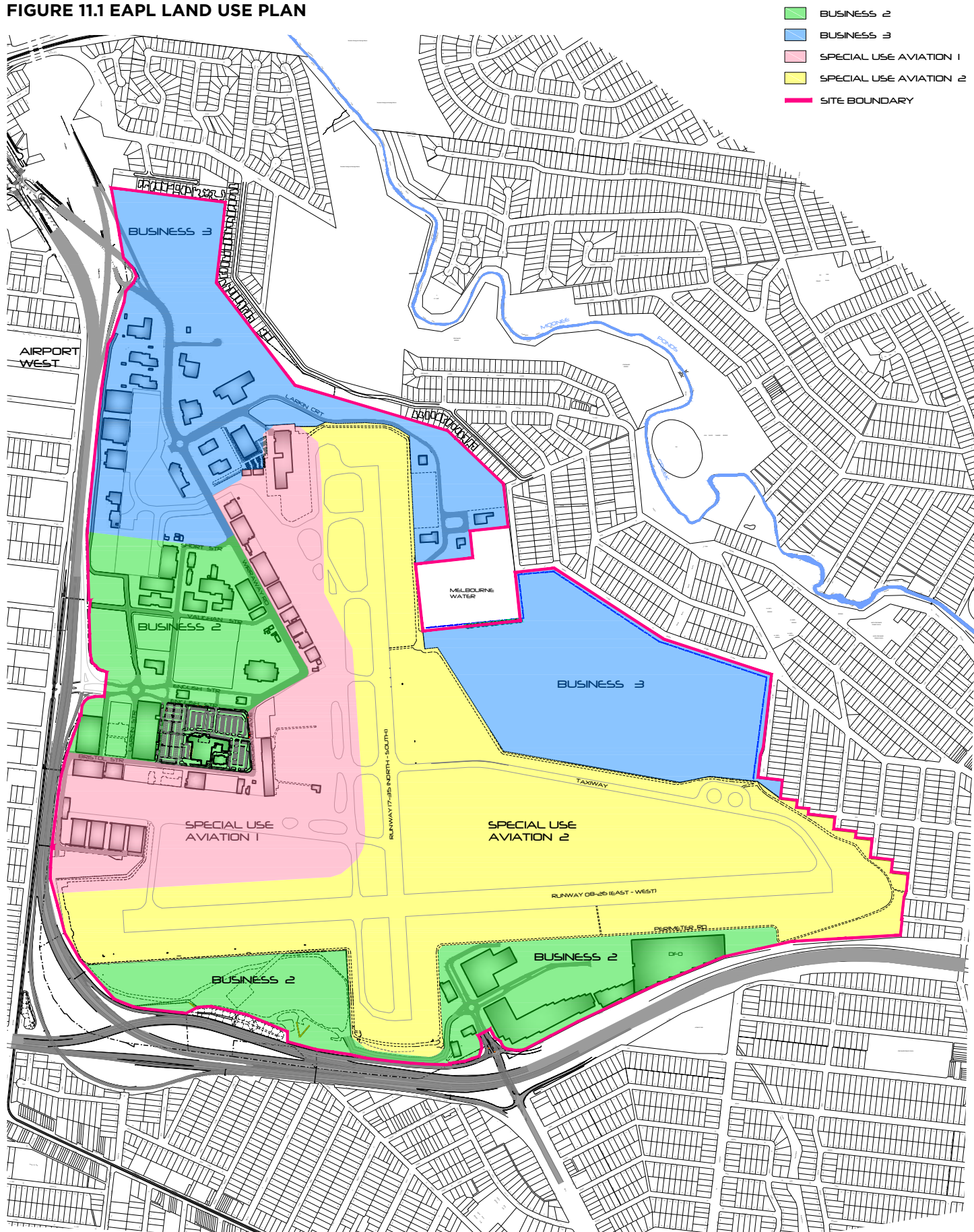
The Master Plan, any variation to it, and any Major Development Plan, require the consent of the Minister for Infrastructure and Regional Development following public consultation pursuant to the *Airports Act 1996*. Developments affecting heritage buildings and features may require referral to the Minister for the Environment.

OPERATOR'S CONSENT

All proposed uses and developments at Essendon Airport require approval from EAPL.

EAPL can issue conditional consent which may require changes to be made to a proposal prior to final consent, or which requires ongoing undertakings by the proponent for the term of their lease. In some instances, comment from other interested parties, such as the local Council, may be sought.

FIGURE 11.1 EAPL LAND USE PLAN



**LAND USE PLAN
ESSENDON AIRPORT PTY LTD**

MAJOR DEVELOPMENT PLANS

Major Development Plans as defined in the *Airports Act 1996* must be consistent with the Master Plan. All major developments must go through a process similar to a Master Plan prior to being submitted to the Minister for approval. A Major Development Plan (MDP) is required for “a development of a kind that is likely to have a significant impact on the local or regional community.” Significant impact on the local or regional community is just one of the many triggers of an MDP.

BUILDING CONTROLLER APPROVAL

Applications for a building approval are published on the EAPL website within 5 business days. Prior to the commencement of any building activity, consent is also required from the Commonwealth appointed Airport Building Controller.

Pursuant to Section 99 of the *Airports Act 1996*, any building approval issued must be consistent with the Master Plan or an approved Major Development Plan.

11.6 FIT WITH THE LOCAL & STATE PLANNING SCHEME

Section 71(gc)(ii) of the *Airports Act 1996* provides that in relation to the first five years of the Master Plan the Master Plan must specify the likely effect of the proposed developments in the Master Plan on “*the local and regional economy and community including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport*”.

The proposed developments are each listed in the non-aviation development section of this Master Plan under each precinct.

Relevant parts of the planning scheme in the area that is adjacent to the airport are as follows:

THE MOONEE VALLEY PLANNING SCHEME

Essendon Airport is included in the Moonee Valley Planning Scheme (MVPS). State Planning Policy incorporated into the MVPS (at clause 18.04) recognises Essendon Airport’s:

“... current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.”

State Planning policy (at clause 17 – economic development) also seeks to foster economic growth and development.

Strategies to achieve this include:

- Encouraging new convenience shopping facilities to provide for the needs of the local population within or immediately adjacent to, existing commercial centres; and
- Provide outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.

The policy also provides the opportunity for new commercial facilities that are located outside of existing retail centres where they are of net benefit to the community in the region served by the proposal.

The Local Planning Policy framework (at clause 21.02) specifically recognises Essendon Airport in its Strategic Framework Plan (reproduced below) as an employment node nestled between the Keilor Road and Airport West precincts. Both of those precincts are also identified in the MVPS as areas that provide potential for new residential development in the municipality.

The MVPS (at clause 21.07) also acknowledges that:

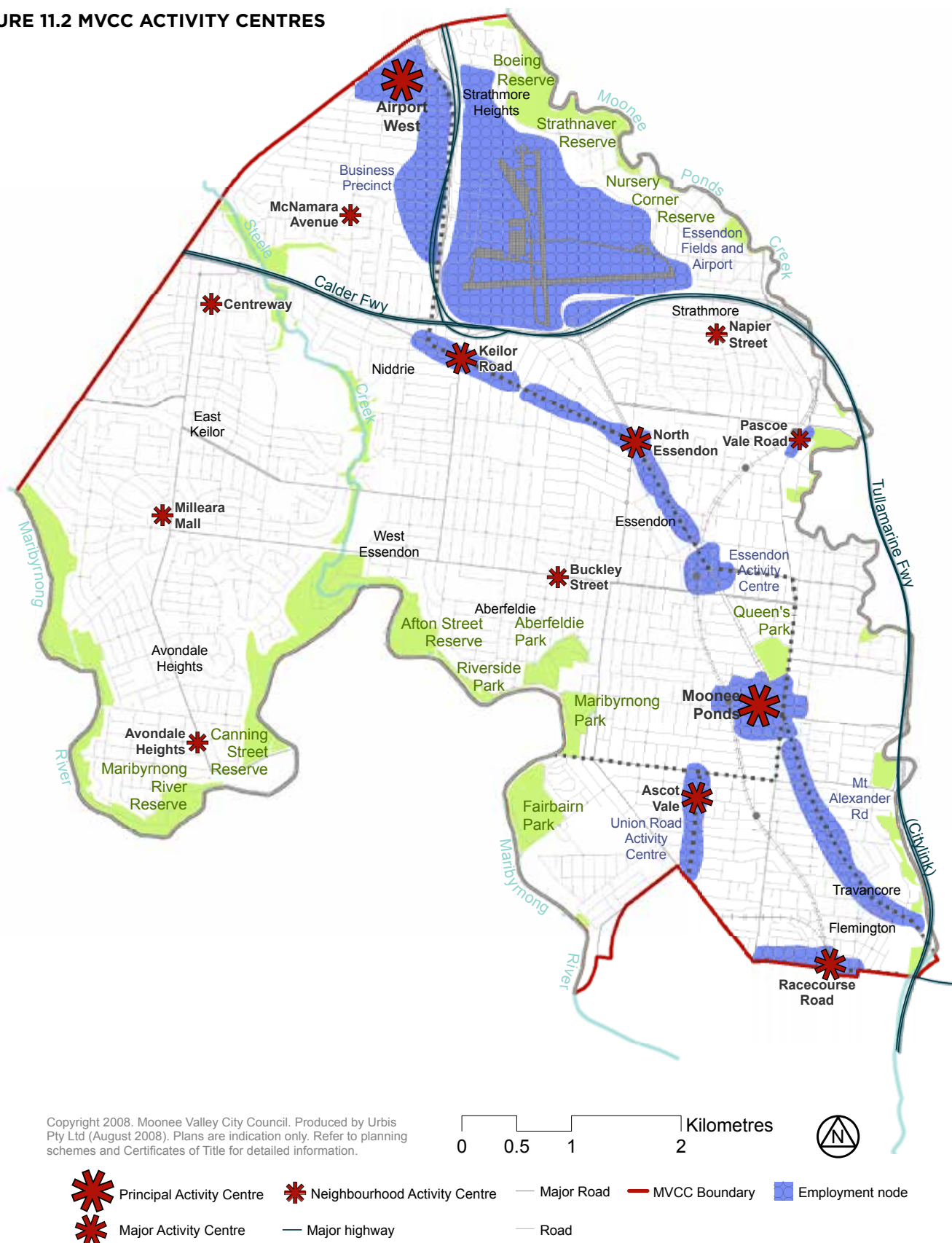
“The economic advantages of the redevelopment of the Essendon Airport site into a large scale business/ retail park is a unique economic development opportunity for Moonee Valley.

Essendon Fields has the potential to develop up to 500,000m² of commercial, industrial and retail floor space and as such presents a major employment generation and investment opportunity for both Moonee Valley and the broader region.”

These policies are in addition to those with the objectives of protecting the airport operations.

The development anticipated by the Master Plan for the next five years, as outlined in Chapter 9 Airport Development Proposals, fits well with and will make positive contributions towards the objectives and strategies contained in the MVPS. The evolution of the Auto Centro car dealership area has had a significant and productive influence on the local economy in general and the business centres of Airport West and Keilor Road in particular. Large land parcels in Keilor Road for example, previously occupied by car sales facilities, have provided opportunities for mixed use commercial/residential developments that have stimulated commercial activity in that centre.

FIGURE 11.2 MVCC ACTIVITY CENTRES



Strategic Framework

12. IMPLEMENTATION

Once approved, the Essendon Airport Master Plan will remain in effect for a period of five years as prescribed under the *Airports Act 1996*. Within this timeframe, EAPL may amend the Master Plan with the consent of the Minister following public consultation or alternatively the Minister may write to Essendon Airport Pty Ltd and direct the lessee to replace the approved Master Plan.

Similarly the Environment Strategy and Ground Transport Plan will now be reviewed as part of the ongoing Master Plan process every five years.

Essendon Airport Pty Ltd will continue to monitor and review the Master Plan. This ongoing review of aviation activity and commercial development will confirm, or otherwise, the projections and assumptions.

To ensure that the Master Plan vision is achieved, Essendon Airport Pty Ltd believes it is important to continue to develop and foster relationships with all levels of government, agencies and authorities, as well as tenants and the local community. As part of this

Master Plan process, EAPL has held consultation meetings with the following groups;

- Department of Infrastructure and Regional Development
- Department of the Environment
- Moonee Valley City Council
- VicRoads
- Public Transport Victoria
- The Local Community Aviation Consultation Group
- Airservices Australia
- Civil Aviation Safety Authority
- Victorian Department of Transport, Planning and Local Infrastructure
- Victorian Department of State Development, Business and Innovation
- Airport Building Controller and Airport Environmental Officer



Essendon Airport looking over Fresh Fields Shopping District

ATTACHMENT 1 - GLOSSARY OF TERMS

AIRSERVICES AUSTRALIA

Airservices is a Commonwealth government business providing air traffic management, air navigation support services and aviation rescue, and fire fighting.

AIRSIDE

The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public does not have free access.

APRON

A defined area intended to accommodate aircraft for the purpose of loading or unloading passengers, mail, cargo, refuelling, parking or maintenance.

CIVIL AVIATION SAFETY AUTHORITY (CASA)

CASA was established as an independent statutory authority on 6 July 1995. The powers and functions of CASA are defined in Section 9 of the amended Civil Aviation Act 1988. CASA's primary focus is delivering aviation safety to the Australian public.

ESSENDON AIRPORT PTY LTD (EAPL)

The lessee of the Essendon Airport site, and the operator of Essendon Airport.

GENERAL AVIATION (GA)

The International Civil Aviation Organisation (ICAO) defines general aviation operation as an aircraft operation other than a commercial air transport operation or an aerial work operation.

General Aviation is not defined in the Australian civil aviation legislation. It encompasses a wide field of private aviation operations including recreation, commuting, sport and in some cases charter services. Most GA operators choose to fly small single or twin engine aircraft.

INSTRUMENT LANDING SYSTEM (ILS)

A system, which provides in the aircraft the lateral, longitudinal, and vertical guidance necessary for landing.

LANDSIDE

The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public has free access.

OBSTACLE LIMITATION SURFACE (OLS)

Surfaces which define the airspace around airports to be maintained free from obstacles for the purposes of ensuring safe aircraft operations at the airport and of ensuring the continued usefulness of the airport.

PANS-OPS

Procedures for Air Navigation Services - Operations Surfaces - These surfaces are established in accordance with ICAO standards and are used in the construction of take-off, landing and approach procedures based entirely on navigation with sole reference to aircraft instruments. They are designed to protect aircraft from colliding with obstacles when flying on instruments. Minimum safe altitudes are established for each segment of an instrument procedure. PANS-OPS surfaces are strictly controlled and cannot be penetrated without the approval of the Secretary for the Department of Transport and Infrastructure.

RUNWAY

A defined rectangular area on an airport prepared for the landing and take-off of aircraft.

RUNWAY END SAFETY AREA (RESA)

A RESA is provided at the runway end to protect an aircraft in the event of undershooting or overrunning the runway.

TAXIWAY

A defined path over which aircraft can taxi from one part of an airport to another.

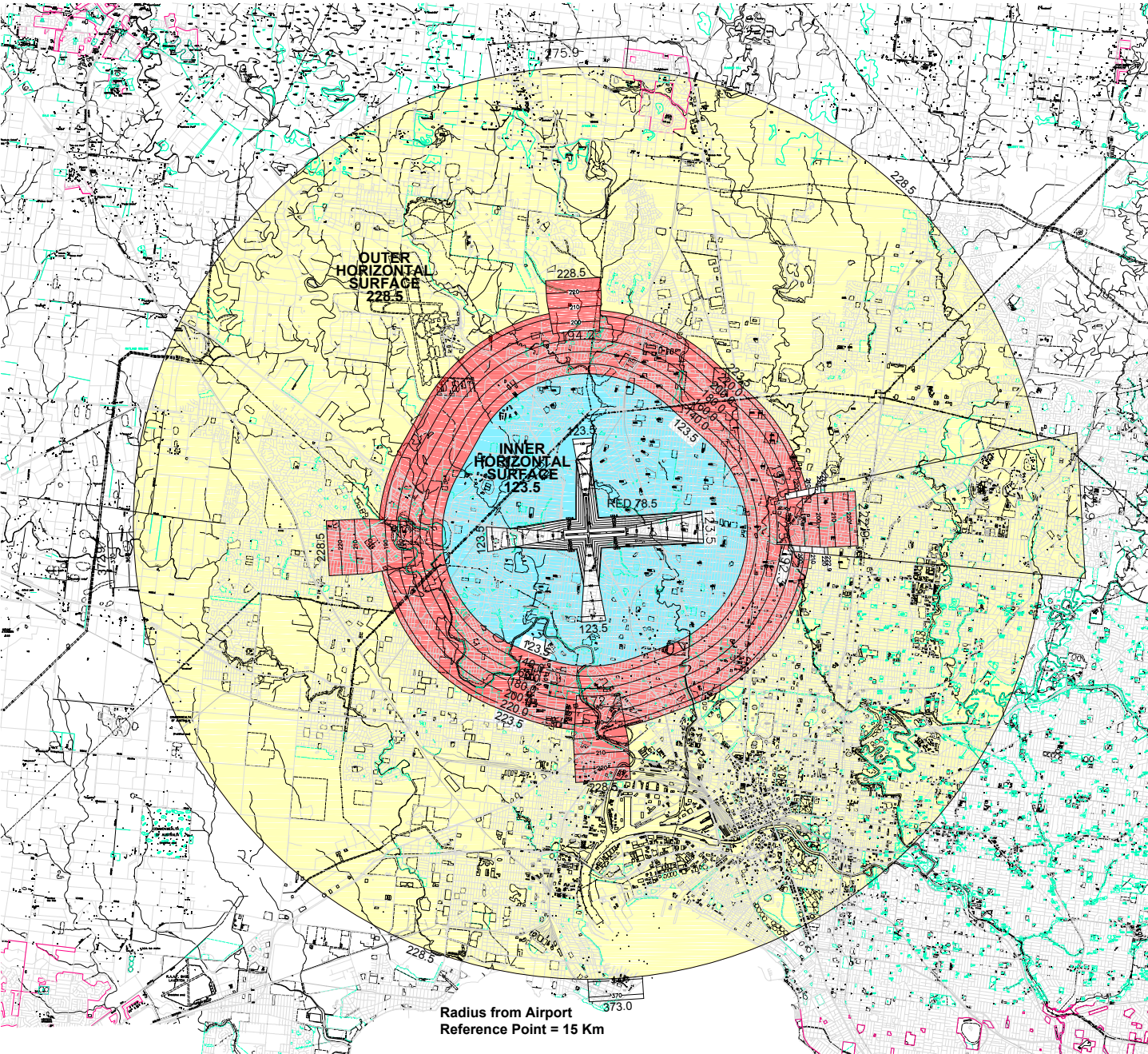
ATTACHMENT 2 - REFERENCES



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ATTACHMENT 3 - VACANT PARCELS OF AIRPORT LAND



ATTACHMENT 4 - PRESCRIBED AIRSPACE CHARTS
ESSENDON AIRPORT OBSTACLE LIMITATION SURFACES



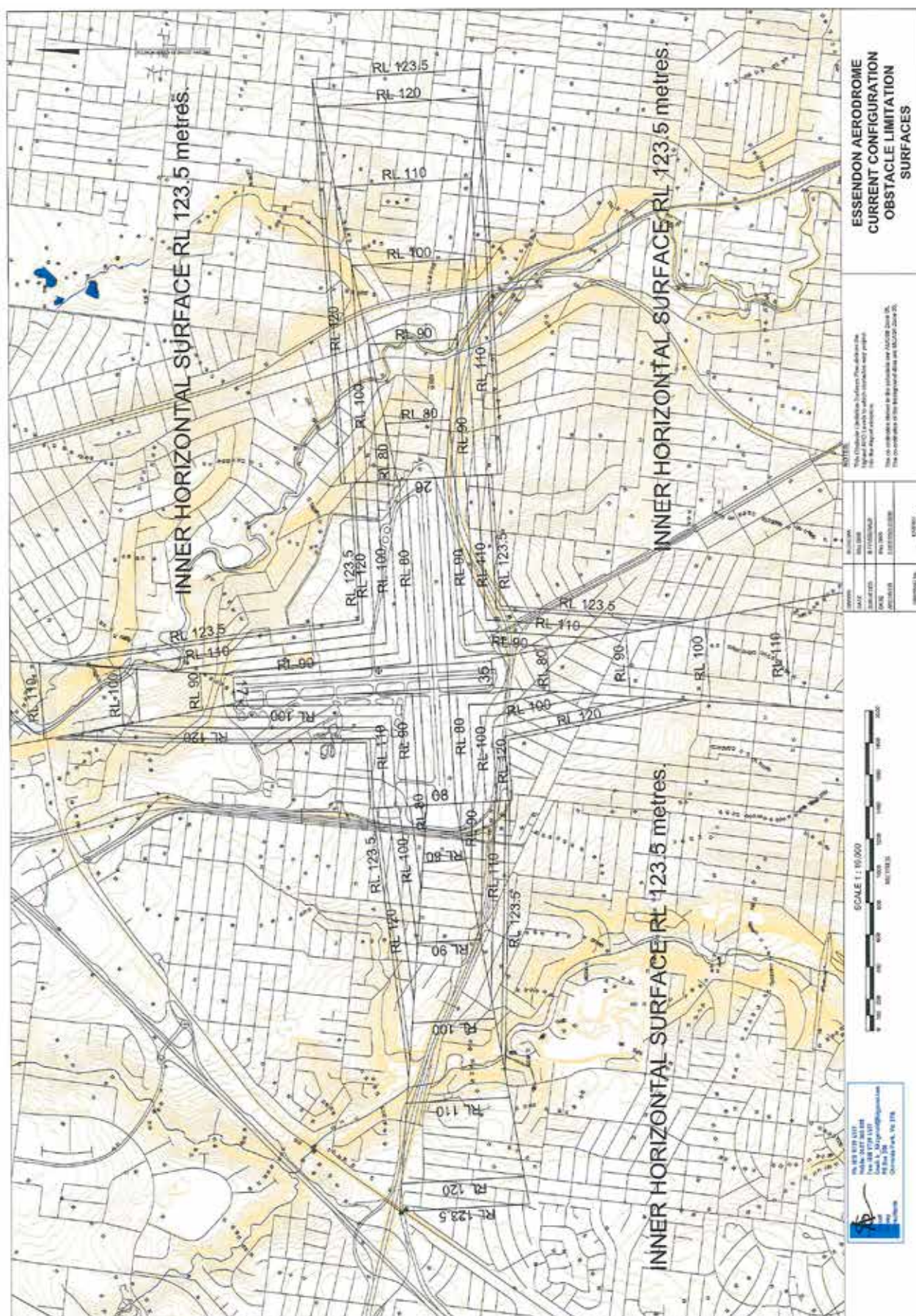
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ESSENDON AIRPORT OBSTACLE LIMITATION SOURCES

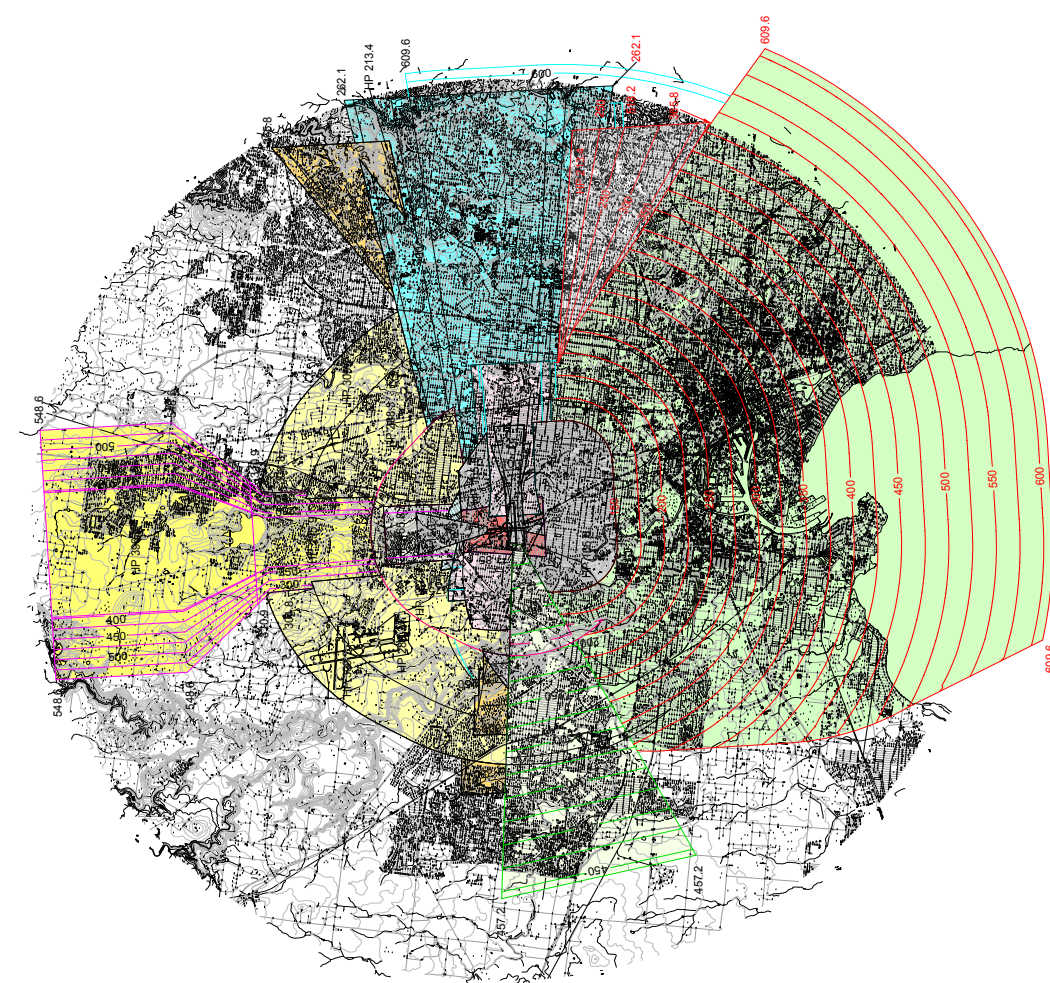
ATTACHMENT 4 – PRESCRIBED AIRSPACE CHARTS

ESSENDON AERODROME CURRENT CONFIGURATION OBSTACLE LIMITATION SURFACES



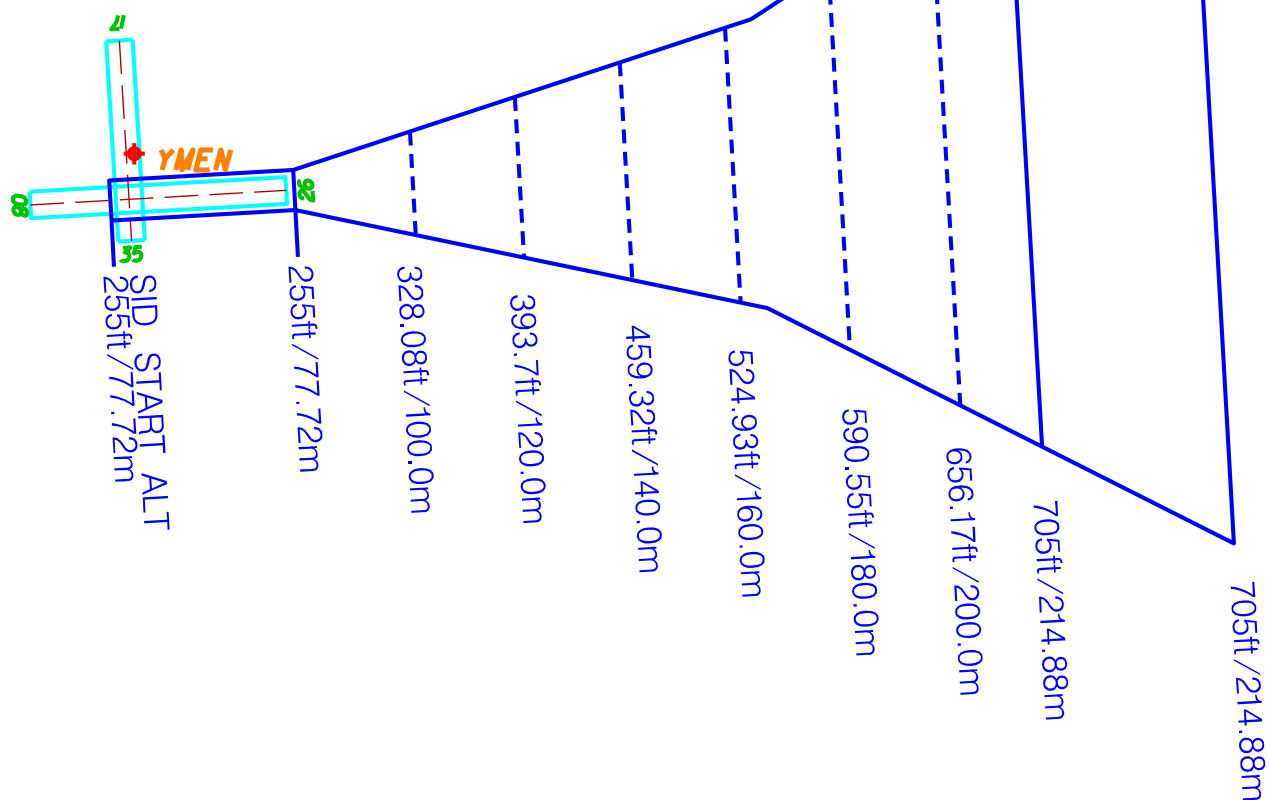
ATTACHMENT 4 - PRESCRIBED AIRSPACE CHARTS


ESSENDON AIRPORT PRESCRIBED AIRSPACE

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**ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID)
RUNWAY 08**

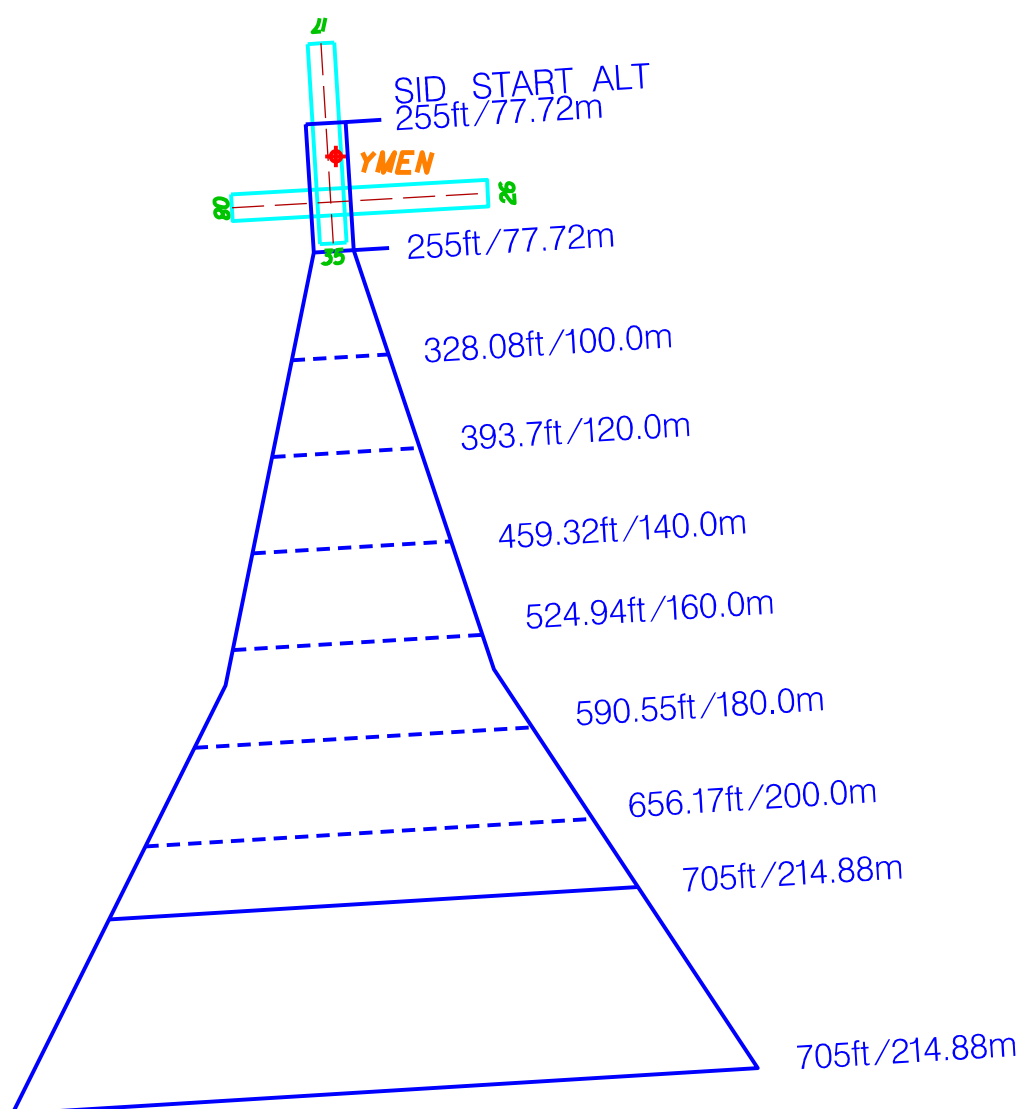
SID RWY 08




Project: Essendon Airport Prescribed Airspace				Figure No: Fig 1.0.1	
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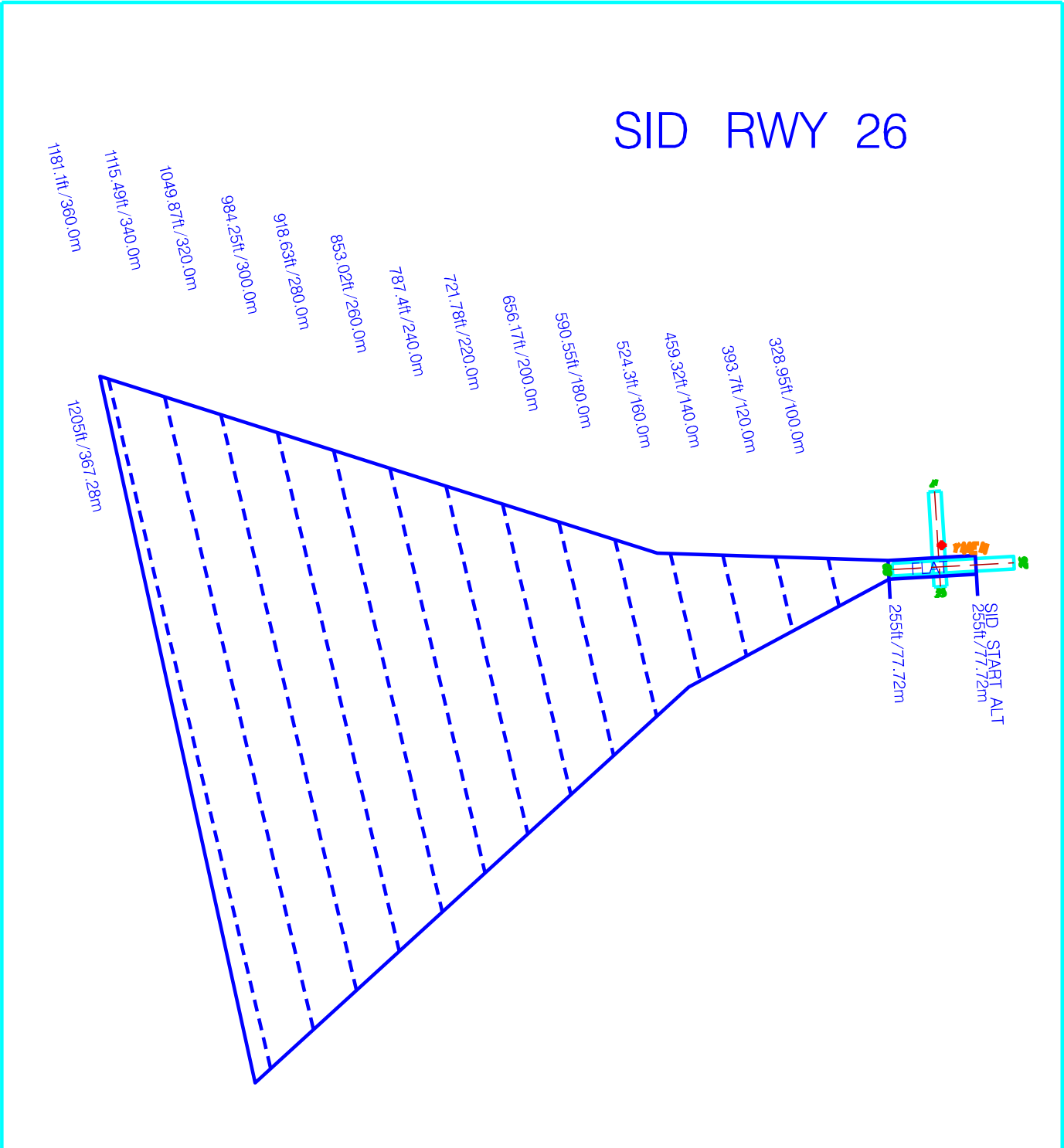
**ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID)
RUNWAY 17**

SID RWY 17



Project: Essendon Airport Prescribed Airspace						Figure No: Fig 2.0.1	
Title: Standard Instrument Departure (SID) Runway 17							
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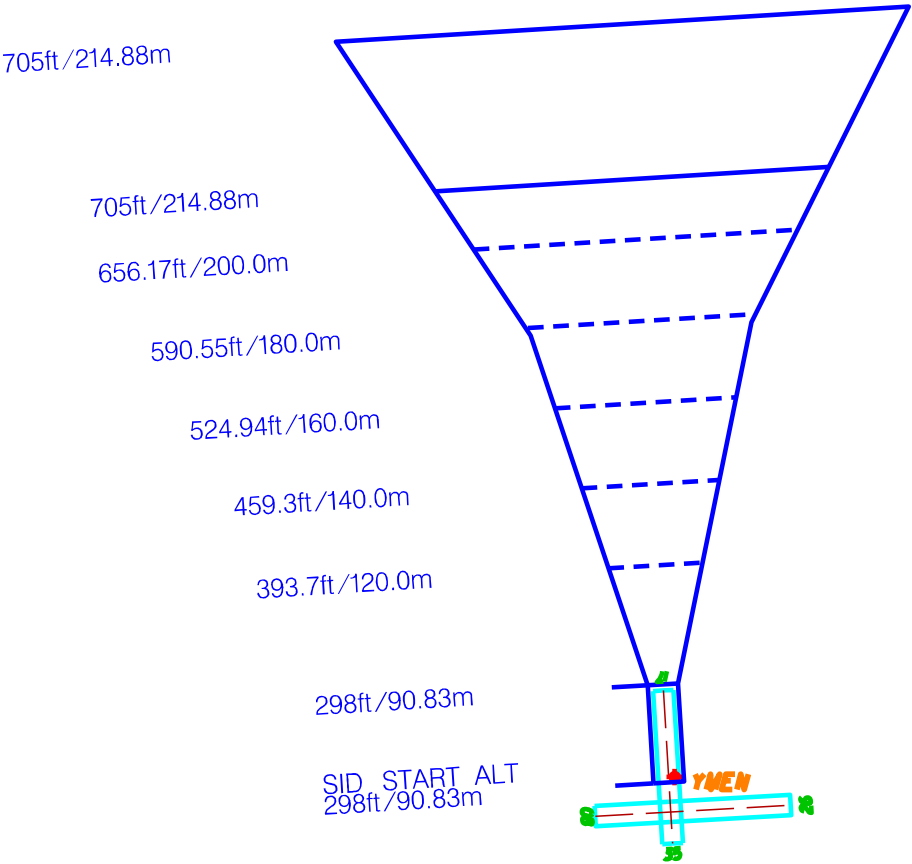
ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID)
RUNWAY 26



Project: Essendon Airport Prescribed Airspace				Figure No: Fig 3.0.1	
Title: Standard Instrument Departure (SID) Runway 26					
Drawn: Airservices	Checked: NB	Approved:	1 Rev	30/01/2014 Date	Scale: File Ref:
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ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID)
RUNWAY 35

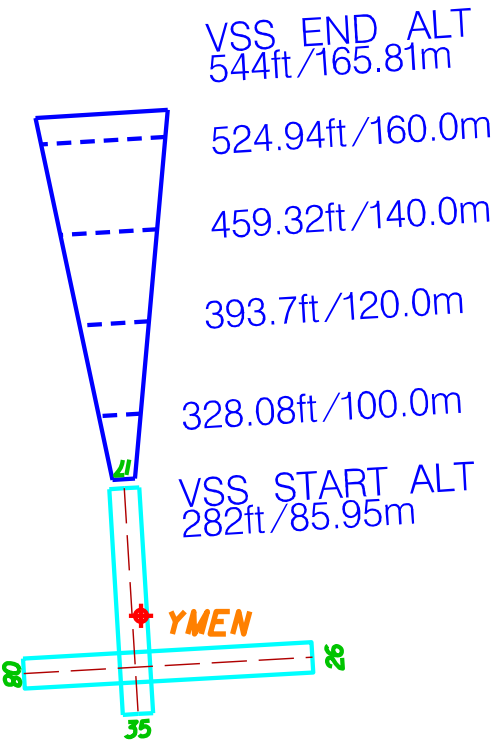
SID RWY 35



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Title: Standard Instrument Departure (SID) Runway 35						
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Airservices	NB		Rev	Date	File Ref:	

ATTACHMENT 6 - VISUAL SEGMENT SURFACE (VSS) APPROACH
RUNWAY 17

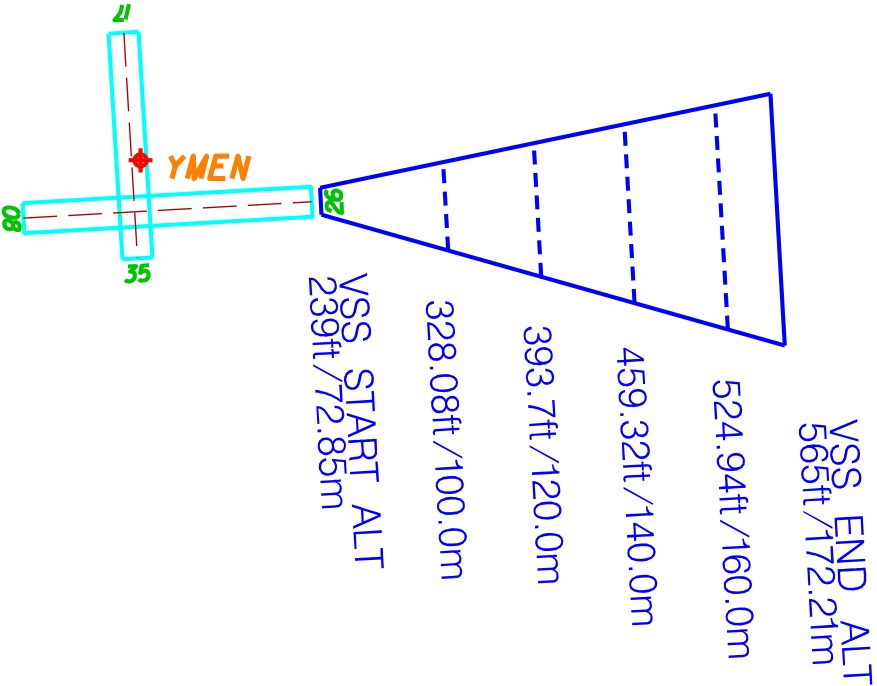
VSS RWY 17



Project: Essendon Airport Prescribed Airspace				Figure No: Fig 5.0.1	
Title: Visual Segment Surface (VSS) Approach Runway 17					
Drawn: Airservices	Checked: NB	Approved:	1 Rev	30/01/2014 Date	Scale: File Ref:
					A4

ATTACHMENT 6 - VISUAL SEGMENT SURFACE (VSS) APPROACH
RUNWAY 26

VSS RWY 26



Project: Essendon Airport Prescribed Airspace				Figure No: Fig 6.0.1	
Title: Visual Segment Surface (VSS) Approach Runway 26					
Drawn: Airservices	Checked: NB	Approved:	1 Rev	30/01/2014 Date	Scale: File Ref:
					A4

ENVIRONMENTAL STRATEGY

2013 - 2018

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FOREWORD

For many years, environmental management programs have been in place at Essendon Airport.

These programs have been designed to manage the Airport's 305 hectare site whilst also minimising the Airport's impact on the surrounding environment.

The development of this 5 year Environment Strategy, in accordance with the Commonwealth *Airports Act 1996*, is further evidence of this continued commitment. It updates and replaces the existing Environment Strategy which was approved on 7 December 2010 and is the first Environment Strategy to be included in the Master Plan, in accordance with recent amendments to the *Airports Act 1996*.

This Environment Strategy contains objectives and initiatives to protect the Airport's environment and builds upon the Airport's existing environment management framework.

Essendon Airport Pty Ltd is pleased to present this document as its Environment Strategy which will be in place during 2013 - 2018.

Chris Cowan
Chief Executive Officer
Essendon Airport Pty Ltd

ESSENDON AIRPORT ENVIRONMENT POLICY

Essendon Airport recognises the importance of maintaining and enhancing the environment for the benefit of all Australians, present and future.

In developing and managing the Airport, Essendon Airport Pty Ltd will:

- Identify and manage the significant environmental impacts on the Airport;
- Comply with relevant environmental legislation and regulations;
- Continually measure, monitor, report and improve upon the environmental performance defined by our objectives and targets;
- Ensure persons responsible for the Airport Environment are provided with the necessary training to fulfill the strategy's objectives, and;
- Promote EAPL's commitment to the environment, to our employees, tenants and customers.

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Tree planting at Essendon Airport

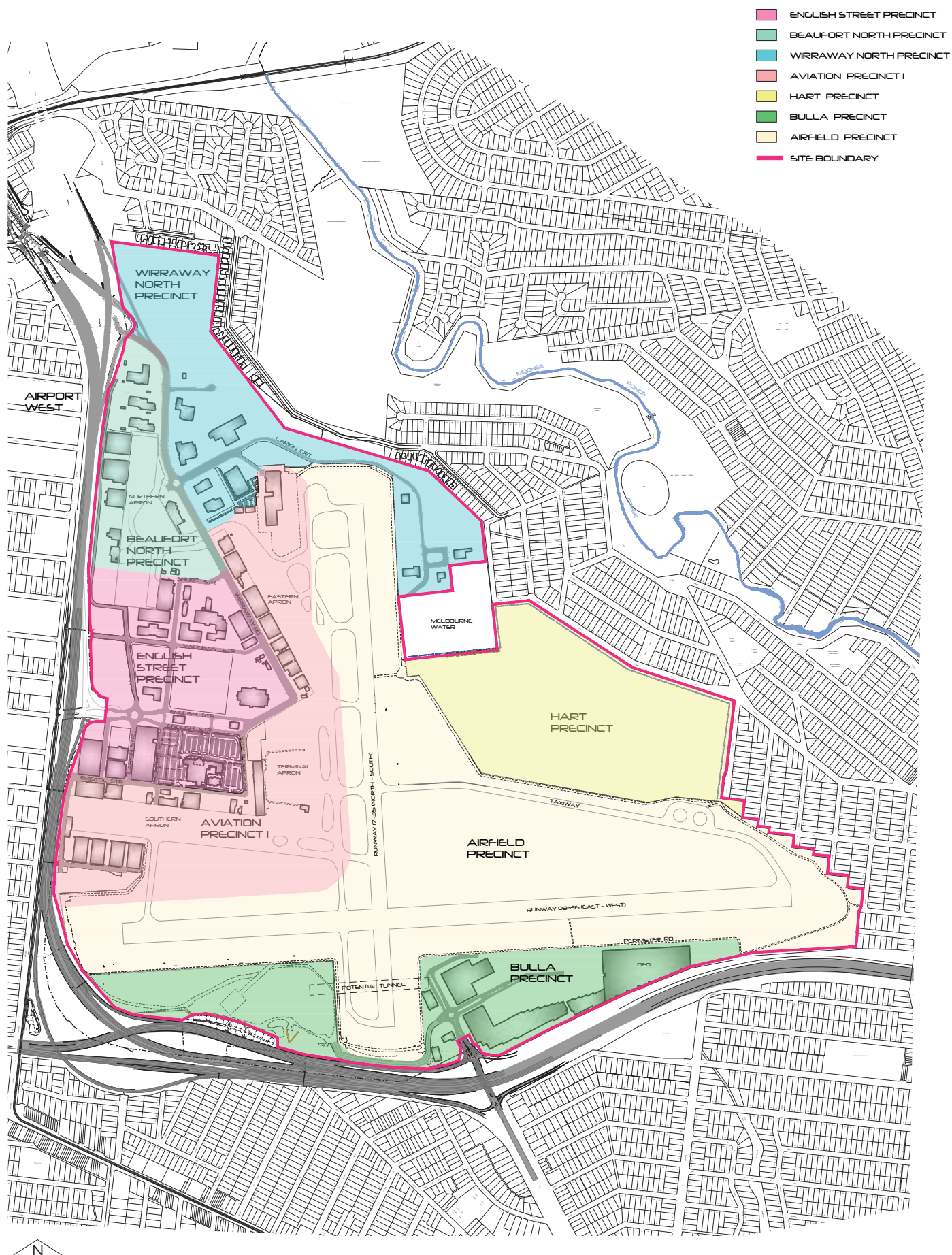
ABBREVIATIONS

ASA	Airservices Australia	EMS	Environmental Management System
ABC	Airport Building Controller	EPA	Victorian Environment Protection Authority
AEO	Airport Environment Officer	EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
AER	Airport Environment Report	ILS	Instrument Landing System
AEPR	Airports (Environment Protection) Regulations 1997	MDP	Major Development Plan
AES	Airport Environment Strategy	MP	Master Plan
AHD	Australian Height Datum	NDB	Non Directional Beacon
ALC	Airport-lessee company	NPI	National Pollutant Inventory
CEMP	Construction Environmental Management Plan	The Act	<i>Airports Act 1996</i>
DtE	Department of the Environment (formerly SEWPaC)	UPSS	Underground Petroleum Storage System
EAPL	Essendon Airport Pty Ltd	SEPP	State Environment Protection Policy
EMP	Environmental Management Plan	WSUD	Water Sensitive Urban Design



GLOSSARY	
Airport Environment Officer	A person appointed under regulation 10.01 of the Airports (Environment Protection) Regulations 1997.
Airport lease	A lease of the whole or a part of the airport, where the Commonwealth is the lessor.
Airport-lessee company	A company that holds an airport lease.
Airservices Australia	A government business enterprise responsible for providing Australia's aviation industry with a range of aviation related operational services.
Airside	The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public does not have free access.
Apron	A defined area of land at an aerodrome intended to accommodate aircraft for the purpose of loading and unloading passengers, mail or cargo, fueling, parking or maintenance.
Bio-Swales	Bio-swales are landscape elements designed to remove silt and pollution from surface runoff water.
Engine Run-up	The operation of an aircraft engine in preparation for flight (safety requirement).
Ground Running	The operation of an aircraft engine for maintenance or testing. Ground running does not include engine operation associated with engine run-up, flight, when landing, taking off, or taxiing at the airport.
Department of Infrastructure, and Regional Development (DIRD) formerly DIT	A Commonwealth department that provides policy advice, programs and regulation across a wide range of areas including: <ul style="list-style-type: none"> • Infrastructure • Regional Development • Aviation and airports
Department of the Environment, (DtE formerly SEWPac)	The Commonwealth department responsible for the administration of the <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
General aviation	All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.
Landside	The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public has free access.





MASTER PLAN ESSENDON AIRPORT PTY LTD

1. INTRODUCTION

This 2013 - 2018 Airport Environment Strategy (AES) outlines the environmental objectives and the environmental management framework of Essendon Airport. This AES will apply for a period of five years from approval by the Minister for Infrastructure and Regional Development.

For the first time, the AES will be submitted to the Minister for Infrastructure and Transport for approval as part of the Master Plan process.

The AES has been prepared in accordance with the *Airports Act 1996* and sets out the framework for the environmental management of Essendon Airport.

It updates and replaces the previous AES, which was approved in 2010.

Essendon Airport Pty Ltd (EAPL) is responsible for the preparation of the AES in accordance with the *Airports Act 1996* and associated Regulations.

This AES will be available for download from the EAPL website and from EAPL's office during business hours.

www.essendonairport.com.au

**Essendon Fields House
Level 2, 7 English Street
Essendon Fields Victoria
Australia 3041**



Essendon Airport Terminal

2. BACKGROUND

2.1 AIRPORT LEASE

Essendon Airport Pty Ltd (EAPL) is the lessee of the Essendon Airport site, and is referred to as the Airport Lessee Company (ALC). The Commonwealth retains ownership of the property.

The ALC must provide for the use of the airport site as an airport and for access to the airport by interstate and intrastate air transport. The lease also requires that:

‘Throughout the term the Lessee must develop the airport site at its own cost and expense having regard to:

- a. the actual and anticipated future growth in, and patterns of, traffic demand for the airport site;
- b. the quality standards reasonably expected of such an airport in Australia; and
- c. Good Business Practice.’

The ALC must also prepare a Master Plan and an AES.

The current Essendon Airport Master Plan (2013) was approved by the Minister for Infrastructure and Regional Development in April 2014. The Master Plan sets out a broad framework for the development of the Airport for the next 20 years.

2.2 LEGISLATIVE CONTEXT

In September 1996, the Federal Parliament passed the *Airports Act 1996* (The Act) and subsequently various regulations under the Act, to govern the development and operations of Federal Airports leased to private organisations. The Act and the Airports (Environment Protection) Regulations 1997 (AEPR) establish a system of regulation to promote awareness of environmental issues and to ensure that appropriate systems are in place to manage pollution, noise and other environmental impacts generated by operations at airports.

The Airports (Environment Protection) Regulations 1997 sets the standards for environmental pollution in relation to air, water and soil quality and noise emissions, authorises the monitoring and remediation of breaches of environmental standards, and supports better environmental outcomes on leased Commonwealth airports.

The *Airports Act 1996* requires each airport to have an AES outlining the environmental management strategies and actions for operations at the Airport.

The AES forms part of the Essendon Airport Master Plan and is in force for 5 years from the date of its approval, after which a new AES is prepared and submitted to the Minister.

The requirements for an Environment Strategy are prescribed in Section 71(2)(h) of the *Airports Act 1996* and regulations 5.02A and 5.02B of the Airports Regulations 1997.

The Airports (Environment Protection) Regulations 1997 do not apply to pollution generated by aircraft, nor to noise generated by aircraft in flight, landing, taking off or taxiing at the airport. The Commonwealth regulates any pollution caused by aircraft engines under the Air Navigation (Aircraft Engine Emissions) Regulations 1984 and the noise caused by aircraft operations under the Air Navigation (Aircraft Noise) Regulations 1984. However, the noise from ground running of aircraft engines and auxiliary power units are covered by the Airports (Environment Protection) Regulations 1997 and details of management are discussed within this strategy.

Another Commonwealth law that applies to the Essendon Airport site is the *Environmental Protection and Biodiversity Conservation Act 1999*.

This Commonwealth law protects endangered species and national heritage at Essendon Airport.

Where there is no Commonwealth legislation, State laws are applicable. These include laws related to waste management, motor vehicle pollution, the storage of certain chemicals and occupational health and safety.

2.3 ENVIRONMENT STRATEGY

This AES will update and replace the 2010 - 2014 AES.

The AES sets out the management approach to monitor, report and prevent or minimise adverse environmental impacts. It also sets a framework for management through the implementation of procedures and action plans.

The AES outlines the operation and management of the following areas:

- air quality;
- noise;
- stormwater;
- groundwater;
- soil quality;
- waste management;
- dangerous goods and hazardous substances;
- resource use;
- flora and fauna; and
- heritage and native title.

2010 - 2014 Environment Strategy

The 2010 - 2014 AES was approved by the Commonwealth Minister for Transport and Regional Services on 7th December 2010.

2.4 CONSULTATION

Consultation with the community is important for an airport and its ongoing operations.

At present regular consultation occurs with the community through the Essendon Airport's Community Aviation Consultation Group (CACG). The CACG membership is as follows:

- a Rotating Chair, as agreed by the Committee's Membership;
- a Federal Member of Parliament;
- a State Member of Parliament;
- a Councillor from Moonee Valley City Council;
- two Community Representatives;
- Chief Executive Officer Essendon Airport;
- Operations Manager, Essendon Airport; and representatives from Airservices Australia and DIRD are invited guests to each meeting.

The draft environment strategy is provided to DTE for comment as part of the master plan consultation phase.

In addition, a Fly Neighbourly Agreement was tabled at a CACG meeting in June 2010. As of March 2013, 18 operators had signed up to the agreement.

EAPL meets every month with the AEO to discuss environmental issues at the airport. In addition to these meetings, EAPL consults the AEO on any environmental issues that arise at the airport.

The tenant audits conducted by EAPL and the AEO are used as a venue for feedback from tenants, and informing tenants of current issues on the site.

EAPL formally consults with Moonee Valley City Council on a regular basis covering a wide range of issues, in particular groundwater, stormwater and noise.

The preliminary draft of this AES was included with the 2013 Master Plan and subject to the Master Plan consultation process prior to submission to the Minister. EAPL received written submissions from the local community regarding the AES and gave due regard to those comments in preparing the draft AES for the Minister. Environmental issues raised by the CACG were also considered in the preparation of this AES.

Upon issue of the Draft Environment Strategy, EAPL intends to consult with the Victorian Department of Sustainability and Environment (DSE).

Regular consultation is also carried out with the Airport Environmental Officer, Moonee Valley City Council with regard to stormwater run-off and the CACG with regard to noise.

2.5 CLIMATE

Essendon Airport has a temperate climate with mean maximum temperatures ranging from 13 to 26.3°C on average, and mean minimum temperatures ranging from 5 – 14°C on average. The wettest months are July to November.

2.6 GEOLOGY AND HYDROGEOLOGY

Essendon Airport is located on the Quaternary aged Newer Volcanics, which are comprised of fresh to weathered basalts. The Newer Volcanics basalts extend across southwestern Victoria from Melbourne to the South Australian border.

The Newer Volcanics overlie the Brighton Group, which is comprised of marine to terrestrial cemented sandy sediments.

The Brighton Group sediments uncomfortably overlie the Fyansford Formation, which are comprised of grey-green clayey silts, clays and marls.

The Fyansford Formation uncomfortably overlies the Older Volcanics, consisting of basalt and pyroclastics (minor tuffs and ash deposits).

The Older Volcanics in the Melbourne area overlie Silurian aged, marine sandstones, siltstones and minor conglomerates. (Sunbury, 1: 63 360 Geology Map).

Groundwater is located between 23 to 29 metres below the surface level. The groundwater quality is saline.

2.7 LAND FEATURES

Generally, the majority of the airport is flat with the exception of the grade differential between sections of the Tullamarine Freeway and the Airport and the northern section of the airport that slopes down towards Boeing Reserve and Moonee Ponds Creek, and the adjoining residential area.

The western edge of the Airport contains the Airport Terminal, a number of warehouses, offices, car dealerships and industries, both aviation and non-aviation related.

The eastern portion of Bulla Road Precinct (located along the southern boundary of the airport) has been redeveloped into a commercial area containing retail outlets.

The Wirraway North Precinct and Beaufort North Precinct have been redeveloped and now includes an access road connecting Wirraway Road to Matthews Avenue and the Tullamarine Freeway.

The English Street Precinct has undergone gradual transformation both by construction of new buildings, and refurbishment of existing buildings.

The Aviation Precinct now includes an additional two hangars on the Northern Apron – these hangars facilitate the Victorian Emergency Services for the Police and Air Ambulance.

Melbourne Water has 5 water tanks located along the eastern perimeter of the airport. Boeing Reserve is located to the north-east of the airport, adjacent to Moonee Ponds Creek. Westfield Shoppingtown is located to the north-west of the airport, on the western side of the Tullamarine Freeway

3. ENVIRONMENTAL MANAGEMENT SYSTEM

The following aspects are covered:

RESPONSIBILITIES

The responsibilities of the various parties involved in managing environmental and other issues at Essendon Airport are summarised below:

- Essendon Airport Pty Ltd (EAPL). EAPL is the airport-lessee company (ALC) and as such is responsible for the management and planning of most airside and landside facilities at Essendon Airport. EAPL is also responsible for the environmental management of the airport, including ground-based air and noise emissions.
- Airservices Australia (ASA). ASA is responsible for air traffic control, flight path management and aircraft overflight noise and air pollution.
- Department of Infrastructure and Regional Development (DIRD). DIRD is responsible for enforcing the *Airports Act 1996* and the Commonwealth Government's aviation policy. In addition they are also responsible for any international agreements and airspace environment management (including aircraft air emissions). DIRD monitors the environmental performance of airports via AEO reports and the Annual Environmental Reports.

- Department of the Environment (DtE formerly SEWPaC) is responsible for the administration and regulation of the EPBC Act, and heritage legislation on Essendon Airport.
- Airport Environmental Officer (AEO). The AEO is appointed by DIRD and is responsible for regulating environmental issues at Essendon Airport. The AEO is involved in regular meetings with EAPL and conducts site inspections and facility audits.
- Airport Building Controller (ABC). The ABC is also appointed by DIRD and is responsible for ensuring that activities at Essendon Airport meet the appropriate building and engineering standards.
- Essendon Airport Tenants. The tenants of Essendon Airport have a responsibility to assist Essendon Airport in achieving its environmental objectives, and therefore to avoid polluting. Tenants must conduct their activities in an environmentally responsible manner, complying with the environmental legislation and the AES.

Planning

In order to implement the Environmental Policy, EAPL has identified the potential environmental impacts of activities conducted at the airport and set objectives and targets for managing impacts (refer section 4 and 13). The environmental management actions for achieving the objectives and targets are also detailed in sections 4 and 13, and summarised in section 14.



The Airport Environment Officer carries out regular inspections of construction projects at the Airport

Training

Ongoing training is provided to EAPL staff to ensure that they have the resources to efficiently fulfill the requirements of their responsibilities. EAPL requires their sub-contractors to also ensure that they are current with their training, and their staff have the required qualifications for their roles.

Training will be conducted by a person who possesses a Certificate IV in Workplace Training & Assessment, or a person who holds an Australian Qualifications Framework (AQF) certification in the field they will be teaching, or by a person who is recognised as an expert in the field to be taught.

Project Management

Project management of environmental works is undertaken by senior environmental engineers / scientists familiar with airport legislation, contamination issues and general environmental issues.

Environmental consultants are routinely used to ensure compliance with environmental regulatory obligations.

Development

Construction Environmental Management Plans (CEMPs) are prepared to manage potential environmental risks associated with the development of buildings, car parks and other major developments, covering the following aspects:

- Stormwater
- Run off
- Waste
- Contaminated Soil
- Noise

Auditing

To ensure that operations occurring at the airport are complying with legislative requirements and the commitments of EAPL, auditing is conducted of both tenants' and EAPL's activities.

Annual Environmental Report

EAPL is required to submit an Annual Environment Report (AER) to DIRD. The AER details the environmental issues on the airport and reports on the progress of the AES. The AER includes:

- Flora and Fauna
- Dust
- details of occurrences of environmental significance (detrimental or beneficial);
- details of EAPL's performance in achieving the policies and targets of the AES;
- details of EAPL's progressive management of enduring pollution problems at the airport; and
- report of incidents of pollution and other contraventions, if any, of the Regulations that have occurred during the year.

Systems for Testing

A test required by the Airports (Environmental Protection) regulations 1997 must be carried out in accordance with Regulation 1.08 of those Regulations.

3.1 PREVIOUS ACHIEVEMENTS

Environmental Management System -
Previous Achievements

ENVIRONMENTAL MANAGEMENT SYSTEM - PREVIOUS ACHIEVEMENTS	
Date	Initiative
2008	The previous Essendon Airport Master Plan was approved in October 2008.
Ongoing	Ongoing training and consultation has raised awareness of environmental issues throughout the Airport's tenants and operators.
Ongoing	Consultation with tenants and operators is a key focus of projects undertaken at Essendon Airport. This has resulted in an increased awareness of environmental issues amongst airport staff, tenants and operators.
2010 - 2013	The Airport participated in a number of community activities and provided numerous donations to various community based organisations and events.
2012	A Ground Running Procedure was formalised in 2012, which incorporates a new site for the mobile testing vehicle.
2012	A Stormwater Monitoring Procedure was completed by Meinhardt Infrastructure and Environment Pty Ltd in March 2012.
2011 - 2012	Environmental Awareness training was developed and implemented in 2011; further training is currently under development.
2001 - 2014	EAPL has retained Meinhardt Infrastructure and Environment to assist with environmental matters on an ongoing basis, and Godden McKay Logan to assist with heritage matters.
2014	The current Essendon Airport Master Plan was approved in April 2014
Ongoing	Construction Environmental Management Plans (CEMP's) are developed to manage potential risks to the environment associated with the development of buildings and car parks with significant environmental risks.

3.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

The following section outlines the environmental management objectives, targets and actions that are to be implemented as part of this AES for 2013-2018. EAPL incorporates environmental management principles within its business practices to assist in achieving environmental goals.

EAPL will manage the environment using systems appropriate to its scale of operations which are based on and maintain consistency with AS/NZS ISO 14001:2004 Environmental management systems - Requirements with guidance for use.

KEY OBJECTIVE 2013 - 2018

EAPL will manage the environment using systems appropriate to its scale of operations which are based on and maintain consistency with AS/NZS ISO 14001:2004 Environmental management systems - Requirements with guidance for use.

ENVIRONMENTAL MANAGEMENT SYSTEM – SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013-2018		
Issues	Proposed Activity/Objective	Responsibility for Achieving/ Timeframe
Continual Improvement of our systems.	Continually improve our systems appropriate to EAPL's scale of operations. Systems will include <ul style="list-style-type: none"> an annual review of the Essendon Airport Environment Policy in the AES to ensure it remains current; a methodology to determine which Essendon Airport tenants are to be prioritised for environment auditing each year; environmental audit procedures for Essendon Airport tenants; an introduction to environmental matters at Essendon Airport for airport employees and airport tenants; water sensitive urban design guidelines; and procedure to document how EAPL internally reviews the systems. 	EAPL – (2013 – 2018)
Disclosure of environmental issues to landowner.	EAPL will report to the AEO on all environmental matters on the airport.	EAPL (Ongoing)
Compliance by EAPL tenants and premises.	Targeted tenant audits will be conducted on an annual basis by a representative of EAPL. The audits consider the work practices, storage and handling of goods, waste management and procedures in place to manage emergencies e.g. spills etc.	EAPL (Risk based audit program undertaken by June 30 each year)
Implementation of best practice.	EAPL will engage appropriately qualified environmental and heritage consultants to assist with environmental and heritage matters on the airport as required.	EAPL has retained Meinhardt infrastructure and Environment to assist with environmental matters on an ongoing basis, and Godden McKay Logan to assist with heritage matters. (Ongoing)
Environmental awareness.	EAPL will provide training for management, staff and contractors to ensure compliance with environmental objectives.	Environmental Awareness Training Induction Package to be developed and implemented by April 2014. This material will be revised biannually thereafter or following identification of a new issue.
Currency	Review of existing procedures.	Review undertaken by EAPL each June. (Ongoing)

4. AIR QUALITY

The Airports Regulations do not apply to pollution generated by aircraft, and therefore air emissions from aircraft in flight, when landing, taking off or taxiing at the airport are not the responsibility of Essendon Airport. Pollutants from aircraft include hydrocarbons, nitrogen oxides and other components of combustion.

Ambient air quality objectives in Victoria are set in the State Environment Protection Policy (Ambient Air Quality). Ambient air quality is monitored by the Environment Protection Authority and is monitored in accordance with a monitoring plan developed under the Ambient Air Quality National Environment Protection Measure. Seven common pollutants are monitored – carbon monoxide, ozone, nitrogen dioxide, sulphur dioxide, lead, particles smaller than 10 micrometre and visibility reducing particles.

The main contributors to air pollution within the Melbourne region are motor vehicle emissions, industrial sources, domestic / commercial / rural sources (mainly wood fire heating) and other mobile sources. Airport contributions to air pollutants have not been considered in the Air Monitoring Plan for Victoria. In excess of 60 million cars & 4.5 million trucks use the freeway system on the boundary of the airport. By comparison there are less than 60,000 aircraft movements per annum.

Sources of air pollution within the airport include ground traffic (private vehicles, taxis, buses and airport service vehicles), fuel storage and refuelling operations, and dust generated during construction. Refuelling operations, fuel spillage and storage of fuel contribute to atmospheric emissions as a result of the formation and release of volatiles.

Across the world there are hundreds of thousands of airport workers employed daily on aircraft aprons working in and around aircraft and aircraft fume emissions. It is reasonable to assume that were these fumes to be noxious, their adverse outcomes would have been determined many years ago. It is unlikely that Essendon Airport would be unique in this regard.

Other air emissions include spray painting, paint stripping from aircraft, painting of runway markings, construction activities and other tenant activities.

One National Pollutant Inventory facility (Mobil – fuel store) is located on Essendon Airport. The facility reports annually to the NPI and has been ranked as “low emission producing facilities”.

4.1 PREVIOUS ACHIEVEMENTS

Air Quality – Previous Achievements

Ongoing	New developments have incorporated design ideas and equipment which minimises greenhouse gas pollutant emissions (eg, Essendon Fields House and 55 English Street).
2006	EAPL engaged EML Air to undertake an <i>Assessment of Exhaust Dispersion for Helicopter Departures</i> . The report concluded the long term annual average exposure beyond the airport boundary from helicopter exhaust emissions were 100 to 1000 times lower than Australian air toxic investigation levels. Also the hydrocarbon emissions are likely to be lower than that contributed by other sources such as motor vehicles & industry to typical background levels in urban areas.
2012	A new 3 level office building at 15 Vaughan Street which commenced construction in February 2012, has a selection of energy efficient ventilation and electrical fittings to ensure the building will reach the targeted 4.5 star NABERS Energy Rating and be capable of achieving a Green Star Rating of 4 stars for Office V3 by design.
2013	EAPL investigated an incident in April 2013 when a jet was held on take-off threshold for 25 minutes, leading to community complaints of jet fuel fumes. EAPL reviewed the event with the operator. This event was found to be an isolated incident caused by air traffic delays at Melbourne Airport and the aircraft was found to be operating as intended and is properly maintained. This matter was considered at the CACG.
Ongoing	Maintenance of fleet vehicles to ensure emissions are minimised.
Ongoing	Developments works were undertaken so as to minimise dust generation.
Ongoing	Essendon Airport's sole listing on the National Pollutants Inventory is correctly listed on the registry.

4.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

AIR QUALITY KEY OBJECTIVES 2013 - 2018

- To ensure Essendon Airport complies with legislative requirements for emissions.
- To minimise local air quality impacts from ground-based activities.

Issues	Proposed Activity/ Objective	Responsibility for Achieving/ Timeframe
Ground-based emissions	Undertake any EAPL spray painting operations in accordance with the National Guidance Material for Spray Painting, 1999, National Occupational Health and Safety Commission, and other relevant regulatory requirements.	EAPL (As required)
Greenhouse Impacts	<p>Purchase fuel efficient vehicles and maintain as per operating manual.</p> <p>Incorporate as reasonably possible energy efficient design in new and refurbished building projects.</p> <p>Implement strategies consistent with the carbon trading legislation as enacted by the Commonwealth Government.</p>	EAPL (As required)



Aircraft at Essendon Airport

5. NOISE

The Airports (Environment Protection) Regulations 1997 do not apply to noise generated by aircraft in flight, when landing, taking off or taxiing at the airport. However, noise emissions emitted from ground-based activities are subject to this AES and the Airports (Environment Protection) Regulations 1997. Ground based noise sources include the ground running of aircraft, maintenance activities, vehicle traffic and construction activities.

Ground running of aircraft engines is allowed at Essendon Airport between the following hours:

- 7.00 am – 6.00 pm, Monday to Friday
- 10.00 am – 6.00 pm, Saturday and Sunday

Most ground running activity occurs near the centre of the airport away from residential dwellings and during business hours when the ambient background noise is greater. Operators are also making a conscious effort to reduce noise associated with ground running. An example is the noise suppression system recently fitted to the mobile engine testing rig operated by GAM, which significantly reduces the noise created by ground running.

Most complaints about aircraft located on the ground are about engine pre-flight engine checks (run ups) which are a mandatory safety requirement prior to flight for non-jet engine aircraft types. Few run ups exceed five minutes in duration but run ups do occur when the ambient background noise is at lower levels.

In response to noise complaints, generally regarding engine run – up noise, Essendon Airport amended its Aircraft Engine Maintenance Ground Running procedure in 2012. The revised procedure incorporates a new site

for the mobile testing vehicle, which is closer to noise barriers and further away from residential areas surrounding the airport.

Noise which is generated from aircraft in flight or manoeuvring at Essendon Airport is regulated by the Commonwealth through the Air Navigation (Aircraft Noise) Regulations 1984. As Essendon Airport Pty Ltd is not a Commonwealth Statutory Authority it does not have a role in regulating aircraft noise. Essendon Airport's Master Plan contains an ANEF (Australian Noise Exposure Forecast) which describes the noise impact of aviation operations both within and external to the Airport.

A limited curfew restricts aircraft operations between 11pm and 6am daily - Air Navigation (Essendon Airport) Regulations 2001.

The Community Aviation Consultative Group (CACG) holds quarterly meetings to discuss aircraft noise issues. In December 2011 a meeting was held at the Victorian Police Air Wing and Air Ambulance facility to encourage open discussion between the community and aviation operators. This meeting endorsed changes to the local procedures for operations at the northern end of the runway 17/35 which utilise the green belt and Boeing Reserve rather than a direct route over houses in the Strathaird Street Area.

One of the first Fly Neighbourly Agreements to be introduced by an airfield was signed by 18 operators in 2012. The Fly Neighbourly Agreement conveys to both the aviation and general community what flying professionally and courteously entails.

Participants of the Fly Neighbourly Agreement adhere to 15 key principles that are designed to help protect local amenity for residents.

5.1 PREVIOUS ACHIEVEMENTS Noise – Previous Achievements

Date	Initiative
Ongoing	Essendon Airport has complied with legislative requirements with regards to the generation of noise.
2009	Essendon Airport facilitated a Minister initiated series of Working Group meetings in 2009.
2010	In January 2012, a group which comprised representatives from the Community and Commonwealth Government Departments commenced regular meetings to discuss and report back to the Minister for Infrastructure, Transport, Regional Development and Local Government on noise issues at and surrounding Essendon Airport.
2012	Aircraft Engine Maintenance Ground Running procedure was revised in 2012.
2012	One of the first Fly Neighbourly Agreements to be introduced by an airfield, was implemented and signed by 18 operators in 2012.

5.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

NOISE KEY OBJECTIVES 2013 - 2018

- To minimise noise associated with airport ground operations.
- To comply with legislative requirements.

NOISE - SUPPLEMENTARY STRATEGIES AND OBJECTIVES 2013 -2018		
Issues	Proposed Activity/Objective	Responsibility for Achieving /Timeframe
To minimise noise from ground based-airport operations and activities	Education of tenants about the requirements of the Ground Running Procedure.	EAPL / Tenants (2014)
Vehicular Noise	Ensure vehicles owned by EAPL are equipped with correctly operating baffles as per manufacturers instructions.	EAPL (2013 - 2018)
Noise from new developments	Ensure new developments comply with Land Use Plan requirements as specified in Master Plan.	EAPL (From 2013)
Noise generated from aircraft engaged in flight activities	<p>Provide assistance, as reasonably requested by the Commonwealth, in monitoring compliance with the Air Navigation (Essendon Airport) Regulations 2001.</p> <p>Where aviation operators are not signatories to the voluntary Fly Neighbourly procedures, EAPL encourages the operators to adhere to the principles of the Fly Neighbourly Agreement.</p>	EAPL (2013 -2018)

6. STORMWATER

Stormwater at Essendon Airport is collected via a network of underground drains that collect surface runoff from the runways, buildings, roads and other impervious areas at the airport. As part of the on-going redevelopment of areas of Essendon Airport, water sensitive urban design (WSUD) features have been, and continue to be, incorporated as part of the design and construction of buildings and infrastructure aimed at protecting receiving waters and conserving and re-using on-site water where possible. In addition to conserving and retaining water on site, WSUD features function as an aesthetic feature to the developments undertaken.

All current and future developments will adopt a similar high standard approach that incorporates WSUD features. The incorporation of WSUD features and devices in redevelopment have ensured that stormwater runoff quality from the Essendon Airport developments conform to the high standard Environmental Management Guidelines (BPEMG) (Victorian Stormwater Committee 1999).

Moonee Valley City Council and Melbourne Water are responsible for the management of stormwater once it leaves the airport.

Stormwater discharged from the site is regularly sampled to verify that it is of a satisfactory quality.

The range of pollutants that can effect stormwater quality include:

- Stormwater;
- Nutrients e.g. nitrogen and phosphorus;
- Pathogens e.g. bacteria and viruses;
- Toxicants e.g. salts and heavy metals;
- Organic material e.g. leaves;
- Litter and other debris;
- Flow (the volume and velocity of the water); and
- Hydrocarbons.

The main sources of stormwater pollution at Essendon Airport include:

- Flow (the volume and velocity of the water);
- Hydrocarbons;
- Runoff from infrastructure (e.g. zincallum coated buildings);
- Corrosion of plumbing infrastructure, degradation of roadways;
- Fertilisers and herbicides from grassed areas;
- Surfactants from cleaning processes;
- Spills from refuelling; and
- Trace heavy metals in urban precipitation; construction works, and vehicle traffic.



Water sensitive urban design features

6.1 PREVIOUS ACHIEVEMENTS Stormwater - Previous Achievements

STORMWATER - PREVIOUS ACHIEVEMENTS	
Date	Initiative
Ongoing	The incorporation of WSUD features and devices in redevelopment have ensured that stormwater runoff quality from the Essendon Airport developments conform to the high standard Environmental Management Guidelines (BPEMG) (Victorian Stormwater Committee 1999).
2013	A WSUD Maintenance Procedure was completed.
Ongoing	Essendon Airport has continued to sample storm water discharge from the site with the results reported to the AEO.
2012	A Stormwater Sampling Procedure was completed by Meinhardt Infrastructure and Environment in March 2012.
Ongoing	Essendon Airport maintains a dedicated aircraft washing bay.

6.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

STORMWATER KEY OBJECTIVES 2013 - 2018

- To minimise the impact of airport operations on surface water quality in and adjacent to Essendon Airport.
- To control the impact of any spill on Airport.
- No exceedences of Airports Regulations or SEPP (Waters of Victoria).
- Implement the WSUD Maintenance Procedure.

STORMWATER - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013-2018

Issues	Proposed Activity/ Objective	Responsibility for Achieving/Timeframe
Manage Stormwater	<p>Ensure that stormwater discharge points on the site are appropriately maintained through implementing the WSUD Procedures.</p> <p>Continue to implement and maintain water sensitive urban design principles to future developments to minimise the discharge of sediment and pollutants.</p> <p>Undertake biannual storm water monitoring.</p> <p>Maintain and use aircraft wash-down bay.</p>	<p>EAPL / Tenants (From 2013)</p> <p>EAPL (Ongoing)</p> <p>EAPL (Biannually)</p> <p>EAPL / Tenant (Ongoing)</p>
Prevent Spills / Contamination	<p>Ensure new developments are designed such as to ensure that the risk of uncontained spillage is minimised.</p> <p>Ensure triple interceptors (or other suitable alternate) are installed as appropriate and operational as required.</p> <p>Audit equipment and methods used to prevent spills and contamination by tenants / EAPL.</p> <p>Assess and manage the risks from underground storage tanks.</p>	<p>EAPL (Ongoing)</p> <p>EAPL / Tenant (As required)</p> <p>EAPL / Tenant (Ongoing)</p> <p>Tenant (2013 -2018)</p>
Spill Management	<p>Ensure sufficient bunding beneath any containers (as per Vic EPA Publication 347).</p>	<p>EAPL / Tenant (As required)</p>



Water Sensitive Urban Design Features

7. GROUNDWATER

Groundwater is located between 23 to 29 metres below the surface level within the Newer Volcanics basalts. The groundwater quality is saline. Groundwater is estimated to flow in a southerly direction towards the Maribyrnong River.

Contamination sources within the airport that may have an impact on the groundwater are related to historical land use. Historical land filling activities, leakage from underground storage tanks, spillage of fuels and chemicals and the use of chemicals such as pesticides and herbicides have all had an impact in earlier years (extant pollution).

Essendon Airport has been monitoring potential sources of groundwater contamination and placing management controls where necessary.

Groundwater has been managed in accordance with established practices and no offsite impacts have occurred.

7.1 PREVIOUS ACHIEVEMENTS Groundwater - Previous Achievements

Date	Initiative
2012	All potential groundwater contamination situations have been investigated. Expert assessment has determined that there are no risks to persons or the environment either on or off the airport site.

7.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

GROUNDWATER KEY OBJECTIVES 2013 - 2018

- To prevent groundwater contamination occurring from airport activities.
- To manage areas of contaminated groundwater in accordance with regulatory requirements.
- Implement the WSUD Maintenance Procedure.

GROUNDWATER - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013 - 2018		
Issues	Proposed Activity/Objective	Responsibility for Achieving/Timeframe
Manage groundwater	Maintain a network of groundwater monitoring points and sampling regime until such time as evidence supports the cessation of monitoring point and sampling.	EAPL (Ongoing)
Remediate groundwater	Where practicable implement active remediation of any contamination, including site management plans and human health and ecological risk assessments.	EAPL / Tenant
Actively manage potential issues	EAPL will continue to monitor tenant activities and assess groundwater, in order to ensure compliance with Airport Regulations.	EAPL (Ongoing)

8. SOIL QUALITY

Contamination sources within the airport that may have an impact on the groundwater also impact on the soil. Historical land filling activities, leakage from underground storage tanks, spillage of fuels and chemicals, and the use of chemicals such as pesticides and herbicides have all had an impact in the past years (extant pollution).

A number of soil assessments and remedial activities have been undertaken at the airport, including the removal of underground storage tanks, removal of asbestos contaminated material and clean-up of soil contamination.

Known contaminated areas are kept on an Environmental Site Register, in which details of the contaminants and the remedial status of the site are kept. The Environmental Site Register is reviewed annually. The majority of contamination present at the airport is due to activities of past tenants.

A desktop study and site inspection program in consultation with tenants is used to update the Environmental Site Register and identify sites with potential contamination. Where contamination is identified, risk assessments are used to prioritise clean-up actions and plans.

The following procedure is undertaken when a tenant's lease ends, there is a change in land use or when significant ground works are undertaken:

- AEO decides if site requires contamination investigation;
- Letter sent to lessee to undertake assessment;
- Based on results, lessee asked to remediate; and
- Lessee to forward report on final condition of site.

8.1 PREVIOUS ACHIEVEMENTS

Soil Achievements – Previous Achievements

Date	Initiative
Ongoing	Construction EMPs are developed to manage potential risks associated with the development of buildings and car parks for developments with significant environmental risk.
Ongoing	Soil samples are collected and analysed during excavation of USTs and in the proximity of former oil heaters. Soil identified as having contamination is removed.
Ongoing	Detailed soil investigation programs have been put in place where contamination has been identified, to ensure the site poses minimal risk to on-site commercial/industrial users.
2011/2012	Soil vapour assessments and risk assessments have been conducted at several sites to determine site specific target levels (of contamination).

8.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

KEY OBJECTIVES 2013 - 2018

- To prevent the contamination of soil from airport activities.
- To manage areas of known or suspected contaminated sites according to regulatory requirements. Where practicable, ensure tenants and former tenants are remediating soil contamination.

SOIL QUALITY - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013-2018

Issues	Proposed Activity/Objective	Responsibility for Achieving/Timeframe
Manage soil	Ensure soil is validated before imported to site. Soil is to be disposed of in accordance with the EPA Regulations. Implement dust controls during construction projects to minimise soil loss. Establish soil cover as soon as possible following disturbance by construction activities.	EAPL (As required) EAPL (As required) EAPL / Contractor (As required) EAPL (As required)
UPSS installation	Limit installation of new UPSSs. If new installed, ensure compliance with Vic EPA Publication 888.2 <i>Guidelines on the Design, Installation and Management Requirements for Underground Petroleum Storage Systems (UPSSs)</i> .	EAPL / Tenant (Ongoing)
Spill management	Ensure sufficient bunding beneath any containers (as per Vic EPA Publication 347).	EAPL / Tenant (As required)

9. WASTE MANAGEMENT

Waste collection, treatment and disposal is subject to State legislation under the *Environment Protection Act 1970*.

The Industrial Waste Management Policy (IWMP) (Prescribed Industrial Waste) (2000) outlines the Victorian Government's policy on the generation, management and disposal of prescribed wastes. The main objectives of the policy are to:

- Protect human health, amenity and the environment from hazardous wastes; and
- Minimise the generation of wastes; and
- Eliminate as soon as practicable the disposal of prescribed wastes to landfill.

The main sources of waste within the airport include office waste, aviation workshop waste, and nonputrescibles waste from retail operations.

For single tenancies, the management of waste is the responsibility of the tenant. However, EAPL continues to monitor and assist tenants to improve their waste management through the regular auditing program for the site in conjunction with the AEO. The AEO decides if the site requires contamination investigation (Refer Chapter 8).

For the EAPL offices and operational locations, and multi- tenanted buildings where the waste management is under EAPL control, EAPL has implemented a waste segregation program to encourage recycling.

9.1 PREVIOUS ACHIEVEMENTS

Waste Management – Previous Achievement

Date	Initiative
Ongoing	Asbestos waste is removed in accordance with Part 4 of the <i>Victorian Occupational Health and Safety Regulations (2007)</i> .
Ongoing	Tenant audits are undertaken to ensure general wastes and hazardous waste is disposed of correctly.
Ongoing	Tenant audits are undertaken to ensure wastewater emissions to sewer have a Trade Waste agreement in place.

9.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

WASTE MANAGEMENT KEY OBJECTIVES 2013 - 2018

- To implement the principles of reduce, reuse and recycle at the airport.
- To minimise the volume of waste being transported to landfill.



Water tanks on new ambulance wing

10. DANGEROUS GOODS & HAZARDOUS SUBSTANCES

The storage and handling of dangerous goods and hazardous substances is not covered by Commonwealth legislation for Airports. Therefore, the relevant legislation for Essendon Airport is the Victorian *Dangerous Goods Act 1985*, the *Dangerous Goods (Storage and Handling) Regulations 2012*, the *Occupational Health and Safety Act 2004* and the *Occupational Health and Safety Regulations 2007*.

Dangerous goods and hazardous substances stored at the airport are predominantly petroleum products related to the aviation industry. Tenants of the airport are subject to regular audits to ensure compliance.

Most of the dangerous goods and hazardous substances are aviation fuels currently stored at one aviation fuel depot, which is operated by Mobil. This depot is subject to tenant audits and to Mobil's own quality control procedures.

A number of aviation tenants at the Airport store small quantities of fuel and oils. Apart from fuels and oils, there are only minor quantities of other hazardous materials on site.

10.1 PREVIOUS ACHIEVEMENTS

Dangerous Goods & Hazardous Substances

Date	Initiative
Ongoing	Storage and handling of dangerous and hazardous goods is as per State guidelines.

10.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

Dangerous Goods and Hazardous Substances Key Objectives 2013 - 2018

- To comply with legislative requirements.
- To ensure that proper storage, transport and handling of EAPL dangerous goods and hazardous materials is undertaken.
- To reduce the number of dangerous goods and hazardous materials stored at the airport.
- To minimise the environmental impact following a spill event.

DANGEROUS GOODS & HAZARDOUS SUBSTANCES - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013 - 2018		
Issues	Proposed Activity/Objective	Responsibility for Achieving/Timeframe
Compliance	Undertake annual check of the National Pollutant Inventory for airport land to determine if a change has occurred. Regular audits of site.	EAPL (Annually)
Spill management	Ensure sufficient bunding beneath any containers (as per Vic EPA Publication 347).	EAPL / Tenant (As required)
Dangerous and hazardous goods storage minimisation	Ensure EAPL's dangerous and hazardous goods are disposed of promptly and correctly when no longer required.	EAPL (As required)
Hazardous waste (prescribed)	Ensure EAPL's dangerous and hazardous goods are disposed of promptly and correctly when no longer required.	EAPL (As required)

11. RESOURCE USE

EAPL is committed to reducing its use of non-renewable resources such as fuels and energy derived from fossil fuels. EAPL currently use electricity provided by the local electrical provider, in all their facilities.

Improvements to the use of energy and water resources are identified within new developments, with the incorporation of water sensitive urban design initiatives and energy efficient appliances and fittings into designs.

11.1 PREVIOUS ACHIEVEMENTS Resource Use – Previous Achievements

Date	Initiative
Ongoing	Rejuvenation of existing old building structure and materials (e.g. Everett Centre and Building 83).
Ongoing	Repair works undertaken to improve water mains network (leak repairs).
Ongoing	Installation of a PAALC controlled lighting system (allows runway lighting system to be placed on standby during the night (off) – reduced power consumption and therefore a reduction in greenhouse gas emissions).
Ongoing	A number of bio-swales have been constructed at Essendon Airport to minimise water requirements for gardens.
Ongoing	Reduced runway paint usage by 40% by moving to automatic application of runway paint instead of manual application.
2008 - 2013	Rainwater harvest tanks have been included in various constructions.
2012	The new office building under construction at 15 Vaughan Street has incorporated environmental initiatives such as rainwater harvesting and a selection of energy efficient ventilation and electrical fittings.
2008 – 2009	The Linfox Logistics Head Office achieved a Green Star rating of 5.

11.2 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

RESOURCE USE KEY OBJECTIVES 2013 – 2018

- To minimise the use of resources across the Airport e.g. water use, energy consumption.
- To encourage tenants to minimise their use of resources.



Linfox Logistics Head Office – 5 Star Green Star Rating

RESOURCE USE - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013 – 2018

Issues	Proposed Activity/ Objective	Responsibility for Achieving/Timeframe
Vehicle selection	Select vehicles which are adequate for the task required and are efficient.	EAPL (As required)
Building design	Consider inclusion of recycled materials within building design. Designs for new commercial office buildings to be consistent with Green Design Principles, in order to achieve a Green Star rating. Consider water capture and reuse within building design.	EAPL / Developer (As required) EAPL / Developer (Ongoing) EAPL / Developer (Ongoing)
Equipment maintenance & selection	Select equipment which requires less energy to operate and maintain.	EAPL / Tenant (As required)
Landscaping	Implement urban sensitive water design landscaping techniques to minimise water requirements for gardens.	EAPL / Developer

12. FLORA AND FAUNA

Essendon Airport has conducted a number of studies focused on the flora and fauna at the site, in consultation with State and Federal conservation bodies to identify areas of environmental significance. A summary of the assessments conducted is included below.

EAPL will continue to assess its environmental impact in accordance with EPBC Act for the duration of this plan.

Where amendments to EPBC lists are made EAPL will amend its environmental assessment processes to ensure that the organisation's legal obligations to protect new listings are met.

FLORA AND FAUNA SURVEYS CARRIED OUT BETWEEN 1998 - 2014		
DATE	REPORT	GENERAL FINDINGS
1998	Flora and Fauna Study	Essendon Airport is an area of low biological value. More than 70 years of clearance within the airport grounds and rapid urbanisation of surrounding areas has contributed to elimination of most native vegetation in the area. No environmentally significant areas were found within the airport's grounds.
2004	Flora and Fauna Survey of the Bulla Precinct	No flora or fauna species of national or state conservation significance were recorded. The survey of the Bulla Precinct located a small area of Natural Temperate Grasslands (referred to then as the modified Plains Grassy Woodlands) adjoining the southern end of the main north-south airstrip.
2007	Flora and fauna Report of the Wirraway North Site	No flora or fauna of national or state conservation significance was found. Most of the area is modified and of limited ecological value. The Natural Temperate Grasslands occupies the majority of the study area. The area was assessed to be "modified and of limited ecological value."
2008	Golden Sun Moth (Synemon plan) Survey	This survey did not detect either a viable population or any individuals of this species. It is thought that localised extinction of this species occurred in the past.
2008	EPBC Act	The Natural Temperate Grasslands of the Victorian Volcanic Plain (NTGVVP) were listed on the EPBC Act in June 2008 as a habitat for Golden Sun Moths and Legless Lizards.
2012	Golden Sun Moth Survey	A further survey of the entire undeveloped land was conducted in 2012 to determine the presence of the Golden Sun Moth. No Golden Sun Moths were detected during the targeted surveys. The survey concluded that development of the site is not likely to have an impact on this species.
2014	Flora and Fauna Assessment - north east section	Since the listing of NTGVVP on the EPBC Act in 2008, a flora and fauna assessment of the Airport's north east section identified four patches of Natural Temperate Grasslands of the Victorian Volcanic Plain totalling 4.13 ha. The assessment considered the patches to be of "low quality" and of "low ecological value."
2014	Flora and Fauna Assessment - English Street Precinct	A flora and fauna assessment of grassed areas within the English Street Precinct in May 2014 found that the areas assessed have little to no ecological value in their current condition. The assessment stated "no additional assessments or referral under the EPBC Act is considered necessary for works within the assessed areas."

12.1 AREAS OF ENVIRONMENTAL SIGNIFICANCE

No areas of environmental significance have been identified at Essendon Airport. Whilst some previous flora and fauna surveys have identified some areas of listed endangered native flora, their quality has been assessed as “low ecological value” or similar. Therefore, EAPL does not consider these areas to be environmentally significant.

12.2 PREVIOUS ACHIEVEMENTS

Flora and Fauna - Previous Achievements

Date	Initiative
Ongoing	The airport grounds are progressively being upgraded with water efficient and low maintenance landscaping.
Ongoing	Continued management of noxious weeds around airport boundaries.
Ongoing	Flora and fauna surveys carried out in 1998, 2004, 2007, 2012 and 2014

12.3 2013 - 2018 ENVIRONMENT STRATEGY OBJECTIVES, ACTIONS AND TARGETS

FLORA AND FAUNA KEY OBJECTIVES 2013 - 2018

- To minimise impacts of airport activities on the surrounding environment.
- To minimise the spread of noxious weeds and discourage feral animals.

FLORA AND FAUNA - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013 - 2018

Issues	Proposed Activity/Objective	Responsibility for Achieving/Timeframe
Weed management	Implement a noxious weed removal procedure, focusing on Serrated tussock and Scotch thistle.	EAPL (2015)
Noxious animal management	Control feral animal populations within the airport boundaries.	EAPL / Tenant (Ongoing)
Future compliance	Discharge obligations under the EPBC Act.	EAPL (Ongoing)
Building Development Consideration	Discharge obligations under the EPBC Act in relation to endangered flora, fauna species and ecological communities prior to the commencement of new development.	EAPL (As required)
Identify environmentally significant areas (if any)	Discharge obligations under section 71(2)(h)(ii) of the <i>Airports Act 1996</i> in relation to environmentally significant areas (if any).	EAPL
Landscaping	Maintain and improve airport landscape.	EAPL (Ongoing)

13. HERITAGE

Essendon Airport's history includes its prior role as the main international and domestic airport for Melbourne and one of Australia's major airports from 1921 to 1971 and its association with, and role in, the development of Australia's key domestic airlines.

Essendon was Melbourne's first and Australia's second International Airport.

In the 1940s, it was the busiest airport in Australia and one of the busiest in the British Commonwealth. The airport played an important role in aircraft manufacturing during the Second World War and also in accommodating air traffic during the 1956 Melbourne Olympic Games.

Ansett Airlines Ltd was based at Essendon from 1937 until the 1970s. The Holyman Company came to Essendon as Tasmanian Aerial Services and merged with Adelaide Airways to form Australian National Airways, and was based at Essendon for two decades before merging with Ansett in the 1950s. The wartime Beaufort manufacturing buildings at Essendon became the first home depot of the government-owned Trans Australia Airways, which was later renamed Australian Airlines, prior to merging with Qantas.

Essendon Airport Pty Ltd remains committed to complying with its heritage obligations and recognises the heritage significance of the place. In 2006 EAPL prepared a Heritage Management Plan as part of its environment strategy.

EAPL's commitment to heritage management plan has been amply demonstrated by the complete heritage upgrade of the Met Ops building to become the Everett Centre and Building 83 which was transformed into the Beaufort Offices between 2007 to 2011.

During the Second World War, the Beaufort Building helped to manufacture the Beaufort Bombers, which were used throughout the course of the war. The upgrade of this building occurred over two stages; Stage One, completed in 2008, converted the southern end of the building into 4,500sqm of office space over three levels. The facade of the building was restored and the tenancies were fitted out with exposed services helping to preserve the industrial feel of the building. Stage Two was the development of the northern end of the building, once again converting 3,000sqm into premium office space. The industrial feel created by the exposed services of Stage One was carried through into the fitout of Stage Two. Highlighting the significance of this building to wartime Australian History, the foyer area at the southern end of the building has a display outlining the role that the building played throughout the Second World War.

Similar to the Everett Centre, EAPL is also committed to restoring the facade of the Essendon Airport Passenger Terminal. This Passenger Terminal was established in 1959 and is the airport's largest airside building.

EAPL's Heritage Management Plan lists the Heritage Value Ranking as High. The building is associated with the first genre of terminal buildings to a standard design - passenger entrance and exits at the road access

interfaces, glass viewing areas to airside and passenger access via tarmac are consistent with this era.

EAPL is currently undertaking detailed analysis for the restoration and upgrade of this facility to meet current commercial market demands. A Construction Environmental Management Plan will be prepared prior to any construction works commencing which are likely to have a significant environmental risk.

Notwithstanding these important heritage aspects, the building's facade has been severely diminished in recent decades, especially throughout the 1970s, 80s and 90s. The building has been painted in various shades of green, aqua, blue and white, and its visual and historical appearance has been devalued. EAPL intends to reverse this decline and where possible restore the facade to a visual position consistent with its 1959 appearance.

Building 4 and Hangar 4, located on Wirraway Road, are the former home of Australian National Airways and Ansett, EAPL is considering upgrading this building.

In addition to these upgrades, EAPL has commenced the establishment of a Heritage Walk, which will encompass many of the social and historical aspects of the property.

The Heritage Walk meanders through the Aviation and English Street Precincts, and provides educational and general information on the airport and its history. A number of streets in the area have been named after significant aviation figures, and plaques have been placed recognising the contribution made by these important people.

A heritage park has been established at the corner of English Street and Wirraway Road where a series of signboards have been established which depict notable historical events such as Queen Elizabeth and President Lyndon Johnson's arrival.

Other important events such as the Melbourne Olympics, arrival of the Beatles and the use of the airport during World War II are also recorded.

EAPL considers that once completed, the walk will be beneficial for school groups, local history organisations, aviation enthusiasts and the general community

During design and construction of heritage projects, EAPL conducts frequent consultation with SEWPAC.

Indigenous Cultural Heritage

Consultation was carried out with Aboriginal Affairs Victoria during preparation of the 2000 AES. This correspondence states that "Given the previously disturbed nature of the land and the absence of any remnant native vegetation or archaeologically sensitive landforms, the likelihood for any proposed works to impact upon Aboriginal cultural materials is considered to be low. On this basis, no further archaeological investigation is considered necessary at this stage."

However, in the event that any aboriginal archaeological material were uncovered during works, Aboriginal Affairs Victoria have provided recommendations for procedures to be followed. These procedures were included in the 2000 AES and are quoted below.

"In the event that Aboriginal Archaeological material is uncovered during development or future land management works, it is recommended that the

following procedures be noted in the Essendon Airport Environment Strategy to ensure that the archaeological material is dealt with appropriately:

1. Development / land management works must cease immediately upon the discovery of any Aboriginal cultural material, and Aboriginal Affairs Victoria shall be immediately notified of any such discovery. (this has been incorporated into the CEMP)
2. Development / land management works on the subject land shall cease immediately upon the discovery of any suspected human remains. The Police or State Coroner's Office must be informed of the discovery without delay. If there are reasonable grounds to suspect that the remains are Aboriginal, the discovery should also be reported to Aboriginal Affairs Victoria."

A cultural heritage report was commissioned as part of the Calder - Tullamarine Freeway Interchange in 2004.

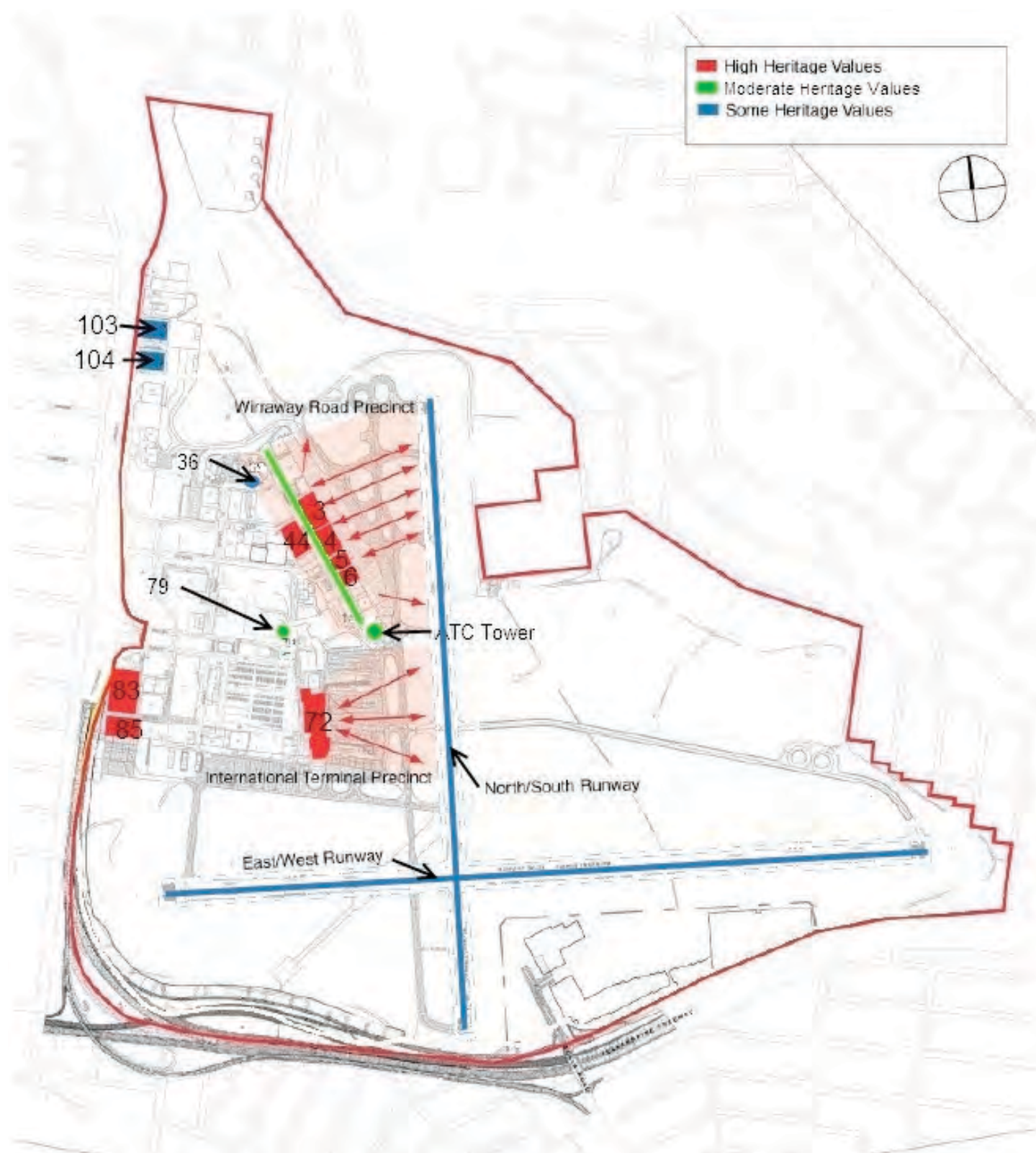
Surveys undertaken were unable to identify the presence of archaeological sites. The report confirmed that the survey site was highly disturbed and had been influenced by European activity from the 1850s. The report recommended an approach to the ongoing management of the site that was consistent to that provided by Aboriginal Affairs Victoria for the 2000 AES.

Right is a plan highlighting the Heritage Value sites identified at Essendon Airport, by Godden Mackay Logan Heritage. On the following page is a table listing the identified sites of Heritage Value, including a description of the site and a Heritage Value Ranking.



Heritage Walk

Heritage Values sites identified by Godden Mackay Logan heritage



HERITAGE VALUE SITES IDENTIFIED BY GODDEN MACKAY LOGAN HERITAGE		
Element	Historical Use/Description	Heritage Value Ranking
Hangar 3 and curtilage	Former Ansett Hangar	High
Hangar 4 and curtilage	Former ANA Terminal/Hangar	High
Hangar 5 and curtilage	Former Holyman Hangar	High
Hangar 6 and curtilage	Former ANA Hangar	High
Building 44 and curtilage	Former ANA Airframe shop	High
Building 72 and curtilage	Former international Terminal	High
Building 83	Former Beaufort/TAA Building	High
Building 85	Former Beaufort/TAA Building	High
Building 79 and curtilage	Former Area Approach Control Centre (Ops Met)	Moderate
Building 154 and curtilage	Air Traffic Control Tower	Moderate
Wirraway Road	Wirraway Road	Moderate
Building 36 and curtilage	Water Tower	Some
Building 103	Former Ansett-ANA Hangar	Some
Building 104	Former Ansett - ANA Hangar- now Victoria Police	Some
Runways	North-South Runway and East-West Runway	Some

13.1 PREVIOUS ACHIEVEMENTS

Heritage - Previous Achievements

Issues	Proposed Activity/Objective
2006	Development of a Heritage Management Strategy for the Airport.
2007 - 2011	Successful redevelopment of heritage buildings (Buildings 79 and 83).
2011	A Heritage Impact Statement for proposed works at Hangar 4 was commissioned by EAPL in July 2011. The proposed works aim to sympathetically repair and restore the external fabric of the Hangar and internally provide facilities that will attract a long term tenant.
2011	A Conservation Management Plan, (CMP) was completed for Hangars 4 and 5. The primary objective of the CMP was to establish a policy framework, in order to promote their significance and to outline policies that support their continued use and management.
2012	EAPL prepared a Conservation Management Plan for Essendon Airport Terminal, which was completed in early 2012. This document will assist in the planning for the re-development of this building.



Hangar 86

13.2 2013 - 2018 ENVIRONMENT STRATEGY
OBJECTIVES, ACTIONS AND TARGETS

HERITAGE KEY OBJECTIVES 2013 - 2018

- To protect and preserve all identified items with significant Commonwealth Heritage values at the airport.

HERITAGE AND NATIVE TITLE - SUPPLEMENTARY STRATEGIES & OBJECTIVES 2013 - 2018

Issues	Proposed Activity/Objective	Responsibility for Achieving/Timeframe
Protection of Essendon Airport's Identified Heritage Values	Any works on Heritage Buildings are in accordance with the Heritage Management Strategy for Essendon Airport. Review the sites heritage prior to any developments.	EAPL (As required)
Indigenous Heritage	If any archaeological sites, artefacts or objects are discovered at any time during development, excavations or construction works, the site shall be stabilised and further work in the area stopped. Qualified personnel shall be contacted to further assess the significance of the findings.	EAPL (As required)



Olympic Terminal - 1956

14. REFERENCES

- **Biosis Research August 2004,**
Report No. 480 Flora and Fauna Assessment of Proposed Tullamarine Calder Interchange upgrade, Victoria
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Report 4282 A cultural heritage survey of the Calder – Tullamarine Freeway Interchange, Victoria
- **Biosis Research March 2007,**
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Essendon Fields: Golden Sun Moth Survey
- **Ecology Australia Pty Ltd, 1998,**
Essendon Airport Survey for Significant Flora and Fauna. Prepared for Federal Airports Corporation. Fairfield: Ecology Australia.
- **Essendon Airport Pty Ltd, October 2008,**
Essendon Airport Master Plan. Melbourne: Essendon Airport Pty Ltd.
- **Essendon Airport Limited, January 2000,**
Essendon Airport Environment Strategy. Melbourne: Essendon Airport Limited.
- **Essendon Airport Pty Ltd, October 2004,**
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- **Godden Mackay Logan Pty, September 2006,**
Essendon Airport: Heritage Management Strategy
- **Meinhardt Infrastructure & Environment Pty Ltd Jan 2008,**
Golden Sun Moth (*Synemon plata*) Survey Essendon Airport
- **Meinhardt Infrastructure & Environment Pty Ltd 2012,**
Stormwater Sampling Procedures, March 2012
- **Register of National Estate,**
Essendon Airport, Tullamarine Fwy, Strathmore, VIC, Australia
- **Register of National Estate Buildings,**
103 and 104, Essendon Airport, Lionel St, Airport West, VIC, Australia
- **Sinclair Knight Merz Pty Ltd, May 2014,**
Essendon Fields Flora and Fauna Assessment
- North East Section
- **Sinclair Knight Merz Pty Ltd (Jacobs), May 2014,**
Essendon Fields English Street Precinct Flora and Fauna Assessment



Aerial view of Essendon Airport

ESSENDON AIRPORT LAND USE PLAN



Purpose of this Land Use Plan

Essendon Airport Pty Ltd has prepared this Land Use Plan in order to provide a clear planning framework for use and development at Essendon Airport.

The detail, terminology and definitions used in this Land Use Plan is wherever possible generally consistent with the Victoria Planning Provisions (VPPs) that existed at the time the Land Use Plan was prepared.

The VPPs were subsequently amended by the Victorian Government via VC100 on 15 July 2013.

Any changes to the Victorian Government's planning provisions will be considered and incorporated as part of a wider review of the Land Use Plan for the 2019 Master Plan.

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USER GUIDE

1. What is the Essendon Airport Land Use Plan?

The Essendon Airport Land Use Plan sets out policies and requirements for the use, development and protection of Commonwealth land at Essendon Airport.

2. Who is affected by this Land Use Plan?

The Airport Operator, lessees and any person proposing to use and/or develop land at Essendon Airport are affected by this Land Use Plan.

3. What does this Land Use Plan consist of?

This Land Use Plan consists of a written document and any maps, plans or other documents incorporated in it (see *Clause 81*). It contains-

- Purpose of this Land Use Plan.
- Contents
- The User Guide.
- An Essendon Airport Planning Policy Framework including Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies.
- Zone and Overlay provisions.
- Particular Provisions.
- General Provisions.
- Definitions.
- Incorporated Documents

The *Essendon Airport Planning Policy Framework* contains the Essendon Airport Strategic Statement (EASS) and Essendon Airport Local Planning Policies (EALPP). Based upon the Essendon Airport Master Plan the framework sets out the strategic planning context for the airport. It presents the Master Plan vision for the airport; and provides the rationale for the zone and overlay requirements and particular provisions in the Land Use Plan.

The *Zone and Overlay requirements* and *Particular Provisions* show -

- The type of use and development allowed in each zone.
- Additional requirements for, buildings and works on land that is affected by an overlay.
- Requirements for any specific uses and development.

The *General Provisions* provide information on the administration of this Land Use Plan and other related matters. *Definitions* advise on the meaning of words in this Land Use Plan.

4. How do I use this Land Use Plan?

The Land Use Plan maps

The Land Use Plan maps show how land is zoned and whether it is affected by an overlay. This information is indicated by a letter and number code that is explained on the front page of each map: For example, **B2Z** stands for Business 2 Zone.

To find out the effect these requirements have, it is necessary to refer to the written document.

The written document

Policy framework (Clauses 21 to 22)

The Essendon Airport Planning Policy Framework contains the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, and sets the long term directions and outcomes sought by this Land Use Plan. These are implemented through the Zone, Overlay and Particular Provision requirements.

Zone requirements (Clauses 31 to 37)

A zone controls land use and development. Each zone includes a description of its purpose and the requirements that apply regarding land use, subdivision and the construction and carrying out of buildings and works.

Each zone lists land uses in three sections:

Section 1 Includes uses that do not require Airport Operator's Consent.

Section 2 Uses that require Airport Operator's Consent.

Section 3 Uses that are prohibited.

Uses that are not specifically mentioned are covered by a reference to 'any other use'. This is usually found in *Section 2*, but is occasionally found in *Section 3*.

Sometimes a use in *Section 1* or *Section 2* must meet specified conditions. If these conditions are not met, the use may require a permit or may be prohibited.

Note that the three sections refer to the *use* of land, not to the *development* of land.

Development of land includes the construction of a building, carrying out works (such as clearing vegetation), or displaying signs. The zones indicate whether Airport Operator's Consent is required to construct a building or carry out works. Some buildings and works may not require a permit. These are listed in *Clause 62* of the scheme under *Uses, buildings, works, subdivisions and demolition not requiring a permit*.

Overlay requirements (Clauses 41 to 45)

Overlays affect subdivisions, buildings and works. They operate in addition to the zone requirements and generally concern environmental, landscape, heritage, built form, and land and site management issues. It is essential to check whether an overlay applies to the land before commencing any use or development.

Particular provisions (Clauses 51 to 56)

Where applicable, particular provisions have been included in this Land Use Plan. Other planning requirements may apply to particular uses or development. These may be advertising signs, car parking or specified types of use. Such requirements are listed under *Particular provisions*. It is essential to check whether any of these requirements apply before commencing any use or development.

General provisions (Clauses 61 to 67)

The general provisions provide information on:

- The administration of this Land Use Plan.
- Matters the Airport Operator will consider before deciding on a proposal.

Definitions (Clauses 71 to 75)

Words used in this Land Use Plan have their common meaning unless they are defined in the Land Use Plan or the *Airports Act 1996*. The purpose of defining a word is to limit its meaning to a particular interpretation or to explain the meaning of a word or phrase peculiar to this Land Use Plan. You should check whether any word or term is defined to ensure you understand its meaning within the context of the Land Use Plan.

If in doubt about the meaning of a word that is not defined, ask the Airport Operator for assistance.

5. How do I find out about requirements affecting land within the Airport?

You should first speak to a representative of Essendon Airport Pty Ltd (the Airport Operator).

6. Changes to this Land Use Plan

This Land Use Plan is not a static document and is likely to change over time. The Land Use Plan will be reviewed every five years as part of the review of the Essendon Airport Master Plan or as the need arises prior to this time.

Proposals to use or develop land

7. The need for early discussion with the Airport Operator

If you propose to use or develop land, first discuss the proposal in detail with the Airport Operator, Essendon Airport Pty Ltd. Early discussion will confirm whether the Airport Operator's Consent is necessary and identify any other requirements.

8. Making an application

If the Airport Operator's Consent is required, an application should be submitted to the Airport Operator and, include, all necessary supporting information such as plans, reports and photographs so that the proposal is fully described and can be understood by all interested parties.

The payment of a fee is required for the processing of applications. Details of the fee can be obtained from the Airport Operator.

9. Considering and giving notice of the application

In considering an application, the Airport Operator will decide whether informal comment should be sought from owners or occupiers of adjoining or nearby land or views of the relevant local municipality.

In making its decision, the Airport Operator must assess an application against the Essendon Airport Master Plan, and strategies and desired outcomes outlined in the Land Use Plan's policy frameworks. Comments will be sought from the Airport Environs Officer and the Airport Building Controller as required. Any other matters that the scheme specifies must also be taken into account.

10. The decision

Following consideration of your application, the Airport Operator will decide to either:

- Issue Airport Operator's Consent with or without conditions. The conditions may require further information to be provided, changes to be made to the proposal or matters which may be undertaken during the tenure of the property.
- Refuse to grant Airport Operator's Consent.

11. Do I have a right of appeal against a decision?

No.

12. What is the difference between Airport Building Controller Approval and Airport Operator's Consent?

Airport Operator's Consent must not be confused with building approvals issued by the Airport Building Controller. Airport Operator's Consent is approval from the Airport Operator, Essendon Airport Pty Ltd under this Land Use Plan. Building approvals are issued by the Commonwealth appointed Airport Building Controller which ensures that all the relevant building regulations are adhered to and generally relates only to the constructional aspects of a building or other development and must ensure consistency with the Essendon Airport Master Plan.

Airport Building Controller approval is required in most cases involving development. You should consult the Airport Operator to establish what approvals are required and the process required to be followed in order to obtain such approvals.

Need more help?

Contact Essendon Airport Pty Ltd if you:

- Have a general enquiry about this Land Use Plan.
- Are unsure what requirements apply.
- Are unsure of the steps in the approval process.
- Would like to know how this Land Use Plan may be changed.
- Want to buy a copy of this Land Use Plan.

Publications that may help are:

- *Essendon Airport Master Plan*
- *Essendon Airport Environment Strategy*

Relevant legislation includes:

- *Airports Act 1996 and associated regulations*

Essendon Airport Planning Policy Framework

This section sets out the Essendon Airport Strategic Statement and the Essendon Airport Local Planning Policies that apply to the area covered by this Land Use Plan.

Operation of the Essendon Airport Strategic Statement

The Essendon Airport Strategic Statement (EASS) contains a series of key strategic planning, land use and development objectives for Essendon Airport and the strategies and actions for achieving the objectives. It provides the strategic basis for the application of the zones, overlays and particular provisions in the Land Use Plan and will inform decision making by the Airport Operator.

The EASS provides an opportunity for an integrated approach to planning across the airport and reflects the Essendon Airport Master Plan. The EASS will be reviewed on a five-year basis as part of the review of the Essendon Airport Master Plan.

When making decisions about proposals, the Airport Operator should take the EASS into account.

Operation of the Local Planning Policies

Essendon Airport Local Planning Policies assist in the implementation of the objectives and strategies of the Essendon Airport Strategic Statement.

Essendon Airport Local Planning Policy (EALPP) contains a series of policy statements of intent or expectation. The EALPP gives the Airport Operator an opportunity to state its view of a planning issue and its intentions for an area. An EALPP provides guidance to decision making on a day to day basis. It can help the community to understand how the Airport Operator will consider a proposal. The consistent application of policy over time should achieve a desired outcome.

21 ESSENDON AIRPORT STRATEGIC STATEMENT

21.01 Introduction

The Essendon Airport Strategic Statement (EASS) provides the strategic planning basis for the land use planning within the airport.

The Essendon Airport Land Use Plan solely relates to Essendon Airport and its future development as envisaged in the Essendon Airport Master Plan for a 20-year period. The EASS provides the rationale for the airport's local policies and planning controls.

Implementation

The EASS has been prepared simultaneously with the Essendon Airport Master Plan. The vision for Essendon Airport will be achieved by having regard to Essendon Airport planning policies when exercising discretion and by applying zones and overlay controls.

Whilst the Land Use Plan has been prepared having regard to the Victorian Planning Provisions, it is not a planning scheme and has been prepared to meet the requirements of the Commonwealth *Airports Act 1996* and is therefore not subject to State legislation.

The EASS has been prepared to assist the airport operator in achieving its vision for the future development of the airport.

21.02 CONTEXT

The following discusses the geographical and policy context relevant to the airport.

Geographic

Essendon Airport is located approximately 11 kilometres north west of Melbourne's Central Business District (CBD) and 7 kilometres south east of Melbourne International Airport.

The airport is located on one of the gateways to Melbourne, the Tullamarine Freeway, which provides access to the city, connects to the Calder Freeway and the Western Ring Road with linkages to the broader arterial road network. The Tullamarine Freeway's connection with CityLink provides linkages to the Port of Melbourne and the south-eastern regions of Melbourne.

Surrounding the Airport are the established areas of Strathmore, Strathmore Heights, Essendon North and Airport West. These areas are predominantly residential suburbs with some commercial and retail activities.

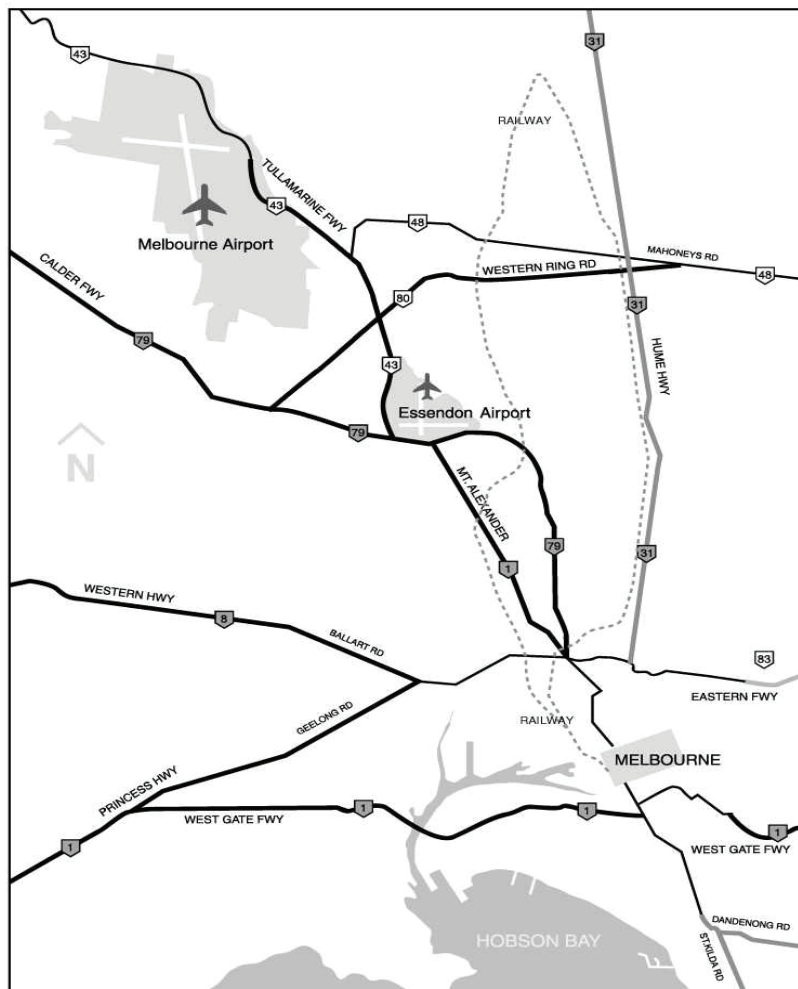


Figure 1: Airport Location Plan

Essendon Airport is located within the municipal boundary of the City of Moonee Valley. However, as the land is owned by the Commonwealth, the Council has no jurisdiction over land use and planning matters at the airport. There are also several other municipalities in close proximity including the municipal areas of Moreland, Brimbank and Hume City Councils.

Aviation

From an aviation perspective, Essendon Airport is geographically located within the Port Phillip Region, which covers most of metropolitan Melbourne. There are five airports within the Port Phillip Region:

- Melbourne International
- Essendon;
- Moorabbin;
- Avalon; and,
- Point Cook.

Each airport has sealed runways and a capability for catering for activity greater than just light general aviation.

In addition to these airports, there are many airfields on the fringe of the metropolitan area which are used by many general aviators. The following diagram gives an indication of the location of airports and airfields within Melbourne.

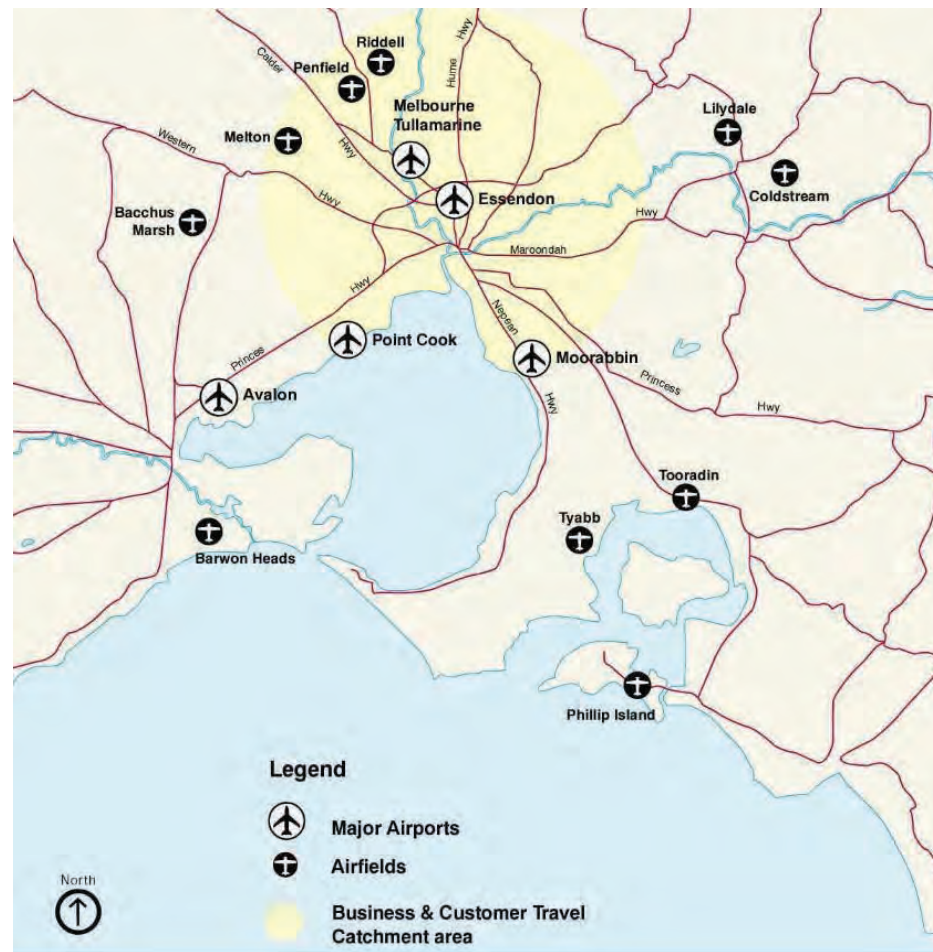


Figure 2: Airport and Airfield Location Plan

Source: Airbiz

Policy Context

Federal

The *Airports Act 1996* and Regulations made under it provides the statutory framework for privatised airports in Australia, including Essendon Airport. The Act requires the Airport Operator to produce a Master Plan for approval by the Minister. The objectives of the Act are stated in it so they are not repeated here.

In accordance with the *Airports Act 1996* this Land Use Plan has, where possible, been prepared in an amount of detail and using terminology generally consistent with the Victorian Planning Provisions.

State Planning Policy

Whilst there is no specific State Planning Policy relating to Essendon Airport there is a general policy relating to airfields (Clause 18.04 of the State Planning Policy Framework), and several other policies which are generally relevant. An objective of State Planning Policy for airfields is:

To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State's economic and transport infrastructure.

The Federal Government has chosen to regulate land use planning at Essendon Airport through the *Airports Act 1996* and the Master Plan process. State Planning Policies do not apply to Essendon Airport, and therefore have not been incorporated in this Land Use Plan. Certain topics covered by the State Planning Policies that are of relevance to Essendon Airport have been addressed in the Essendon Airport Planning Policy Framework.

The Airport Operator will have regard to State Planning Policies as they affect land use in adjoining cities and the wider State of Victoria in a similar manner to the regard given to the local planning policies of neighbouring cities.

Municipal Local Planning Policy

Whilst there are several municipalities in close proximity to the airport, the airport is wholly located within the City of Moonee Valley. Like State Planning Policy, local planning policy and controls of the City of Moonee Valley do not apply to Essendon Airport. However, the City of Moonee Valley does make mention of Essendon Airport in its Municipal Strategic Statement (MSS) and local planning policies. Council's MSS identifies Essendon Airport as a key site and represents a major opportunity to contribute to improving the city.

If Essendon Airport is to be closed, the site should be redeveloped for a range of uses that capitalise on the strategic location of the site by providing a range of business and employment opportunities in a quality environment. This should include high quality industrial parks, hotel with convention centre facilities and a major cultural/entertainment facility located adjacent to the Tullamarine Freeway on the western part of the airport. The Balance of the site should be redeveloped to provide a diversity of housing types and sizes. The whole redevelopment of Essendon Airport should however be integrated and contribute to the life of the City. Non-aviation uses that are developed while the airport continues to operate should be located on the western side of the airport and be consistent with the long-term vision of the site. (Clause 21.02-3 of City of Moonee Valley's MSS)

A Council objective for Essendon Airport is:

The continued operation of the airport should ensure that the existing amenity and safety of the residents and their property is maintained. If Essendon Airport is to be closed, the site should be redeveloped for a range of uses which capitalise on the strategic location of the site. This may include high quality industrial park, a major cultural/entertainment facility, located adjacent to the Tullamarine Freeway on the western part of the airport with the balance of the land developed to provide a diversity of housing types and public spaces (Clause 21.14 of City of Moonee Valley's MSS)

Council also states a number of key issues and corporate strategies for the site. Some elements may be consistent with this Land Use Plan and others not. Inconsistency is inevitable given the different planning environments applicable to the Airport Operator and a neighbouring city. In addition, there are some fundamentally different points of view. An example is the Council's strategy to advocate the closure of the airport while the Airport Operator is obliged by the terms of its lease to keep the Airport open.

The Airport Operator does not have, and is not seeking any referral authority role, under the City of Moonee Valley Planning Scheme.

21.03 SNAPSHOT**Location**

Essendon Airport covers some 305 hectares with the Tullamarine Freeway forming its southern and western boundary and the residential areas of Strathmore Heights and Strathmore its northern and eastern boundary. The airport land is accessed via English Street and the extension of Bulla Road with the primary access being English Street.

Existing and Projected Aircraft Activity

Prior to aviation operations at Melbourne Airport, Essendon Airport was one of Australia's major civilian airports catering for both domestic and international flights. With domestic and international flights transferred to Melbourne Airport, Essendon Airport is now predominately a general aviation airport.

Current aviation facilities, eg hangers and the like, are spread throughout the airport site in a way which creates land use and aviation inefficiencies. The privatisation of the airport provided the opportunity to review aviation operations and consolidate aviation facilities and activities into a central area making more efficient use of both landside and airside areas at the airport and freeing up land for commercial development.

Development Opportunities

To complement aviation revenue and maximise income streams it is essential that income is derived from land not required for aviation or aviation support purposes. There is scope for a wide range of appropriate uses and developments.

Areas within the airport have been identified surplus to aviation or aviation support and suitable for commercial development.

Business Activity Centre

The size of the airport, the area of developable land, its proximity to the CBD and Melbourne Airport and the proximity of major road infrastructure are highly sought after attributes for business.

Environmental Management

An Environment Strategy has been prepared for the airport in accordance with the *Airports Act 1996*. This strategy addresses the environmental obligations of the airport operator. The Environmental Strategy will continue to be applied. The Airport Operator will continue to apply, and have regard to, the Environment Strategy when assessing development proposals.

Access

The airport's success and future is contingent upon providing appropriate levels of access to and from the site.

Future possible integration of the airport with the broader public transport network will be explored as the airport develops.

21.04 CHALLENGES

In order to achieve change at the airport and ensure that the Master Plan vision is realised, it is necessary to understand and acknowledge the issues confronting the airport operators.

The following identifies the various challenges facing Essendon Airport and which influence the future use and development of the airport both for aviation and non-aviation purposes.

21.04-01 Aviation

The mix of airport users, both historically and currently, was heavily weighted towards those users that generate minimum income for the airport operators but are the most taxing on resources but the situation is improving. The major challenges being faced from an aviation perspective include:

- creating a commercially viable general aviation airport;
- altering current aviation practices including landing charges, commercial rents, building usage and occupation to improve efficiencies and better use of areas;
- maintain aviation infrastructure and continue the operation of the airport; and,
- encouraging aviation activities to consolidate into a centralised location to increase efficiencies and open up other areas within the airport which can be better utilised for non-aviation activities.

21.04-02 Re-invigorating the Centre

In the past some non-aviation users have chosen to locate at the airport, however the airport's business function has not been fully realised. Moreover, the north-west regions of Melbourne has traditionally not been a sought after corporate address. With recent trends seeing many businesses leaving the CBD to city-fringe locations, the various attributes of the airport provides a unique opportunity to attract businesses and capture some of this movement.

Essendon Airport sits within a broader regional context where surrounding municipalities compete to maintain and enhance their employment base through encouraging a range of business and industrial activities. The challenge is how to reinvigorate the business component of the airport. The Airport Operator will need to take a flexible approach to land use so that the unique attributes of Essendon Airport can be used to create an environment which does more than replicate what is available elsewhere.

21.04-03 Employment

The creation of a campus-style business activity centre creates the opportunity to enhance business activity within the inner north-west and entice businesses who seek quality urban business environments with large open spaces, quality building forms and public spaces to relocate. The challenge is to create this environment and offer and alter business perceptions of the region and to both enhance and strengthen the economic and employment base of the area.

21.04-04 Transportation Networks

A major challenge and one that is fundamental to the vision is transport planning, in particular, the airport has great exposure to the Tullamarine Freeway and is connected with the broader metropolitan road network, providing for expected traffic volumes, site accessibility and integration.

21.04-05 Managing the Airport Operational Environment

A major challenge is to manage both the airport's operational environment and community expectations.

Educating the community of the conditions upon which the airport has been leased and hence the future environment in which the airport will operate requires ongoing attention and commitment. The Master Plan sets out the 20 year development plan for the airport based upon a multitude of factors including projected aviation activity levels. This first step provides the community with a broad understanding of how it is expected that the airport will evolve over the next 20 years.

21.04-06 Development Timing

Creating a vision for the airport and identifying redevelopment opportunities and concepts for individual areas within the airport is just the beginning. The acceptance of the vision by all levels of government, residents and the business community is critical to the success and timing of any development at the airport. The challenge is to first gain this level of acceptance and then to manage the airport for the longer term without losing sight of the vision.

Timing will largely be dependant upon market acceptance of the product being offered and therefore the product needs to be flexible in order to proactively meet changing business needs.

21.05 ESSENDON AIRPORT STRATEGIC VISION

Essendon Airport Pty Ltd is committed to realising positive economic, development, environmental, community and urban planning outcomes. This commitment is reflected in the vision for Essendon Airport which is the foundation for the strategic planning framework and the Master Plan. The vision is:

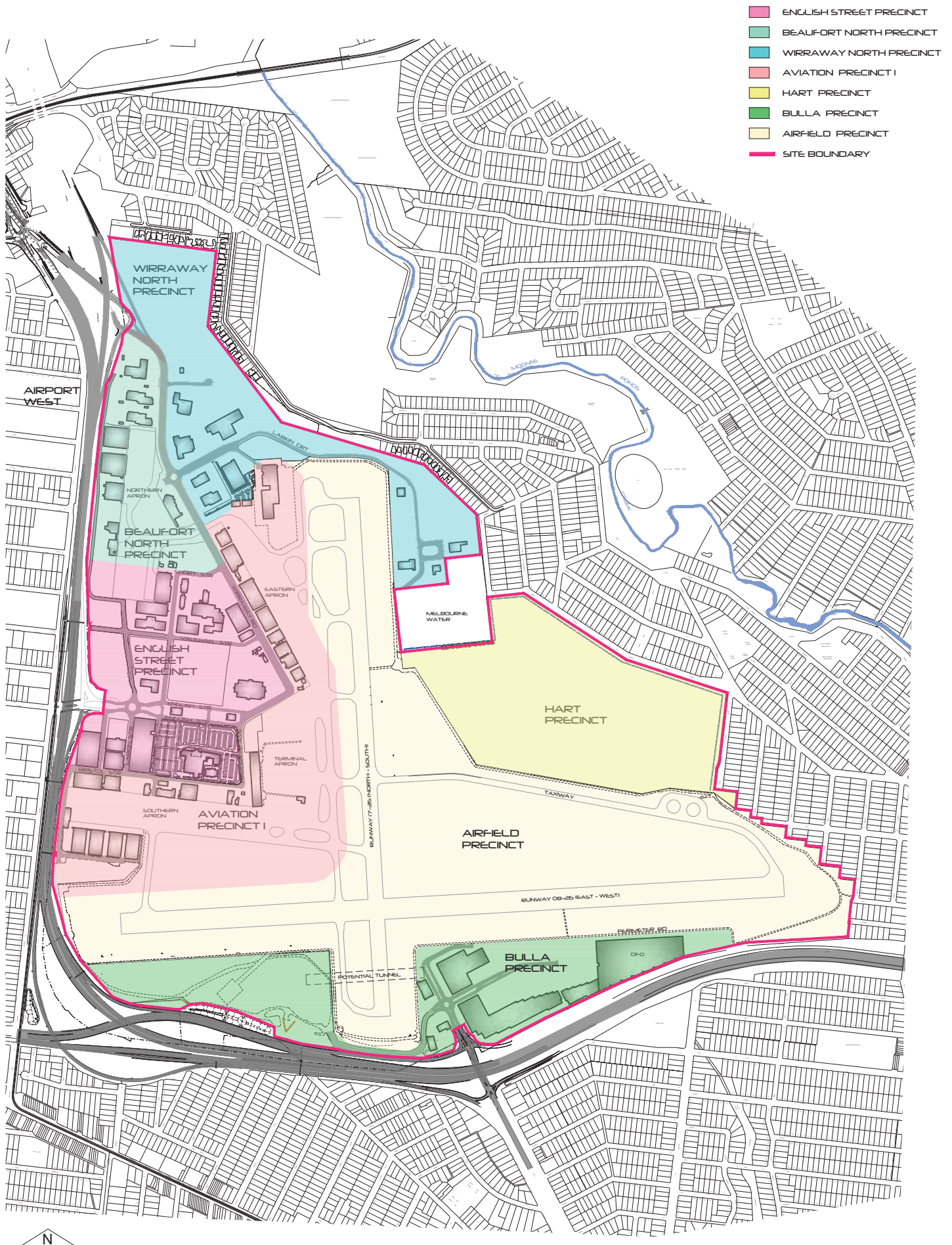
“To create a viable airport which returns a profit to shareholders by maintaining an appropriate level of airport facilities to meet projected aviation needs and by realising the commercial and development potential of the airport as a regional activity centre.”

Recognising legacies of the past whilst building upon the airport’s strengths, responding to changing circumstances, and exploring new opportunities to realise the vision is a major challenge. The objectives which will assist in achieving the vision are:

- To improve and maintain safe, secure and efficient airport operations;
- To add value to the airport by realising and taking advantage of development opportunities;
- To increase market awareness of development opportunities at the airport;
- To improve the integration of the airport with its surrounds; and
- To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.

21.06 ESSENDON AIRPORT MASTER PLAN

The Essendon Airport Strategic Statement has been prepared having regard to the Essendon Airport Master Plan.



MASTER PLAN **ESSENDON AIRPORT PTY LTD.**

21.07 STRATEGIC ELEMENTS

Strategic elements have been identified in response to the challenges and influences affecting the Master Plan and the realisation of the airport vision.

The strategic elements are:

1. Aviation Operations;
2. Economic Development;
3. Environmental Management; and,
4. Development Integration.

Within each of these strategic elements are the following sub-sections:

- Overview and key issues;
- Objectives;
- Strategies; and,
- Implementation.

21.08 AVIATION OPERATIONS**21.08-01 Overview**

Essendon Airport must continue to function as an airport for the duration of its lease. Throughout the lease term, the airport must accommodate actual and projected future growth in, and pattern of aviation traffic for the airport by providing sufficient facilities

There are changes which can be made to both improve the use of airport land and to meet both existing and future projected needs.

21.08-02 Objectives

- To provide for projected aviation activities by maintaining an appropriate level of airport facilities.
- To rationalise aviation facilities and buildings used for such purposes.
- To increase public awareness of Commonwealth requirements and projected aircraft activity at the airport.
- To rationalise and consolidate aviation activity and support services into a central location.
- To ensure that sufficient land is delineated for aviation purposes.
- To improve the commercial viability of the airport.

21.08-03 Strategies

- Relocate aviation activities in the north and north west areas of the airport to a more appropriate location.
- Increase commercial revenue generated by aviation activity by increasing fees, rents and charges.
- Encourage new developments to be appropriately sited and reinforce the desired character of the airport.
- Protect airside activities by maintaining appropriate airside areas.

21.08-04 Implementation**Land Use Plan**

- Apply the Special Use 1 - Aviation Zone to a central and consolidated area creating an aviation precinct to cater for the long term aviation needs at the airport.
- Apply a Special Use 2 - Airfield Zone to airside areas for land required for the landing and departure of aircraft and other associated activities.

Other Airport Operator Actions

- Work with existing and desired tenants to better understand their needs and encourage relocation to the defined aviation precinct.
- Continue to improve the business operations of the airport.
- Ensure new building works and renovations are consistent with the overall urban design theme for the site, ie campus style setting.
- Implement the actions and recommendations of the Essendon Airport Environment Strategy.
- Continue to educate and manage community complaints and expectations.

Future Work

- Monitor and review aviation activity to confirm aviation projections and facility needs.
- Continue to liaise with municipal councils and State Government with respect to aviation activity and the ongoing management and development of the airport.
- Review the Master Plan at 5 years as required under the Airports Act 1996.

21.09 ECONOMIC DEVELOPMENT

21.09-01 Overview

With the transference of the airport lease comes an entirely new era in the airport's operations and the potential realisation of the contribution the airport site can make to both the local and State economies. The economic significance of the airport has not been seriously contemplated in the past given its uncertain future and the lack of a vision.

A key component of the Essendon Airport is the creation of a campus-style business centre. Land is available at the airport to realise such a vision. The creation of a high quality business park will complement activities within the region.

The attributes of the airport provide it with enormous potential to contribute to the economic growth of the area. The vision for the airport will encourage business growth and activity, increasing employment opportunities and enhance the overall performance of the airport as well as local and regional economies. The stimulation generated by this activity will have spin-offs to local businesses, construction activity and the use of other facilities within the immediate locale.

21.09-02 Objectives

- To achieve the vision by realising the full development potential of landside areas for commercial purposes.
- To actively promote the airport as the new place of business for corporations, investors, and other suitable business entities.
- To revitalise the airport through increased business activity.
- To return a profit to shareholders.
- To create a campus-style business park providing a well landscaped and pleasant environment.
- To create an attractive human scale urban environment.
- To provide additional employment opportunities for the region.
- To improve the image of the inner north west as an attractive and viable alternative for corporate business.

21.09-03 Strategy

- Facilitate land use changes within the airport consistent with precinct objectives.
- Encouraging a range of non-aviation uses to establish at Essendon Airport.
- Promote English Street and Bulla Road Precincts as the focus for commercial and retail development with a range of activities.
- Promote the Beaufort North Precinct as the premier area within the airport for uses which derive benefit from Tullamarine Freeway exposure.
- Ensure landside areas are designed and constructed to minimise impacts upon aircraft operations and pilots.

21.09-04 Implementation**Land Use Plan**

- Apply a Business 2 Zone to the English Street and Bulla Road Precincts.
- Apply a Business 3 Zone to the Wirraway North, Beaufort North Precinct and Hart Precinct.
- Apply a Special Use – Aviation Zone to the Aviation Precinct.
- Develop an urban design local policy to address a range of matters relevant to the protection of aviation activities.
- Develop local policies for each precinct.

Other Actions

- Implement the Essendon Airport Master Plan.
- Develop a marketing strategy for the airport.
- Develop concepts for the airport to assist in articulating the vision to prospective tenants.

Future Work

- Review the Essendon Airport Master Plan within 5 years.
- Monitor the effectiveness of the Master Plan and the achievement of the vision.

21.10 ENVIRONMENT MANAGEMENT

21.10-1 Overview

As part of the ongoing environmental management of Essendon Airport an Environment Strategy was prepared as part of the 2013 Master Plan Process to replace the previously approved Strategy from December 2010. Fundamental to the strategy was the need to understand the environmental conditions of the land and the existing buildings. Preliminary investigations revealed that there are several matters which should be progressively addressed.

A series of environmental management measures were recommended together with remediation strategies. In realising the vision for the airport it is equally important that environmental matters are considered as part of any new development at the airport.

21.10-02 Objectives

- To implement appropriate management practices and strategies for dealing with environmental impacts.

21.10-03 Strategy

- To implement the Essendon Airport Environment Strategy.

21.10-04 Implementation

Land Use Plan

- Include the Essendon Airport Environment Strategy as a Referral Document in the Land Use Plan.

Other Actions

- Protect airside and aviation activities by ensuring that buildings are appropriately designed and sited and by limiting planting of vegetation in proximity to airside.
- Use best practices and good design principles when assessing development proposals.
- Develop working partnerships with the Commonwealth appointed Airport Environment Officer and airport tenants to improve and monitor existing environmental management practices.
- Continue to action the recommendations of the Essendon Airport Environment Strategy.
- Monitor aviation and commercial activity operations to minimise environmental impacts.
- Continue to advise tenants of matters which must be considered as part of a development proposal in order to minimise aviation operation impacts.
- Consider on and off-airport environmental matters when determining development proposals.

Future Work

- Review the Essendon Airport Environment Strategy within 5 years from the date of its production.

21.11 DEVELOPMENT INTEGRATION

21.11-01 Overview

Whilst areas of the airport have redevelopment potential, this potential cannot be viewed in a vacuum or without regard to the existing urban environment within which it is located. The vision of the airport needs to be understood in both the broad and local urban contexts. i.e, how does the intensification of the airport's business activity centre functions fit within the broader land use and business environments.

The airport vision and its development will reinvigorate the airport and increase its attractiveness as a place of business. With increased activity at the airport there will be a need to ensure that the necessary infrastructure is in place to accommodate the future development at the airport.

21.11-02 Objectives

- To promote the development of landside areas of Essendon Airport primarily for business and commercial purposes.
- To ensure that the location of proposed land uses and developments are consistent with the Essendon Airport Master Plan.
- To ensure development and use proposals have regard to on and off airport interfaces and are sited and designed accordingly.
- To maintain airport operations consistent with aviation projections as detailed in the Essendon Airport Master Plan.

21.11-03 Strategy

- Encourage developments to be consistent with the overall vision for the airport.
- Extend the campus-style design and development theme throughout each precinct as a means of connectivity and consistency and addressing the integration of precincts.
- Maintain land along the western and southern boundaries of the airport to accommodate the future upgrade of the Tullamarine Freeway and the entrances/interchanges to the airport.
- In assessing use and development proposals have regard to the proximity to residential interfaces.

21.11-04 Implementation

Land Use Plan

- Integrate the consideration of interfaces into the Protection of Aviation Activity Policy.
- Apply a Public Acquisition Overlay over land proposed to be required for the upgrade of the Tullamarine Freeway.

Other Actions

- Continue to evolve the overall vision for the campus-style business activity centre.

21.12 MONITORING & REVIEW

Critical to the success and realisation of the vision for Essendon Airport is the ongoing evaluation and review of the strategic statement, objectives, strategies, policies and controls.

The Master Plan and this Land Use Plan are not static documents that will be formally reviewed within 5 years in accordance with legislative requirements. It is expected that the direction, policy, objectives and strategies will be further refined in response to the evolution of the aviation and non-aviation business environments.

22**ESSENDON AIRPORT PLANNING POLICIES**

The Local Planning Policies assist in achieving the vision for Essendon Airport as articulated in the Essendon Airport Master Plan and the Essendon Airport Strategic Statement. Policies apply to each precinct as well as to particular matters with the explicit purpose of assisting the Airport Operator in exercising its discretion.

22.01 ENGLISH STREET PRECINCT POLICY

This policy applies to land contained within the English Street Precinct.

Policy Basis

English Street and its immediate surrounds form the main gateway to Essendon Airport and therefore provide visitors with important ‘first impressions’. English Street is the main airport boulevard and its status within the airport road hierarchy is to be reinforced. Creation of an appropriate entry statement, which announces Essendon Airport, is of particular importance.

Due regard has to be given to the types of uses and activities which occur, the scale, form and design of the buildings, and the relationship of buildings to the street and surrounds to create an open campus-style setting.

As the gateway to the airport the use and development of land on either side of English Street must complement and enhance the entrance to the site and the Boulevard character of English Street.

Objective

To ensure that development enhances the presentation of English Street as the main entrance to the airport through the establishment of the precinct with an office focus and through appropriate design, siting and landscaping.

Policy

It is policy that:

- the precinct will be promoted and developed as the main location for office activities;
- architectural expression promotes and reinforces the campus-style theme of the airport;
- building frontage setbacks should complement and reinforce the boulevard character of English Street and Office Boulevard;
- view corridor opportunities into the site from Matthews Avenue and the commencement of English Street should be promoted and enhanced; and,
- development on areas not directly fronting English Street or Office Boulevard also reinforce the campus-style character of the precinct.

22.02 BEAUFORT NORTH PRECINCT POLICY

This policy applies to land contained within the Beaufort North Precinct.

Policy Basis

The Beaufort North precinct is located along the north-west boundary of the airport with direct exposure to the Tullamarine Freeway. This precinct is considered the primary location for warehouse/office related activities and complementary uses which benefit from Tullamarine Freeway exposure and connection with the main office precinct, English Street. The precinct has been developed as a car sales and servicing node, known as Auto Centro and there is support to continue development of this auto precinct.

The precinct will continue the urban design theme, ie the campus style environment, envisaged for the landside areas of the airport.

Currently the precinct occupies airside and landside with both aviation and commercial activities.

Objective

To establish the Beaufort North Precinct as the primary location for uses which derive maximum benefit from exposure to Tullamarine Freeway, with a particular focus on motor vehicle sales facilities and related commercial activities.

Policy

It is policy that:

- development along the eastern boundary of the precinct be appropriately designed and sited to reinforce the boulevard character of Wirraway Road;
- development along the western boundary with exposure to Tullamarine Freeway appropriately address the freeway;
- land use and development have regard to the interfaces of other precincts and non-airport land;
- the campus-style urban design theme be implemented in the design of buildings and adjoining spaces to ensure that the precinct is consistent with adjoining precincts;
- car parking areas are appropriately sited and designed;
- architecture which reinforces the campus-style theme will be encouraged;
- building landmarks or signatures will be encouraged on major view corridors to the airport; and,
- a range of complementary activities and uses are encouraged to provide for the needs of the business community, focussing on motor vehicle sales and service facilities and related commercial activities..

22.03 WIRRAWAY NORTH PRECINCT POLICY

This policy applies to land contained within the Wirraway North Precinct as shown on the Strategic Framework Plan.

Policy Basis

The Wirraway North Precinct, in particular land within the northern part of the precinct, is developing a strong reputation as a successful commercial area that is underpinned by the establishment of automotive sales activities. This creates a platform for the further development of similar facilities as well as other complementary retail and commercial land uses.

Currently a portion of the precinct is within airside. The development opportunity of this precinct is being realised through the extension of Wirraway Road (the eastern boundary of this precinct) and the relocation of aviation activities to the Aviation Precinct. This area is considered an appropriate location to accommodate an expansion of the AutoCentro Precinct.

Objective

To facilitate the development of the precinct with a range of complementary commercial enterprises that build upon and enhance the established commercial activities, in particular automotive sales.

Policy

It is policy that:

- development with direct frontage to the extension of Wirraway Road be sited and designed to reinforce the road's boulevard character and screen car parking areas;
- interface issues in the northern and eastern portions of the precinct be considered in determining the suitability of the development;
- development contribute to creating a sense of space and reinforce the business park campus-style setting of the area;
- developments be appropriately sited and designed having regard to the eastern and northern boundary escarpment; and
- Use of the land be compatible with motor vehicle sales and service facilities.

22.04 BULLA ROAD PRECINCT POLICY

This policy applies to land contained within the Bulla Road Precinct.

Policy Basis

Bulla Road is located adjacent to the southern boundary of the airport, is separated from the western landside areas by the Airfield Precinct and provides a second entry point to the airport. The precinct has no connection with the aviation functions of the airport.

The Bulla Road Precinct is relatively small in comparison to the other precincts. The precinct is directly accessible via the extension of Bulla Road, and has good connection with, and exposure to, the Tullamarine Freeway.

Objective

To ensure development enhances and makes use of the entry to the airport by enabling a range of appropriately designed and sited activities and developments.

Policy

It is policy that:

- a wide range of commercial activities (including office and retail) are encouraged;
- development within this precinct is to have regard to aviation operational requirements;
- developments with exposure to Tullamarine Freeway appropriately address the freeway;
- developments will reinforce the campus-style theme of the airport; and,
- ensure that development does not prejudice possible access to the Hart Precinct.

22.05 HART PRECINCT POLICY

This policy applies to land contained within the Hart Precinct.

Policy Basis

The Hart Precinct is bounded by runway 17-35 and runway 08-26, and the eastern boundary of the airport with frontage to Lebanon Street.

Investment in land side areas of the airport continues to grow, with recent commercial office and light industrial activities establishing particularly in the Wirraway North Precinct. The Hart Precinct provides the opportunity for the continued development of both aviation and non-aviation enterprises,.

Purpose

To facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields

Policy

It is policy to:

- facilitate new business and industrial development.
- increase the number and range of viable local employment opportunities.
- have regard to the aviation and non-airport interfaces where necessary;
- facilitate appropriate access to the precinct for new development;
- ensure that access opportunities from the English Street and Bulla Road Precincts are maintained; and,
- ensure interface issues with the residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

22.06 AIRFIELD PRECINCT POLICY

This policy applies to land contained within the Airfield Precinct.

Policy Basis

The Airfield Precinct consists largely of land which is essential to the continued operation of Essendon Airport as an aerodrome but also includes portions of adjoining land which are not readily accessible at present. The precinct is based on the runways and taxi ways.

Access to this precinct is restricted to ensure the safe arrival and departure of aircraft.

Objective

To ensure that a suitable area of land is set aside to meet the aviation requirements of Essendon Airport.

Policy

It is policy that:

- runways will remain as required to meet aviation forecasts;
- developments other than navigational aids, other aviation instruments, aviation safety instruments and surface access roads will be encouraged to be located in other precincts and only permitted where they do not impede aviation use; and,
- the precinct is to be maintained as required to ensure safe aviation operations.

22.07 AVIATION PRECINCT POLICY

This policy applies to land contained within the Aviation Precinct.

Policy Basis

Aviation infrastructure and activity at Essendon Airport is currently spread across various areas at the airport creating inefficiencies. Consolidating aviation activity into a centrally located precinct which is well located to airside, taxiing areas and the runways will improve aviation operation efficiencies. Amalgamating aviation activity into the Aviation Precinct also enables commercial development opportunities to be explored.

The creation of the Aviation Precinct provides for the projected aviation activity at the airport for the planning period. Development within this precinct should generally have an aviation focus and should not compromise aviation activities.

Purpose

To establish the Aviation Precinct as the primary location for aviation-related land use, development and activity within Essendon Airport.

Policy

It is policy that:

- the Aviation Precinct accommodate the future aviation needs of Essendon Airport;
- aviation-related activities are encouraged to locate within the Aviation Precinct;
- the Aviation Precinct be developed primarily for aviation-related activities;
- non-aviation activities will be permitted unless these activities compromise the primary purpose of the Aviation Precinct or prevent the accommodation of planned aviation uses; and,
- aircraft operations and related aviation safety issues are not prejudiced.

22.08 PROTECTION OF AVIATION ACTIVITY POLICY

This policy applies to all land within Essendon Airport.

Policy Basis

The Essendon Airport Master Plan provides for aviation and commercial developments to be undertaken on airside and landside land. Aviation projections predict that there will not be significant growth in aviation activity and it is envisaged that many landside areas will be redeveloped for commercial purposes. It is necessary to ensure that commercial activities and aviation activities can co-exist and that aircraft safety is not compromised.

Objectives

To ensure that landside use and development has regard to the need to maintain safe aircraft operating conditions.

Policy

It is policy that the following matters are taken into account in the assessment of use and development proposals at Essendon Airport:

Building Heights

Ensuring that new buildings/structures or alterations and additions to existing buildings/structures, do not penetrate the Obstacle Limitation Surface for Essendon Airport as contained within the Essendon Airport Master Plan unless the Airport Operator consents.

Building Finishes

In selection of building materials, particularly roof materials, consideration be given to reflectivity and confusion or blinding of pilots.

Building Materials

Proposed developments located within the areas affected by the Australian Noise Exposure Forecast 2022 plan as contained within the Essendon Airport Master Plan for Essendon Airport should have regard to the Australian Standard AS 2021 – 2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

Landscaping

Landscaping proposals should have regard to the potential for bird strikes. Suitable landscaping species should be selected in developments having regard to their potential to attract birds with a view to minimising bird strikes.

Smoke, dust, particulate matter, steam or gas emissions

Emission levels from a proposed development should not affect the normal flight of aircraft operating within prescribed airspace.

Air Turbulence

Wind turbulence from activities associated with a proposed development should not adversely affect the normal flight of aircraft operating in the prescribed airspace.

Light Spillage

Lighting associated with a proposed development or activity is suitably designed and baffled having regard to the possibility of confusion or blinding of pilots landing at the airport.

References

Essendon Airport Master Plan.

Australian Standard AS 2021 – 2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.

Airports Act 1996 and associated regulations

22.09 TRANSPORT INTEGRATION POLICY

This Policy applies to all land within Essendon Airport.

Policy Basis

A factor that will influence the success of Essendon Airport's Pty Ltd and its vision for Essendon Airport is the ability to improve integration of the site with its surrounds.

With respect to public transport the airport is not directly served but there are connections within a reasonable walking distance which could be utilised by future tenants. It may be possible to improve these services and will be explored as the developments of the landside areas of the airport evolve.

Objective

To improve access to and from Essendon Airport by all means of transportation.

Policy

It is policy that:

- undertake modifications to Perimeter Road as part of the development of the Bulla Precinct, the Hart Precinct, Aviation Precinct and Wirraway North precinct to ensure there is appropriate access to airside areas of the airport;
- access opportunities to the Hart Precinct will be explored;
- the boulevard character of English Street will be promoted;
- the existing landside road network will be rationalised to improve circulation; and
- English Street and Wirraway Road will be connected to form a new boulevard through the Airport.

Zones

This section sets out the zones which apply in this Land Use Plan.

31 OPERATION OF ZONES

In each zone and schedule to a zone which contains a table of uses, the controls over the use of land are divided into three sections.

31.01-1 SECTION 1 USES

A use in Section 1 does not require Airport Operator's Consent under this Land Use Plan. Any condition opposite the use must be met.

If the condition is not met, the use requires approval unless the use is specifically included in Section 3 as a use that does not meet the Section 1 condition.

31.01-2 SECTION 2 USES

A use in Section 2 requires Airport Operator's Consent under this Land Use Plan. Any condition opposite the use must be met. If the condition is not met, the use is prohibited.

Making decisions about Section 2 uses

Because a use in Section 2 does not imply that approval should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the Essendon Airport Planning Policy Framework, the purpose and decision guidelines of the zone and any of the other decision guidelines in Clause 65.

31.01-3 SECTION 3 USES

A use in Section 3 is prohibited.

34.02 BUSINESS 2 ZONE

Shown on the Land Use Plan map as **B2Z**.

Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To encourage the development of offices and commercial uses.

34.02-1 Table of uses

Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Caretaker's house	
Carnival	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Circus	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Home occupation Informal outdoor recreation Mineral exploration	
Minor utility installation Natural systems	
Office	The combined leasable floor area for all offices must not exceed any amount specified in the schedule to this zone.
Postal agency Railway Road	
Search for stone	Must not be costeaning or bulk sampling.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19.
Tramway	

Section 2 - Airport Operator's Consent Required

USE	CONDITION
Accommodation (other than Caretaker's house and, Corrective institution)	
Adult sex bookshop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school. The combined leasable floor area for all shops must not exceed any amount specified in the schedule to this zone.
Agriculture (other than Apiculture and Intensive animal husbandry)	
Industry	Must not be a purpose listed in the table to Clause 52.10.
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track) Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone) Place of assembly (other than Carnival and Circus) Retail premises (other than Postal agency, Shop, and Timber yard)	
Shop (other than Adult sex bookshop)	The combined leasable floor area for all shops must not exceed any amount specified in the schedule to this zone.
Utility installation (other than Minor utility installation and Telecommunications facility)	
Warehouse	Must not be a purpose listed in the table to Clause 52.10.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

USE

Corrective institution

Extractive industry

Intensive animal husbandry

Major sports and recreation facility

Motor racing track

Timber yard

34.02-2 Use of land

Amenity of the neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Application requirements

An application to use land must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and dispatch of goods and materials, hours of operation and light spill, solar access and glare.
- The means of maintaining land not required for immediate use.
- If an industry or warehouse:
 - The type and quantity of goods to be stored, processed or produced.
 - Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
 - Whether a licence under the Dangerous Goods Act 1985 is required.
 - The likely effects on adjoining land, including air-borne emissions and emissions to land and water.
- Any further information required by the Airport Operator.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.

34.02-3 Subdivision

Airport Operator's Consent requirement

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

34.02-4 Buildings and works

Airport Operator's Consent requirement

Airport Operator's Consent is required to construct a building or construct or carry out works. This includes the internal rearrangement of a building if the maximum leasable floor area specified in the schedule to this zone is exceeded.

Application requirements

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A plan drawn to scale which shows:
 - The boundaries and dimensions of the site.
 - Adjoining roads.
 - The location, height and purpose of buildings and works on adjoining land.
 - Relevant ground levels.
 - The layout of existing and proposed buildings and works.
 - All driveway, car parking and loading areas.
 - Proposed landscape areas.
 - All external storage and waste treatment areas.
 - Areas not required for immediate use.
- Elevation drawings to scale showing the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways, vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.
- Any further information required by the Airport Operator.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The interface with adjoining zones, especially the relationship with residential areas.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- The storage of rubbish and materials for recycling.

- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- The design of buildings to provide for solar access.

Maintenance

All buildings and works must be maintained in good order and appearance to the satisfaction of the Airport Operator.

34.02-6 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

34.02-7 Set Backs

Requirements

Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
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Notes: *Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.*

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

SCHEDULE TO THE BUSINESS 2 ZONE

Land	Maximum combined leasable floor area (m2) for office.	Maximum combined leasable floor area (m2) for shop.
None specified		

34.03 BUSINESS 3 ZONE

Shown on the Land Use Plan map as **B3Z**.

Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To encourage the integrated development of offices and manufacturing industries and commercial and industrial uses.

34.03-1 Table of uses

Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Carnival	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Circus	Must meet the requirements of A 'Good Neighbour' Code of Practice for a Circus or Carnival, October 1997.
Home occupation	
Industry (other than Materials recycling)	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone, Business 5 Zone, Capital City Zone or Docklands Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school:</p> <ul style="list-style-type: none">• The threshold distance, for a purpose listed in the table to Clause 52.10.• 30 metres, for a purpose not listed in the table to Clause 52.10.
Informal outdoor recreation	
Mail centre	
Mineral exploration	
Minor utility installation	
Natural systems	
Office	The combined leasable floor area for all offices must not exceed any amount specified in the schedule to this zone.

Section 1 - Airport Operator's Consent is Not Required (Cont.)

USE	CONDITION
Postal agency Railway Road	
Search for stone	Must not be costeaning or bulk sampling.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	
Warehouse (other than Mail centre)	<p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone, Business 5 Zone, Capital City Zone or Docklands Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school:</p> <ul style="list-style-type: none">• The threshold distance, for a purpose listed in the table to Clause 52.10.• 30 metres, for a purpose not listed in the table to Clause 52.10.

Section 2 - Airport Operator's Consent Required

USE	CONDITION
Adult sex bookshop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.
Agriculture (other than Apiculture and Intensive animal husbandry) Caretaker's house Convenience shop	
Education centre	Must not be a primary or secondary school.
Equestrian supplies Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, and Motor racing track)	
Lighting shop	Must be in one occupation with a leasable floor area of at least the amount specified in the schedule to this zone. If no amount is specified, the leasable floor area must be at least 500 square metres.
Materials recycling	

Section 2 - Airport Operator's Consent Required (Cont.)

USE	CONDITION
Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)	
Party supplies	
Place of assembly (other than Carnival or Circus)	
Retail premises (other than Postal agency)	
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

Section 3 - Prohibited

USE
Accommodation (other than Caretaker's house)
Extractive industry
Hospital
Intensive animal husbandry
Major sports and recreation facility
Motor racing track

34.03-2 Use of land

Amenity of the neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Application requirements

An application to use land must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of goods or materials, hours of operation and light spill, solar access and glare.
- The means of maintaining areas not required for immediate use.
- If an industry or warehouse:
 - The type and quantity of goods to be stored, processed or produced.
 - Whether a Works Approval, or Waste Discharge Licence is required from the Environment Protection Authority.
 - Whether a licence under the Dangerous Goods Act 1985 is required.

- The likely effects on adjoining land, including air-borne emissions and emissions to land and water.
- Any further information required by the Airport Operator.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The effect that existing uses may have on the proposed use.
- The drainage of the land.
- The availability of and connection to services.
- The effect of traffic to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.
- If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.

34.03-3 Subdivision

Airport Operator's Consent requirements

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

34.03-4 Buildings and works

Airport Operator's Consent requirements

Airport Operator's Consent is required to construct a building or construct or carry out works. This includes the internal rearrangement of a building if the maximum leasable floor area specified in the schedule to this zone is exceeded.

Application requirements

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A plan drawn to scale which shows:
 - The boundaries and dimensions of the site.
 - Adjoining roads.
 - The location, height and purpose of buildings and works on adjoining land.
 - Relevant ground levels.
 - The layout of existing and proposed buildings and works.
 - All driveway, car parking and loading areas.
 - Proposed landscape areas.
 - All external storage and waste treatment areas.
 - Areas not required for immediate use.
- Elevation drawings to scale showing the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways, vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.

- Any further information required by the Airport Operator.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- Any natural or cultural values on or nearby the land.
- Interface with non industrial areas.
- Outdoor storage, lighting, and storm water discharge.
- The design of buildings to provide for solar access.

Maintenance

All buildings and works must be maintained in good order and appearance to the satisfaction of the Airport Operator.

34.03-5 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

34.03-6 Set Backs

Requirements

Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
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Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

SCHEDULE TO THE BUSINESS 3 ZONE

Land	Maximum combined leasable floor area (m2) for office.	Minimum leasable floor area (m2) for lighting shop.	Minimum leasable floor area (m2) for restricted retail premises (other than equestrian supplies, lighting shop and party supplies).
None specified			

37.01 SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ** with a number.

Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To recognise or provide for the use and development of land for specific purposes as identified in a schedule in this zone.

37.01-1 Table of uses

Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Any use in Section 1 of the schedule to this zone	Must comply with any condition in Section 1 of the schedule to this zone

Section 2 - Airport Operator's Consent Required

USE	CONDITION
Any use in Section 2 of the schedule to this zone	Must comply with any condition in Section 2 of the schedule to this zone.
Any other use not in Section 1 or 3 of the schedule to this zone	

Section 3 - Prohibited

USE
Any use in Section 3 of the schedule to this zone

37.01-2 Use of land

Any requirement in the schedule to this zone must be met.

Application requirements

An application to use land must be accompanied by any information specified in the schedule to this zone.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.

37.01-3 Subdivision

Airport Operator's Consent requirement

As all land within Essendon Airport is owned by the Commonwealth of Australia and leased to the Airport Operator, use and development of the land is subject to either a lease, sub-lease, licence or other occupancy agreement.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.

37.01-4 Buildings and works

Airport Operator's Consent requirement

Airport Operator's Consent is required to construct a building or construct or carry out works unless the schedule to this zone specifies otherwise.

Any requirement in the schedule to this zone must be met.

Application requirements

An application to construct a building or construct or carry out works must be accompanied by any information specified in the schedule to this zone.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.
- Any guidelines in the schedule to this zone.

37.01-5 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

37.01-6 Set Backs

Requirements

Setback from boundaries with adjoining residences

A new building should be setback 20 metres from the boundary, with an adjoining residence

Notes:

Refer to the Essendon Airport Master Plan, Essendon Airport Environment Strategy, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies, for strategies and policies which may affect the use and development of land.

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

SCHEDULE 1 TO THE SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ1**.

Aviation

Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To provide for the use and development of land for aircraft storage and other aircraft support activities at Essendon Airport and allow for other uses which do not prevent those activities.

1.0

Table of uses

Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Apron	
Airport Terminal	
Aircraft Hangar	
Taxiway	

Section 2 – Airport Operator's Consent Required

USE	CONDITION
Office	
Shop	
Any other use not mentioned in Section 1 or 3.	

Section 3 - Prohibited

USE
Abattoir
Adult Sex Bookshop
Animal Keeping
Corrective Institution
Extractive Industry
Intensive animal husbandry
Major Sports and Recreation Facility

2.0 *Use of land*

The use of land within this precinct must be consistent with the precinct objectives and policies as contained within the Essendon Airport Planning Policy Framework and the Essendon Airport Master Plan.

3.0 *Buildings and works*

Airport Operator's Consent must be obtained prior to undertaking any buildings and works with the exception of routine maintenance.

5.0 *Advertising signs*

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

6.0 *Set Backs*

Requirements

Setback from boundaries with adjoining residences	A new building should be setback 20 metres from the boundary, with an adjoining residence
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SCHEDULE 1 TO THE SPECIAL USE ZONE

Shown on the Land Use Plan map as **SUZ2**.

Airfield

Purpose

To implement the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies, Essendon Airport Master Plan and Essendon Airport Environment Strategy.

To provide for aircraft taxiing, take-off, landing and in frame aircraft maintenance, testing and servicing activity in accordance with projected aviation levels.

To enable appropriate use and development where suitable access arrangements are possible.

1.0

Table of uses

Section 1 - Airport Operator's Consent is Not Required

USE	CONDITION
Aircraft operations	
Localiser	
Road	
Runway	
Taxiway	

Section 2 – Airport Operator's Consent Required

USE	CONDITION
Convenience Shop	
Office	
Warehouse	
Any other use not mentioned in Section 1 or 3.	

Section 3 - Prohibited

USE
Abattoir
Adult Sex Bookshop
Animal Keeping
Corrective Institution
Extractive Industry

Intensive animal husbandry

Major Sports and Recreation Facility

2.0 Use of land

The use of land within this precinct must be consistent with the precinct objectives and policies as contained within the Essendon Airport Planning Policy Framework and the Essendon Airport Master Plan.

3.0 Buildings and works

Airport Operator's Consent must be obtained prior to undertaking any buildings and works with the exception of routine maintenance.

5.0 Advertising signs

Advertising sign requirements are at Clause 52.05. This zone is in Category 1.

6.0 Set Backs

Requirements

Setback from boundaries with adjoining residences

A new building should be setback 20 metres from the boundary, with an adjoining residence

Overlays

This section sets out the overlays which apply in this Land Use Plan.

If an overlay is shown on a Land Use Plan map, the provisions of the overlay apply in addition to the provisions of the zone.

If an overlay is shown on the Land Use Plan, the provisions of the overlay apply in addition to the provisions of the zone.

Whilst Airport Operator's Consent can be granted does not imply that consent should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the Essendon Airport Planning Policy Framework, the purpose and decision guidelines of the overlay and any of the other decision guidelines in Clause 65, including the Essendon Airport Master Plan.

Particular Provisions

This section sets out Particular Provisions which apply to the matters specified.

These provisions apply in addition to any requirements which apply because of the zone, an overlay or any other provision of this Land Use Plan.

OPERATION OF PARTICULAR PROVISIONS

The requirements of these particular provisions apply to the specified categories of use and development and other matters in addition to any provisions which apply due to any other provision of this Land Use Plan.

52.05 ADVERTISING SIGNS

Purpose

To allow adequate and effective signs appropriate to each zone.

To provide for the orderly display of signs.

To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

52.05-1 Requirements

Advertising categories

Clauses 52.05-7 is the advertising control that applies to Essendon Airport.

A sign in Section 1 of the category may be displayed without an Airport Operator's Consent, but a condition opposite the sign must be met. If the condition is not met, the sign requires approval unless specifically included in Section 3 as a sign that does not meet the Section 1 condition.

A sign in Section 2 may be displayed only with approval and a condition opposite the sign must be met. If the condition is not met, the sign is prohibited.

A sign in Section 3 is prohibited and must not be displayed.

Some overlays require approval for Section 1 signs.

If a sign can be interpreted in more than one way, the most restrictive requirement must be met.

Expiry of Permit

A permit for a sign other than a major promotion sign expires on the date specified in the permit. If no date is specified, the expiry date is 15 years from the date of issue of the permit.

52.05-2 Decision guidelines

Before deciding on a proposal to display a sign, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- Such guidelines, rules or policies that the Airport Operator may issue from time to time.
- The effect of the sign on the amenity of the area including the need to avoid visual disorder or clutter of signs.
- The effect of the sign on the built environment or the landscape, with particular thought to its effect on any objects of scenic, historic, architectural, scientific or cultural interest.
- The need for identification and the opportunities for adequate identification on the site and nearby.
- The advertising pattern and theme in the area and the number of signs of the same type.
- The effect of the sign on existing signs.
- The size and likely impact of the sign having regard to the size of the premises on which it is to be displayed and the scale of surrounding buildings.
- The effect of the sign on the safety, warning and security of premises and public areas.
- The effect of the sign on the appearance and efficiency of a road, railway, waterway or other public way, having particular regard to the sign's colour, brightness and location.

- The views of the Roads Corporation if the sign is an animated, floodlit, internally-illuminated, panel, reflective or sky sign to be displayed within 60 metres of, or to project over, a freeway, state highway, metropolitan bridge or other road declared under the *Road Management Act 2004*.

52.05-3 Signs

Airport Operator's Consent is required for all signs, including without limitation:

- A sign identifying the functions or property of a government department, public authority or municipal council, a promotion sign displayed at the direction of any of these bodies.
- A sign controlling traffic on a public road, railway, tramway, water or in the air, whether or not it is displayed at the direction of a government department, public authority or municipal council.
- A sign required by statute or regulation, whether or not it is strictly in accordance with the requirement.
- A sign of any size to premises that provides information about a place of worship whether it is an animated or internally-illuminated sign.
- A sign inside a building that cannot generally be seen outside.
- A sign of any size publicising a local educational, cultural, political, religious, social or recreational event whether or not held for commercial purposes.
- A sign publicising a special event on the land or in the building on which it is displayed.
- A sign of any size publicising the sale of goods or livestock on the land or in the building on which it is displayed, whether or not the land or building is not normally used for that purpose.
- A sign of any size publicising the sale or letting of the property on which it is displayed.

A permit is not required to display the following signs:

- A sign with an advertisement area not exceeding 2 square metres concerning construction work on the land. Only one sign may be displayed, it must not be an animated or internally-illuminated sign and it must be removed when the work is completed.

No permit is required to fly the Australian flag or to display the flag on a building, painted or otherwise represented, provided it is correctly dimensioned and coloured in accordance with the Flags Act 1953. If the flag is attached to a pole, the pole must not affect airport operations.

52.05-4 Existing signs

A sign that was lawfully displayed on the approval date or that was being constructed on that date may be displayed or continue to be displayed and may be repaired and maintained.

A lawfully displayed advertisement may be renewed or replaced. However, approval is required:

- To renew or replace the advertisement of an animated or internally-illuminated sign.
- If the advertisement area is to be increased.
- If the renewal or replacement would result in a different type of sign.

A sign that is reconstructed must meet the relevant advertising sign requirements.

52.05-5 Major promotion sign

Purpose

To achieve high quality visual standards for the siting of major promotion signs.

To ensure that the signs are not detrimental to the appearance of their surroundings or the safe and efficient operation of the route.

Permit requirement

A permit for a major promotion sign must include conditions that specify:

- An expiry date.
- That the sign must not:
 - Dazzle or distract drivers due to its colouring.
 - Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles.
 - Be able to be mistaken as an instruction to drivers.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy
- The effect of the sign on road safety. A sign is a safety hazard if the sign:
 - Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.
 - Obstructs a driver's view of a traffic sign or signal, or is likely to create a confusing or dominating background which might reduce the clarity or effectiveness of a traffic sign or signal.
 - Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, animated or flashing.
 - Is at a location where particular driver concentration is required.
 - Is likely to be mistaken for a traffic signal, for example because it contains red, green or yellow lighting or has red circles, octagons, crosses or triangles, or large reflective or illuminated arrows.
 - Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.
 - Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is not time to signal and turn safely.
 - Is within 100 metres of a rural railway crossing.
 - Has insufficient clearance from vehicles on the carriageway.
- The effect of the proposed sign on:
 - Significant streetscapes, buildings and skylines.
 - The visual appearance of a significant view corridor, viewline, gateway location or landmark site identified in a framework plan or local policy.
 - Residential areas and heritage places.
 - Open space and waterways.

When determining the effect of a proposed sign, the following locational principles should be taken into account:

- Major promotion signs are encouraged in commercial and industrial locations in a manner which complements or enhances the character of the area.

- Major promotion signs are discouraged along forest and tourist roads, scenic routes or landscaped sections of freeways.
- Major promotion signs are discouraged within open space reserves or corridors and around waterways.
- Major promotion signs are discouraged where they will form a dominant visual element from residential areas, or where they will obstruct significant viewlines.
- In areas with a strong built form character, major promotion signs are encouraged only where they are not a dominant element in the streetscape and except for transparent feature signs (such as neon signs), are discouraged from being erected on the roof of a building.

52.05-7 Category 1 - Business areas

Minimum limitation

Purpose

To provide for identification and promotion signs and signs that add vitality and colour to business areas.

Section 1 - Airport Operator's Consent is Not Required

Sign	Condition
None	

Section 2 - Approval Required

Sign	CONDITION
Any sign	

Section 3 - Prohibited

Sign	CONDITION
Nil	

SCHEDULE TO CLAUSE 52.05-5

Land	Conditions
None Specified	

52.06

CAR PARKING

Purpose

To ensure that car parking facilities are provided in accordance with:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy.
- Any parking precinct plan.

To provide the opportunity to use parking precinct plans in appropriate locations.

To promote the efficient use of car spaces through the consolidation of car parking facilities.

To ensure the provision of an appropriate number of car spaces having regard to the activities on the land and the nature of the locality.

To ensure that the design and location of car parking areas:

- Does not adversely affect the amenity of the locality, in particular the amenity of pedestrians and other road users.
- Achieves a high standard of urban design.
- Creates a safe environment for users, particularly at night.
- Enables easy and efficient use.
- Protects the role and function of nearby roads.
- Facilitates the use of public transport and the movement and delivery of goods.

52.06-1

Car spaces

Provision of car spaces

A new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

Where the floor area occupied by an existing use is increased, the parking requirement only applies to the floor area of any extension of the use or site area provided the existing number of car spaces is not reduced.

Number of car spaces required

The table at Clause 52.06-5 sets out the number of car spaces required for uses not covered by a parking precinct plan or another clause. The requirement for car spaces for a use listed in column 1 of the table is the product of columns 2 and 3 of the table.

Approval may be given to reduce or to waive the number of car spaces required by the table.

Where a use is not specified in the table at Clause 52.06-5, an adequate number of car spaces must be provided to the satisfaction of the Airport Operator.

These requirements do not apply if there is a parking requirement for the particular use under another clause or in a parking precinct plan.

Decision guidelines

Before a requirement for car spaces is reduced or waived, the applicant must satisfy the Airport Operator that the reduced provision is justified due to:

- Any relevant parking precinct plan.
- The availability of car parking in the locality.
- The availability of public transport in the locality.

- Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
- Any car parking deficiency or surplus associated with the existing use of the land.
- Any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement.
- Local traffic management.
- Local amenity including pedestrian amenity.
- An empirical assessment of car parking demand.
- Any other relevant consideration.

52.06-2 Design and construction

Car parking plan

Before any use commences or any building or works associated with that use or an existing use is constructed, a plan must be prepared to the satisfaction of the Airport Operator showing all required car spaces, access lanes, driveways and associated works and landscaping.

Provision before commencement

Before any use commences or any new building is occupied, the car spaces, access lanes, driveways and associated works and landscaping shown on the plan must, to the satisfaction of the Airport Operator, be provided and available for use and be:

- Formed to such levels and drained so that they can be used in accordance with the plan.
- Treated with an all-weather seal or some other durable surface.
- Line-marked or provided with some other adequate means of showing the car spaces.

Decision guidelines

Before deciding that any plan is satisfactory, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- Any relevant parking precinct plan.
- Whether the layout of car spaces and access lanes are consistent with Clause 52.06-5 or a variation generally in accordance with Australian Standard AS2890.1 - 1993, Parking facilities, Part 1: Off-street car parking.
- The protection and enhancement of the streetscape.
- The provision of landscaping for screening and shade.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The provision for pedestrian movement within and around the parking area.
- The measures proposed to enhance the security of people using the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The type and size of vehicle likely to use the parking area.
- The ease and safety with which vehicles gain access to the site and circulate within the parking area.
- The need for the required car spaces to adjoin the premises used by each occupier, if the land is occupied by more than one occupier.

52.06-3 Design of car spaces and accessways

Design requirements

Accessways should:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersections or be wider than 4.2 metres.
- Provide a turning space so that cars can exit the site in a forward direction if the accessway serves four or more car spaces or connects to a road in a Road Zone.
- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves 10 or more spaces and is either more than 50 metres long or connects to a road in a Road Zone.

Car spaces and accessways should have the following minimum dimensions:

Angle of car spaces to accessway	Accessway width	Car park width	Car park length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

A building may project into the space if it is at least 2.1 metres above the space.

If entry to the car space is from a road, the width of the accessway may include the road.

If an accessway to 4 or more car spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the frontage.

Variation of requirement

A permit may be given to vary any dimension or requirement of this clause. Before deciding on an application, the Airport Operator should consider:

- Whether the dimensions and layout of car spaces and access lanes are generally in accordance with Australian Standard AS2890.1 - 1993, Parking facilities, Part 1: Off-street car parking.
- Any relevant parking precinct plan.

52.06-5 Car parking table

USE	CAR SPACE MEASURE	RATE
Residential building, other than specified in this table	Car spaces to each lodging room	1
Caretaker's house	Car spaces to each dwelling	1
Dwelling, other than Caretaker's house if at least 2 on a lot	Car spaces to each dwelling	2
Shop other than specified in this table	Car spaces to each 100 sq m of leasable floor area	3
Betting agency Market	Car spaces to each 100 sq m of net floor area	8
Restaurant	Car spaces to each seat available to the public	0.6
Office other than specified in this table Postal agency	Car spaces to each 100 sq m of net floor area	3.5
Hotel or Tavern	Car spaces to each 100 sq m of bar floor area available to the public, plus	60
	Car spaces to each 100 sq m of lounge floor area available to the public	30
Motel	Car spaces to each unit, plus	1
	Car spaces to each resident employee, plus	1
	Car spaces to each 100 sq m of motel service floor area not available for use by guests	2
Industry other than specified in this table Mail centre	Car spaces to each 100 sq m of net floor area	2.9
Materials recycling Fuel depot Milk depot Motor repairs	Percentage of site area to be set aside for car spaces and access lanes, but not driveways	10
Plant nursery Saleyard Store other than specified in this table Timber yard Utility installation	Percentage of site area to be set aside for car spaces and access lanes, but not driveways	10

Car parking table (continued)

USE	CAR SPACE MEASURE	RATE
Freezing and cool storage Warehouse other than specified in this table	Car spaces to each 100 sq m of net floor area	1.5
Display home	Car spaces to each dwelling for five or fewer contiguous dwellings, plus	5
	Car spaces to each additional contiguous dwelling	2
Medical centre Veterinary centre	Car spaces to each practitioner	5
Hospital	Car spaces to each bed available for use by patients	1.3
Place of assembly Funeral parlour	Car spaces to each seat or to each sq m of net floor area, whichever is greater	0.3
Golf course	Car spaces to each hole	4
Bowling green	Car spaces to each rink	6
Squash court other than in conjunction with a dwelling	Car spaces to each court	3
Swimming pool other than in conjunction with a dwelling	Car spaces to each 100 sq m of site	5.6
Tennis court other than in conjunction with a dwelling	Car spaces to each court	4
Primary school	Car spaces to each employee	1
Secondary school	Car spaces to each employee	1.2
Tertiary institution	Car spaces to each full-time student and three part-time students	0.6
Convenience shop if the leasable floor area exceeds 80 sq m	Car spaces to each premises	10

52.06-6 Parking precinct plan

A parking precinct plan is a strategic plan relating to parking of cars and other vehicles within a defined area which is incorporated into this scheme and listed in the schedule to this clause. A parking precinct plan may form part of a more general land use or other strategic plan or policy.

A parking precinct plan may specify different requirements to those set out in the table at Clause 52.06-5.

The parking precinct plan must include the following information:

- The purpose of the plan.
- The area to which the plan applies.
- The parking outcomes to be achieved by the parking precinct plan.
- An assessment of car parking demand and supply in the precinct.
- Any locational, financial, landscape or other actions or requirements necessary to implement the parking precinct plan.

SCHEDULE TO CLAUSE 52.06-2

Name of Incorporated Parking Precinct Plan		Requirement
None Specified	1.0	<i>Car Parking Rates</i>
	2.0	<i>Off-Site Parking Provision</i>
	3.0	<i>Other Requirements</i>

52.07 **LOADING AND UNLOADING OF VEHICLES**

Purpose

To set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety.

Requirements to be met

No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless:

- Space is provided on the land for loading and unloading vehicles as specified in the table below.
- The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres.
- The road that provides access to the loading bay is at least 3.6 metres wide.

A permit may be granted to reduce or waive these requirements if either:

- The land area is insufficient.
- Adequate provision is made for loading and unloading vehicles to the satisfaction of the Airport Operator.

FLOOR AREA OF BUILDING	MINIMUM LOADING BAY DIMENSIONS	
2,600 sq m or less in single occupation	Area	27.4 sq m
	Length	7.6 m
	Width	3.6 m
	Height clearance	4.0 m
For every additional 1,800 sq m or part	Additional 18 sq m	

52.10**USES WITH ADVERSE AMENITY POTENTIAL****Purpose**

To define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood.

Definition

The threshold distance referred to in the table to this clause is the minimum distance from any part of the land of the proposed use or buildings and works to land (not a road) in a residential zone, Business 5 Zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school.

NOTE 1 of the table: The threshold distance is variable, dependent on the processes to be used and the materials to be processed or stored.

NOTE 2 of the table: An assessment of risk to the safety of people located off the land may be required.

Table to Clause 52.10

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
Food, Beverages & Tobacco		
Abattoir:	500	
Smallgoods production	100	
Manufacture of milk products:	300	
Production of vegetable oils and fats using solvents:	300	
Flour mill:	300	
Bakery (other than one ancillary to a shop):	100	
Seafood processor:	500	
Maltworks:	300	
Tobacco and cigarette production:	500	
Poultry processing works	100	
Freezing and cool storage	150	
Milk depot	100	
Food or beverage production other than above:		Note 1
Textiles		
Dyeing or finishing of cotton, linen and woollen yarns and textiles:	300	
Carpet backing with latex:	300	
Production of artificial fibres & textiles:		
• cellulose nitrate or viscose fibre, cellophane or artificial rubber	1,000	Note 2
• other synthetic fibres and textiles	500	Note 2
Treatment or production of textiles:		
• using carbon disulphide	500	Note 2
• using other substances		Note 1
Rope, cordage and twine production:	100	
Wool scouring:	200	
Wood, Wood Products & Furniture		
Sawmill:	500	
Charcoal production:		
• by the retort process	500	
• other than by the retort process	1,000	
Wood preservation plant:	100	
Wood-fibre or wood-chip products:	1,500	
Joinery:	100	

Table to Clause 52.10(continued)

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
Paper & Paper Products:		
Paper or paper pulp production:		
• involving combustion of sulphur or sulphur containing materials	5,000	Note 2
• from semi-processed materials	100	
• from prepared cellulose & rags	200	
• by other methods than above		Note 1
Chemical, Petroleum & Coal Products		
Chemical Fertiliser production:	1,000	Note 2
Industrial gases production:	1,000	Note 2
Polyester resins production	1,000	Note 2
Synthetic resins & rubber production other than above:	1,000	Note 2
Ammunition, explosives and fireworks production:	1,000	Note 2
Formaldehyde production:	300	Note 2
Paints and inks :		
• manufacture	1,000	Note 2
• blending and mixing only	300	
Veterinary production:	1,000	
Biocides production and storage:	1,000	
Soap and other detergents production:	300	
Cosmetics and toilet preparations production:	100	
Inks production:	300	
Petroleum refinery:	2,000	Note 2
Briquette production:	300	
Other petroleum or coal production:	500	Note 2
Organic industrial chemicals production other than above:	1,000	Note 2
Inorganic industrial chemicals production other than above:	1,000	Note 2
Chemical products other than above:	300	Note 2

Table to Clause 52.10 (continued)

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
Non-metallic Mineral Products		
Glass and glass production including glass wool:	500	
Rock wool manufacture:	500	
Clay bricks, tiles and pipe refractories, with a design production rate exceeding 10,000 tonnes a year:	200	
Cement production in amounts:		
• up to 5,000 tonnes a year	300	
• between 5,000 & 150,000 tonnes a year	500	
• exceeding 150,000 tonnes a year	1,000	
Concrete batching plant:	300	
Bitumen batching plant:	500	
Concrete article or stone article production:	100	
Plaster or plaster articles production:	100	
Basic Metal Products		
Works producing iron or steel products in amounts:		
• up to 1,000,000 tonnes a year	100	
• exceeding 1,000,000 tonnes a year	1,000	
Production of non-ferrous metals as:		
• aluminium by electrolysis	2,000	
• other non-ferrous metals in amounts:		
. up to 100 tonnes a year	100	
. between 100 & 2,000 tonnes a year	300	
. exceeding 2,000 tonnes a year	500	
Fabricated Metal Products		
Works producing iron or steel products in amounts:		
• up to 1,000,000 tonnes per year	100	
• exceeding 1,000,000 tonnes per year	1,000	
Boiler makers	100	
Abrasive blast cleaning:		Note 1
Miscellaneous Manufacturing		
Rendering and casings works:	1,000	
Leather tanning and dressing:	300	
Leather and artificial leather goods production:	300	
Rubber production, using either organic solvents or carbon black:	300	Note 2

Table to Clause 52.10 (continued)

TYPE OF PRODUCTION, USE OR STORAGE (PURPOSE)	THRESHOLD DISTANCE (METRES)	NOTES
Fibreglass production:	200	
Printing and coating works with heated curing ovens:	500	
Transport and Storage		
Storage of petroleum products and crude oil in tanks exceeding 2,000 tonnes capacity:		Note 2
• with fixed roofs	300	
• with floating roofs	100	
Grain elevators:	300	
Storage of wet-salted or unprocessed hides:	300	
Storage of bulk volatile organic compounds in quantities greater than 1,000 tonnes:	1,000	Note 2
Sanitary and garbage disposal in:		Note 1
• Landfill		
• Recycling and composting centre	200	
Sanitary and garbage storage and treatment in transfer station	300	
Depot for refuse collection vehicles	100	
Temporary storage of industrial wastes:	300	Note 2
Treatment of aqueous waste:	200	Note 2
Treatment of organic waste:	500	Note 2
Waste incinerator for:		
• Woodwaste	300	
• Plastic or rubber waste	500	Note 2
• Chemical, biomedical or organic waste		Notes 1, 2
Recreation, Personal & Other Services		
Industrial dry cleaning:	100	Note 2
Industrial laundry:	100	
Other Premises		
Composting:		Note 1
Rural industry handling, processing or packing agricultural produce:	300	

52.11 HOME OCCUPATION

Purpose

To ensure that the amenity of the neighbourhood is not adversely affected by an occupation conducted in or from a dwelling.

52.11-1 Requirements to be met

A home occupation must meet the following requirements:

- The person conducting the home occupation must use the dwelling as their principal place of residence.
- No more than one person who does not live in the dwelling may work in the occupation.
- The gross floor area used in conducting the occupation including the storage of any materials or goods must not exceed 50 square metres or one-third of the gross floor area of the dwelling, whichever is the lesser.
- The occupation must not impose a load on any utility greater than normally required for domestic use.
- The occupation must not adversely affect the amenity of the neighbourhood in any way including:
 - The appearance of any building, works or materials used.
 - The parking of motor vehicles.
 - The transporting of materials or goods to or from the dwelling.
 - The hours of operation.
 - Electrical interference.
 - The storage of chemicals, gasses or other hazardous materials.
 - Emissions from the site.
- No motor vehicle may be serviced or repaired for gain.
- Only one commercial vehicle (a commercial goods vehicle, commercial passenger vehicle or tow truck within the meaning of the Transport Act 1983), not exceeding 2 tonnes capacity and with or without a trailer registered to a resident of the dwelling may be present at any time. The vehicle must not be fuelled or repaired on the site.
- No goods other than goods manufactured or serviced in the home occupation may be offered for sale.
- Materials used or goods manufactured, serviced or repaired in the home occupation must be stored within a building.
- No goods manufactured, serviced or repaired may be displayed so that they are visible from outside the site.

52.11-2 Permit required

Despite the requirements of Clause 52.11-1, a permit may be granted for a home occupation:

- Which allows no more than two persons who do not live in the dwelling to work in the occupation; or
- Which has a floor area not exceeding 100 square metres or one-third of the gross floor area of the dwelling, whichever is the lesser.
- Which allows no more than one additional commercial vehicle (a commercial goods vehicle, commercial passenger vehicle or tow truck within the meaning of the Transport Act 1983), not exceeding two tonnes capacity and with or without a trailer registered to a resident of the dwelling, to be present at any time.

Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider, as appropriate:

- Whether there is a need for additional parking or loading facilities.
- The effect of any vehicle parking, storage or washing facilities on the amenity and character of the street.
- Whether the site is suitable for the particular home occupation and is compatible with the surrounding use and development.
- Whether there is a need for landscaping to screen any outbuildings or car parking or loading areas or any other area relating to the home occupation.

52.12 SERVICE STATION

Purpose

To ensure that amenity, site layout and design are considered when land is to be used for a service station, especially if the site adjoins a residential zone.

To ensure that use of land for a service station does not impair traffic flow or road safety.

52.12-1 Requirements to be met

Land may be used for a service station only if the following requirements are met. Approval may be given to vary the requirements, if the Airport Operator considers a better design solution will result.

Site area and dimensions

The site must be at least 1,080 square metres.

The frontage must be at least 36 metres (30 metres if the site is on a corner) and the depth at least 30 metres.

Crossovers

No more than 2 vehicle crossovers may service the site from a road and at the road alignment a crossover must be:

- No wider than 7.7 metres.
- At least 4.5 metres from another crossover on the site.
- At least 4.5 metres from another road or if a splayed corner, at least 7.7 metres from the splay.
- At least 1.8 metres from a crossover on another property.

Kerb or barrier

Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles.

Road setbacks

A wall of a building must be at least 9 metres from a road.

A canopy must be at least 2.5 metres from a road.

Petrol pumps, pump islands, water and air supply points and storage tank filling points must be at least 3.6 metres from a road.

Petrol tankers must be wholly on the site when storage tanks are being filled.

Driveway space must be sufficient to enable a vehicle 13.8 metres by 2.5 metres to enter and leave the site without reversing.

No vehicle may be serviced unless it is wholly on the site.

Discharge of waste

Waste from a vehicle wash area must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.

Amenity requirements

The amenity of the locality must not be adversely affected by activity on the site, the appearance of any building, works or materials, emissions from the premises or in any other way.

Trailers for hire

If trailers are for hire on the site:

- The site must be at least 1,080 square metres.
- All trailers must be wholly on the site and must not encroach on landscaping or car parking areas or accessways.
- On a corner site, a trailer higher than 1 metre must be parked at least 9 metres from the corner.

Adjoining residential zone

If the site adjoins a residential zone:

- A landscape buffer strip at least 3 metres wide along the common boundary must be planted and maintained to the satisfaction of the Airport Operator.
- External lights must be directed away from the residential zone to prevent light spill and glare.

CAR WASH**Purpose**

To ensure that amenity, site layout and design are considered when land is to be used for a car wash, especially if the site adjoins a residential zone.

To ensure that use of land for a car wash does not impair traffic flow or road safety.

Requirements to be met

Land may be used for a car wash only if the following requirements are met. A permit may be granted to vary the requirements, if a better design solution will result.

Crossovers

No more than 2 vehicle crossovers may give access to the site from a road and at the road alignment a crossover must be:

- No wider than 7.7 metres.
- At least 4.5 metres from another crossover on the site.
- At least 7.7 metres from another road or if a splayed corner, at least 7.7 metres from the splay.
- At least 1.8 metres from a crossover on another property.

Kerb or barrier

Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles.

Queuing lane

A queuing lane on the site must be able to accommodate at least 10 vehicles before entry to a car wash.

If petrol is available for sale to vehicles queuing to be washed, the lane must be able to accommodate at least 10 vehicles before the petrol-selling point.

The lane must be clearly shown on the ground and marked for use only by vehicles queuing to be washed.

The area between the exit from a car wash and the nearest crossover must be able to accommodate at least 2 vehicles in single file.

Discharge of waste

Waste from a vehicle wash area must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.

Amenity requirements

The amenity of the locality must not be adversely affected by activity on the site, the appearance of any building, works or materials, emissions from the premises or in any other way.

No building or works may be of temporary or portable construction.

Adjoining residential zone

If the site adjoins a residential zone, a landscape buffer strip at least 3 wide metres along the common boundary must be planted and maintained to the satisfaction of the Airport Operator.

Purpose

To ensure that amenity, site layout and design are considered when land is to be used for motor vehicle, boat or caravan sales, especially if the site adjoins a residential zone.

To ensure that use of land for motor vehicle, boat or caravan sales does not impair traffic flow or road safety.

Requirements to be met

Land may be used for motor vehicle, boat or caravan sales only if the following requirements are met. Airport Operator's Consent may be given to vary the requirements.

- No more than 2 vehicle crossovers may service the site from a road and at the road alignment a crossover must be no wider than 9.2 metres.
- Except at crossovers, a kerb or barrier must be built along the road alignment to prevent the passage of vehicles and to prevent vehicles protruding beyond the site boundary.
- Except where a kerb or barrier is installed, the area within 6 metres of the road must be sealed to the satisfaction of the Airport Operator.
- The site must contain a concrete bay for washing vehicles and waste from the bay must drain into a public sewer or a settlement and oil separation system. The system must be to the satisfaction of the Airport Operator.
- Vehicles may be washed only in the washing bay.
- Water from the site must be discharged by an underground pipe to an approved outlet to the satisfaction of the Airport Operator.
- No vehicle for sale or hire may be displayed on an adjacent road.
- No vehicle may be repaired on the site.
- If the site adjoins a residential zone:
 - A landscape buffer strip at least 3 metres wide must be provided on the site along the common boundary and planted and maintained to the satisfaction of the Airport Operator.
 - Except for the landscape buffer strip, all of the site not occupied by buildings must be sealed to prevent dust.
 - External lights must be directed away from the residential zone to prevent light spill and glare.

52.15 HELIPORT

Purpose

To provide an opportunity to consider the effect of a heliport or helipad on the amenity of surrounding areas.

Airport Operator's Consent requirement

Airport Operator's Consent is required to use or develop any land for a heliport or helipad even if it is ancillary to another use on the land.

52.19 TELECOMMUNICATIONS FACILITY

Purpose

To ensure that telecommunications infrastructure and services are provided in an efficient and cost effective manner to meet Essendon Airport needs.

To ensure the application of consistent provisions for telecommunications facilities.

To encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.

52.19-1 Application

These provisions apply to the construction of a building or the construction or carrying out of works associated with the use of land for a Telecommunications facility. They apply to the extent permitted under the Telecommunications Act 1997 (Cwth) and determinations made under that Act by the Commonwealth Minister for Communications and the Arts, including the Telecommunications (Low-impact Facilities) Determination 1997.

52.19-2 Permit requirement

A permit is required to construct a building or construct or carry out works for a Telecommunications facility.

52.19-3 Application requirements

An application must be accompanied by the following information as appropriate to the proposal and the location:

- Site boundaries and dimensions.
- The purpose and location of all buildings and works required in the construction of the facility.
- The location of all existing buildings and works to be retained and demolished.
- The location of all proposed buildings and works including dimensions, elevations, materials, colours and finishes.
- The location and use of all buildings on adjoining properties.
- The location of all adjoining streets and access ways.
- Australian Height Datum levels.
- Natural drainage lines, watercourses, coastal dunes, beach systems and wetlands.
- Proposals for the rehabilitation of the land on which development is to occur.
- Roads and parking areas.
- Materials, landscaping, external lighting, colour and reflectivity.

52.19-4 Decision guidelines

Before deciding on an application, in addition to the decision guidelines of Clause 65, the Airport Operator must consider, as appropriate:

- The effect of the proposal on adjacent land.
- If the Telecommunications facility is located in an Environmental Significance Overlay, a Vegetation Protection Overlay, a Significant Landscape Overlay, a Heritage Overlay, a Design and Development Overlay or an Erosion Management Overlay, the decision guidelines in those overlays and the schedules to those overlays.

52.25 CREMATORIUM

Purpose

To ensure that crematoria in cemeteries are developed and used in an appropriate manner.

Permit required

A permit is required to develop and use a crematorium on land that is used for cemetery purposes.

Decision guidelines

Before deciding on an application to use and develop land for a crematorium, in addition to the decision guidelines in Clause 65, the Airport Operator must consider:

- The provision of landscaping and screen planting.
- The location and design of the buildings to be constructed.
- The effect on traffic movement generated by the use.
- The provision of parking facilities.

Scope

These provisions apply to premises licensed, or to be licensed, and where the Victorian Liquor Control Reform Act 1998 applies.

Permit required

A permit is required to use land to sell or consume liquor if any of the following apply:

- A licence is required under the Liquor Control Reform Act 1998.
- A different licence, or class of licence is required from that which is in force.
- The hours of trading allowed under any licence are to be extended.

This does not apply if any of the following apply:

- To a limited licence.
- To a licence to manufacture liquor.
- To a licence to sell only packaged liquor for consumption elsewhere.
- If the schedule to this clause specifies that approval is not required to use land to sell or consume liquor under a particular type of licence.

The schedule to this clause may specify that a permit may not be granted to use land to sell or consume liquor under a particular type of licence.

SCHEDULE TO CLAUSE 52.27

1 Permit not required

Land	Type of licence
None specified	

2 Permit may not be granted

Land	Type of licence
None specified	

52.28 GAMING

Airport Operator's Consent is required to install and use a gaming machine.

SCHEDULE TO CLAUSE 52.28-5

Name of shopping complex and locality	Land description
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None specified	
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SCHEDULE TO CLAUSE 52.28-6

Name of strip shopping centre and locality	Land description
None specified	

LAND ADJACENT TO A ROAD ZONE, CATEGORY 1, OR A PUBLIC ACQUISITION OVERLAY FOR A CATEGORY 1 ROAD**Purpose**

To ensure appropriate access to identified roads.

To ensure appropriate division of land adjacent to identified roads.

Scope

This clause applies to land in a Road Zone, Category 1, or a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

Airport Operator's Consent

Airport Operator's Consent is required to:

- Create or alter access to:
 - A road in a Road Zone, Category 1.
 - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.
- Subdivide land adjacent to:
 - A road in a Road Zone, Category 1.
 - Land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

Referral of applications

An application to create or alter access to, or to subdivide land adjacent to, a road declared under the Transport Act 1983, land owned by the Roads Corporation for the purpose of a road, or land in a Public Acquisition Overlay if the Roads Corporation is the authority responsible for acquiring the land, should be discussed with the Roads Corporation. This does not apply to:

- Boundary realignments.
- Subdivisions of existing buildings already connected to services and requiring no new access.
- Proposals which, in the opinion of the Airport Operator, satisfy requirements or conditions previously agreed in writing between the Airport Operator and the Roads Corporation.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator must consider:

- The Essendon Airport Master Plan, the Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy
- The views of the relevant road authority.
- The effect of the proposal on the operation of the road and on public safety.

52.30 FREEWAY SERVICE CENTRE

Purpose

To ensure that freeway service centres are appropriately designed and located.

To ensure that the use of land for a freeway service centre does not adversely affect the amenity of surrounding land uses.

52.30-1 Requirements to be met

Facilities and services

A freeway service centre should provide essential services and facilities. Essential services and facilities that a freeway service centre should include are:

- Designated parking areas.
- Undercover fuel sales area for petrol, diesel and LPG.
- An area for the sale of food, drinks and other convenience goods.
- Public toilets.
- A public telephone.

Access to freeway service centres

A proposal to use or develop land for a freeway service centre should be discussed with the Roads Corporation.

Airport Operator's Consent will not be granted for a freeway service centre until approval for any necessary new access to the freeway has been given by the Roads Corporation.

52.30-2 Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the Airport Operator should consider:

- The Essendon Airport Master Plan, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy.
- The Freeway Service Centres Design Guidelines, May 1997.

General Provisions

This section sets out provisions about the administration of this Land Use Plan, existing uses, decision guidelines, referral of applications and other matters.

61 ADMINISTRATION OF THIS LAND USE PLAN

61.01 Administration and enforcement of this Land Use Plan

The organisation responsible for the administration and enforcement of this Land Use Plan is specified in the schedule to this clause.

61.02 What area is covered by this Land Use Plan?

This Land Use Plan applies to the area specified in the schedule to this clause.

61.03 What does this Land Use Plan consist of?

This Land Use Plan consists of this document, any maps specified in the schedule to this clause, and any document incorporated into this Land Use Plan by reason only that it is referred to in the Land Use Plan.

61.04 When did this Land Use Plan begin?

This Land Use Plan began on the date specified in the schedule to this clause.

61.05 Effect of this Land Use Plan

Land may be used or developed only in accordance with this Land Use Plan.

Land must not be developed unless the land as developed can be used in accordance with this Land Use Plan and all requirements of the Land Use Plan are met.

SCHEDULE TO CLAUSES 61.01 - 61.04 (INCLUSIVE)

Organisation responsible for administering and enforcing this Land Use Plan	Essendon Airport Pty Ltd
Area covered by this Land Use Plan	Essendon Airport as described in: Vol 10044 Fol 411; Vol 7027 Fol 267; Vol 7894 Fol 066; Vol 5587 Fol 373; Vol 7156 Fol 028; Vol 6478 Fol 463; Vol 5456 Fol 082; Vol 5849 Fol 647; Vol 7874 Fol 006; Vol 7307 Fol 340; Vol 7874 Fol 007; Vol 8222 Fol 595; Vol 6087 Fol 297; Vol 7027 Fol 266; Vol 7566 Fol 166; Vol 7364 Fol 788; Vol 7031 Fol 085; Vol 7841 Fol 078; Vol 5937 Fol 400 and Vol 4996 Fol 129.
Maps comprising part of this Land Use Plan	Zoning Plan Public Acquisition Overlay Plan
Date this Land Use Plan began	23 April 2014

62.02 Buildings and works not requiring approval

Any requirement in this land use plan relating to the construction of a building or the construction or carrying out of works does not apply to:

- Roadworks.
- Street furniture including post boxes, telephone booths, fire hydrants and traffic control devices.
- Gardening.
- A domestic rainwater tank with a capacity of not more than 4500 litres.
- A temporary shed or temporary structure for construction purposes.
- The internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased.
- Repairs and routine maintenance to an existing building or works.
- The removal, destruction or lopping of trees and the removal of vegetation.
- Any buildings or works which provide for fire protection under relevant legislation.
- Any emergency works undertaken by, or on behalf of, the Airport Operator, a public authority or utility service provider in the exercise of any power conferred on them under any Act.

This does not apply if the Airport Operator's Consent is specifically required for any of these matters.

LAND USED FOR MORE THAN ONE USE

If land is used for more than one use and one is not ancillary to the other, each use must comply with this Land Use Plan.

Because approval can be granted does not imply that it should or will be granted. The Airport Operator must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

65.01 Approval of a proposal

Before deciding on a proposal, the Airport Operator must consider, as appropriate:

- The Essendon Airport Master Plan, Essendon Airport Planning Policy Framework, including the Essendon Airport Strategic Statement, Essendon Airport Local Planning Policies and the Essendon Airport Environment Strategy .
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of Essendon Airport.
- The effect on the amenity of the Essendon Airport.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

Definitions

This section sets out the meaning of terms used or defined in this Land Use Plan.

MEANING OF WORDS

A term used in this Land Use Plan has its ordinary meaning unless that term is defined:

- In this Land Use Plan.
- In the Airports Act 1996 and its associated regulations, in which case the term has the meaning given to it there unless it is defined differently in this Land Use Plan.

GENERAL TERMS

The following table lists general terms which may be used in this Land Use Plan. A term listed in the first column, under the heading "General Term", has the meaning set out beside that term in the second column, under the heading "Definition".

GENERAL TERM	DEFINITION
Act	The Airports Act 1996 and its associated regulations.
Agricultural production	Any form of primary production of renewable commodities. It does not include extractive industry, mining, or timber production from native forest.
Approval date	The date this Land Use Plan began.
Approved venue	Premises on which a venue operator is licensed to conduct gaming.
Basement	A storey below ground level, or that projects no more than 1.2 metres above ground level.
Building height	The vertical distance from natural ground level to the roof or parapet at any point.
Building Regulations	The Building Regulations 1994.
Carriageway	The area of a street reserve which is provided for the movement or parking of vehicles. It is determined by the invert of a kerb and channel and the point adjacent to the pavement edge for kerb (only) and edge strips.
Clear to the sky	An unroofed area or area roofed with material that transmits 90 per cent of light.
Deflection angle	The angle between two tangent sections of a carriageway.
Design speed	The speed fixed for the design and correlation of the geometric features of a carriageway that influence vehicle operation. It is the speed which is not exceeded by 85 per cent of vehicles.
Earthworks	Land forming, laser grading, levee banks, raised access roads and tracks, building pads, storage embankments, channel banks and drain banks and associated structures.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.
Gaming	The playing of a gaming machine.
Gaming machine	Any device, whether wholly or partly, mechanically or electronically operated, that is designed so that: <ul style="list-style-type: none"> a) it may be used to play a game of chance, or a game of mixed chance and skill; and b) as a result of making a bet on the device, winnings may be payable.

GENERAL TERM	DEFINITION
Gross floor area	The total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.
Ground level	The natural level of a site at any point.
Habitable room	Any room of a dwelling or residential building other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, lobby, photographic darkroom, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.
High quality productive agricultural land	<p>Land which is used for animal husbandry or crop raising, and is capable of continuing to sustain agricultural production, and:</p> <ul style="list-style-type: none"> a) is of prime, or very good, agricultural quality, having regard to soil type, growing season, and availability of infrastructure, and is of sufficient extent to support agricultural activities on an economically viable scale; or b) has been identified through a regional, sub-regional, or local study as being of particularly good quality and strategic significance for agriculture in the regional or local context.
Land capability assessment	The assessment of the physical ability of the land to sustain specific uses having regard to its management, and without long term on-site detriment to the environment.
Leasable floor area	That part of the net floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Mean building height	The vertical distance between the mean ground level and the finished roof height at its highest point.
Mean ground level	One half the sum of the highest and lowest levels along ground level of the outer surface of all external building walls.
Mineral	<p>Any substance which occurs naturally as part of the earth's crust, including:</p> <ul style="list-style-type: none"> a) oil shale and coal; and b) hydrocarbons and mineral oils contained in oil shale or coal, or extracted from oil shale or coal by chemical or industrial processes. <p>It does not include water, stone, or petroleum.</p>
Movable building	A structure, other than a tent, caravan, or vehicle, which is designed to be moved from place to place on more than one occasion.
Native vegetation	Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

GENERAL TERM	DEFINITION
Net floor area	The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
Plot ratio	The gross floor area of all buildings on a site, divided by the area of the site.
Private open space	An outdoor area of a dwelling or residential building or land for the exclusive use of the occupants.
Prostitution	The provision by one person to or for another person (whether or not of a different sex) of sexual services in return for payment or reward.
Public land manager	The Minister, government department, public authority or municipal council having responsibility for the care or management of public land. In relation to Crown land reserved under an Act and managed or controlled by a committee of management, other than Melbourne Parks and Waterways or a municipal council, it means the Minister administering that Act and does not include the committee of management.
Radio mast	A mast, for radio transmission or reception in a dwelling, that is: <ul style="list-style-type: none"> a) with antenna, more than 14 metres above the ground; b) if attached to a building, with antenna, more than 5 metres above the roof line; c) including antenna, wider than 6 metres; or d) excluding antenna, wider than 50 centimetres at any point exceeding 3 metres above the ground.
Restricted area	A physically discrete area within an approved venue which minors must not enter and which is devoted primarily to the conduct of gaming.
Retail	The sale of goods or materials, in any quantity or manner, other than by wholesale.
Secluded private open space	That part of private open space primarily intended for outdoor living activities which enjoys a reasonable amount of privacy.
Setback	The minimum distance from any allotment boundary to a building.
Sexual services	Has the same meaning as it has in the Prostitution Control Act 1994.
Site coverage	The proportion of a site covered by buildings.
Stone	Basalt, freestone, granite, limestone, sandstone, or other building stone, or rock, ordinarily used for building, manufacturing, road making, or construction; or clay (not fine clay, bentonite, or kaolin), earth, gravel, quartz (not quartz crystals), sand, soil, slate, or other similar material.

GENERAL TERM	DEFINITION
Storey	That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.
Street leg length	The distance between street intersections or junctions, or points and locations where vehicles must slow down, usually to a maximum speed of 20 kilometres per hour.
Street reserve	Land set aside for a street pavement and verge.
Sustainable agriculture	<p>The use of farming practices and systems which maintain or enhance:</p> <ul style="list-style-type: none"> a) the economic viability of agricultural production; b) the natural resource base; and c) other ecosystems which are influenced by agricultural activities.
Telecommunications line	A wire, cable, optic fibre, tube, conduit, waveguide or other physical medium used, or to be used, as a continuous artificial guide for or in connection with carrying communications by means of guided electromagnetic energy.
Telecommunications network	A system or series of systems that carries, or is capable of carrying, communications by means of guided and unguided electromagnetic energy.
Telecommunications tower	A tower, pole or mast used as part of a Telecommunications network.
Tenement	<p>Land comprised in:</p> <ul style="list-style-type: none"> a) a lot which does not adjoin another lot in the same ownership; or b) lots in the same ownership and which adjoin each other. <p>Lots are considered to adjoin each other if they are separated only by a stream, stream reserve, or unmade or unused government road or rail reserve.</p>
Unrestricted area	The area within an approved venue other than the restricted area.
Utility service provider	A person, other than a public authority or municipal council, having responsibility under an Act for the generation, transmission, distribution or supply of electricity, gas, power, telecommunications, water supply, drainage or sewerage services.
Venue operator	The holder of a venue operator's licence under Part 3 of the Gaming Machine Control Act 1991.
Verge	The part of the street reserve between the carriageway and the boundary of adjacent lots or other limit to the street reserve. It may accommodate public utilities, a footpath, indented parking, stormwater flows, street lighting poles and planting.

GENERAL TERM	DEFINITION
Wall height	The vertical distance between the top of the eaves at the wall line, parapet or flat roof (not including a chimney), whichever is the highest, and the natural ground level. The height of a wall supporting a skillion roof is the average height of the roofline. The height of a triangular gable end is measured from a point one-third the height of the gable.
Wholesale	The sale of goods or materials, to be sold by others.

OUTDOOR ADVERTISING TERMS

The following table lists terms which may be used in this Land Use Plan in relation to outdoor advertising. A term listed in the first column, under the heading "Outdoor Advertising Term", has the meaning set out beside that term in the second column, under the heading "Definition".

OUTDOOR ADVERTISING TERM	DEFINITION
Above-verandah sign	A sign above a verandah or, if no verandah, that is more than 3.7 metres above pavement level, and which projects more than 0.3 metre outside the site.
Advertisement area	The total area of an advertisement. If the advertisement does not rotate or move, the area is one side only.
Animated sign	A sign that can move, contains moving parts, changes its message, flashes, or has a moving or flashing border.
Bed and breakfast sign	A sign at a dwelling that advertises bed and breakfast accommodation in the dwelling.
Bunting sign	An advertisement that consists of bunting, streamers, flags, windvanes, or the like.
Business identification sign	A sign that provides business identification information about a business or industry on the land where it is displayed. The information may include the name of the business or building, the street number of the business premises, the nature of the business, a business logo or other business identification information.
Direction sign	A sign not exceeding 0.3 square metre that directs vehicles or pedestrians. It does not include a sign that contains commercial information.
Floodlit sign	A sign illuminated by external lighting provided for that purpose.
High-wall sign	A sign on the wall of a building so that part of it is more than 10 metres above the ground.
Home occupation sign	A sign at a dwelling that advertises a home occupation carried on in the dwelling, or on the land around the dwelling.
Internally illuminated sign	A sign illuminated by internal lighting or which contains lights or illuminated tubes arranged as an advertisement.
Major promotion sign	A sign which is 18 square metres or greater that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.
Panel sign	A sign with an advertisement area exceeding 10 square metres.

OUTDOOR ADVERTISING TERM	DEFINITION
Pole sign	<p>A sign:</p> <ul style="list-style-type: none"> a) on a pole or pylon that is not part of a building or another structure; b) that is no more than 7 metres above the ground; c) with an advertisement area not exceeding 6 square metres; and d) that has a clearance under it of at least 2.7 metres.
Promotion sign	<p>A sign of less than 18 square metres that promotes goods, services, an event or any other matter, whether or not provided, undertaken or sold or for hire on the land or in the building on which the sign is sited.</p>
Reflective sign	<p>A sign finished with material specifically made to reflect external light.</p>
Sign	<p>An advertisement and any structure built specifically to support it.</p>
Sky sign	<p>A sign:</p> <ul style="list-style-type: none"> a) on or above the roof of a building, but not a verandah; b) fixed to the wall of a building and which projects above the wall; or c) fixed to a structure (not a building) so that part of it is more than 7 metres above the ground.

The following table lists terms which may be used in this Land Use Plan in relation to the use of land. This list is not exhaustive. However, a term describing a use or activity in relation to land which is not listed in the table must not be characterised as a separate use of land if the term is obviously or commonly included within one or more of the terms listed in the table.

Meaning of terms

A term listed in the first column, under the heading "Land Use Term", has the meaning set out beside that term in the second column, under the heading "Definition".

No definition of listed term indicates ordinary meaning

A term listed in the first column, under the heading "Land Use Term", which does not have a meaning set out beside that term in the second column, under the heading "Definition", has its ordinary meaning.

Terms which specifically include other listed terms

A term listed in the first column, under the heading "Land Use Term", which has other terms listed beside it in the third column, under the heading "Includes", includes any term so listed in the third column and any term included within that term in the third column, but does not include any other term listed in the first column.

A term listed in the first column which has other terms listed beside it in the third column may also include other terms which are not listed in the first column.

All terms listed in the third column are also listed in the first column.

Terms which do not specifically include other listed terms

If a term listed in the first column, under the heading "Land Use Term", does not have any term listed beside it in the third column, under the heading "Includes", that term does not include any term listed in the first column.

However, a term listed in the first column which does not have any term listed beside it in the third column may include other terms which are not listed in the first column.

Terms which are included within other listed terms

A term listed in the first column, under the heading "Land Use Term", which has a term listed beside it in the fourth column, under the heading "Included in", is included within the term so listed in the fourth column and any term which includes that term in the fourth column.

All terms listed in the fourth column are also listed in the first column.

Terms which are not included within other listed terms

If a term listed in the first column, under the heading "Land Use Term", does not have a term listed beside it in the fourth column, under the heading "Included in", that term is not included within any other term listed in the first column.

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Abattoir	Land used to slaughter animals, including birds. It may include the processing of animal products.		Rural industry
Accommodation	Land used to accommodate persons.	Camping and caravan park Corrective institution Dependent person's unit Dwelling Group accommodation Host farm Residential building Residential village Retirement village	
Adult sex bookshop	Land used to sell or hire sexually explicit material, including: <ul style="list-style-type: none"> a) publications classified as restricted under the Classification (Publications, Films and Computer Games) (Enforcement) Act 1995; and b) materials and devices (other than contraceptives and medical treatments) used in conjunction with sexual behaviour. 		Shop
Agriculture	Land used to: <ul style="list-style-type: none"> a) propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables; b) keep, breed, board, or train animals, including livestock, and birds; or c) propagate, cultivate, rear, or harvest living resources of the sea or inland waters. 	Animal husbandry Aquaculture Crop raising	
Airport			Transport terminal

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Aircraft Operation	An aircraft arrival or departure from an airport		
Aircraft Hangar			
Aircraft Stand	A designated area on an apron intended to be used for parking an aircraft.		Apron
Apron	A defined area intended to accommodate aircraft for the purpose of loading or unloading passengers, mail, cargo, refuelling, parking or maintenance.	Aircraft Stand	
Amusement parlour	<p>A building that contains:</p> <ul style="list-style-type: none"> a) three or more coin, card, or token operated amusement machines; b) one or more coin, card, or token operated amusement machines with more than one screen or console that can be played by three or more people simultaneously; or c) two or more coin, card, or token operated billiard, snooker, or pool tables. <p>It does not include coin, card, or token operated children's rides, amusement machines if there is the ability to receive a monetary reward, or premises used for a Hotel or Tavern.</p>		Place of assembly
Animal boarding	Land used to board domestic pets, such as boarding kennels and a cattery.		Animal keeping
Animal husbandry	Land used to keep, breed, board, or train animals, including birds.	Animal keeping Animal training Apiculture Extensive animal husbandry Horse stables Intensive animal husbandry	Agriculture
Animal keeping	<p>Land used to:</p> <ul style="list-style-type: none"> a) breed or board domestic pets; or b) keep, breed, or board racing dogs. 	Animal boarding Dog breeding Racing dog keeping	Animal husbandry

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Animal training	Land used to train animals.	Horse riding school Racing dog training	Animal husbandry
Apiculture	Land used to keep honey-bee hives and to extract honey or other bee hive products.		Animal husbandry
Aquaculture	Land used to keep or breed aquatic animals, or cultivate or propagate aquatic plants.		Agriculture
Art and craft centre	Land used to manufacture, display, and sell, works of art or craft, such as handicrafts, paintings, and sculptures.		
Art gallery	Land used to display works of art, including ceramics, furniture, glass, paintings, sculptures, and textiles.		Exhibition centre
Backpackers' lodge			Residential building
Bank			Office
Beauty salon			Shop
Bed and breakfast	A dwelling used, by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence.		Dwelling
Betting agency	Land used for gambling by wagering, and where there is the ability to receive a monetary reward.		Gambling premises
Boarding house			Residential building
Boat and caravan storage	Land used to store boats, caravans, or vehicle-towed boat trailers.		Store
Boat launching facility	Land used to launch boats into the water and to retrieve boats from the water.	Boat ramp Slipway	Pleasure boat facility
Boat ramp			Boat launching facility
Bottle shop	Land used to sell packaged liquor for consumption off the premises.		Shop
Broiler farm	Land used to keep and fatten chickens which are restrained and housed in sheds and intensively fed.		Intensive animal husbandry

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Brothel	Land made available for prostitution by a person carrying on the business of providing prostitution services at the business's premises.		
Business college			Education centre
Bus terminal			Transport terminal
Cabaret			Nightclub
Camping and caravan park	Land used to allow accommodation in caravans, cabins, tents, or the like.		Accommodation
Caretaker's house	A dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation, or plant.		Dwelling
Carnival	Land, other than an Exhibition centre or trade fair, used for a temporary fair or amusements which provide entertainment such as side shows, merry-go-rounds, and stalls for games or snacks.		Place of assembly
Car park	Land used to park motor vehicles.		
Car sales			Motor vehicle, boat, or caravan sales
Car wash			Service industry
Cattle feedlot	Land used to keep and fatten cattle which are restrained by pens or enclosures and intensively fed.		Intensive animal husbandry
Cemetery	Land used to dispose of human remains by burial. It may include funeral chapels or the like.		
Child care centre	Land used to care for five or more children who are not permanently resident on the land.	Kindergarten	

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Cinema	Land used to provide screen based entertainment or information to the public.		Place of assembly
Cinema based entertainment facility	Land used to provide screen based entertainment or information to the public, in association with the provision of meals or sporting, amusement, entertainment, leisure or retail facilities.		
Circus	Land used, by performers, to provide entertainment such as acrobatic feats, tricks of skill, and exhibiting animals.		Place of assembly
Commercial display area	Land used only to display goods.		Warehouse
Community market			Market
Conference centre			Function centre
Convenience restaurant	Land used to prepare and sell food and drink for immediate consumption, where substantial provision is made for consumption both on and off the premises.		Food and drink premises
Convenience shop	A building with a leasable floor area of no more than 240 square metres, used to sell food, drinks, and other convenience goods. It may also be used to hire convenience goods.		Shop
Corrective institution	Land used to hold and reform persons committed to it by the courts, such as a prison, remand centre, and other type of detention facility.		Accommodation
Crematorium	Land used to cremate human remains. It may include funeral chapels or the like.		
Crop raising	Land used to propagate, cultivate or harvest plants, including cereals, flowers, fruit, seeds, trees, turf, and vegetables.	Horticulture Rice growing Timber production	Agriculture
Dancing school			Indoor recreation facility

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Department store			Shop
Dependent person's unit	A movable building on the same lot as an existing dwelling and used to provide accommodation for a person dependent on a resident of the existing dwelling.		Accommodation
Display home	A building constructed as a dwelling, but used for display, to encourage people to buy or construct similar dwellings.		
Dog breeding			Animal keeping
Drive-in theatre			Place of assembly
Dry cleaner			Service industry
Dwelling	<p>A building used as a self-contained residence which must include:</p> <p>a) a kitchen sink; b) food preparation facilities; c) a bath or shower; and d) a closet pan and wash basin.</p> <p>It includes out-buildings and works normal to a dwelling.</p>	Bed and breakfast Caretaker's house	Accommodation
Education centre	Land used for education.	Business college Employment training centre Primary school Secondary school Tertiary institution	
Electoral office	An office used for electioneering by a candidate in a local, State, or Federal Government election.		Office
Employment training centre			Education centre
Equestrian supplies			Restricted retail premises
Exhibition centre	Land used to display works of art, artefacts, or historical, cultural, or other like works or artefacts.	Art gallery Museum	Place of assembly

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Extensive animal husbandry	Land used to keep or breed farm animals, including birds, at an intensity where the animals' main food source is obtained by grazing, browsing, or foraging on plants grown on the land. It includes: a) emergency and supplementary feeding; and b) the incidental penning and housing of animals, including birds, for brooding, weaning, dipping, or other husbandry purposes.		Animal husbandry
Extractive industry	Land used for the extraction or removal of stone from land for commercial use, or to use the stone for building, construction, road or manufacturing works. It includes the treatment of stone or the manufacture of bricks, tiles, pottery, or cement products on, or adjacent to, the land from which the stone is extracted.		Mineral, stone, or soil extraction
Food and drink premises	Land used to prepare and sell food and drink for immediate consumption on, or off, the premises.	Convenience restaurant Hotel Restaurant Take away food premises Tavern	Retail premises
Freeway service centre	Land which has direct access to a freeway and is used to provide essential services and facilities which encourage drivers to stop and take an effective break in the interests of driver safety.		
Freezing and cool storage			Store
Fuel depot	Land used to store, sell, and distribute fuel.	Liquid fuel depot Solid fuel depot	Warehouse

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Function centre	Land used, by arrangement, to cater for private functions, and in which food and drink may be served. It may include entertainment and dancing.	Conference centre Reception centre	Place of assembly
Funeral parlour	Land used to organise and conduct funerals, memorial services, or the like. It includes the storage and preparation of bodies for burial or cremation.		
Gambling premises	Land used for gambling by gaming or wagering, and where there is the ability to receive a monetary reward.	Betting agency Gaming premises	Retail premises
Gaming premises	Land used for gambling by gaming, and where there is the ability to receive a monetary reward.		Gambling premises
Garden supplies	Land used to sell and distribute garden supplies such as sand, soil, railway sleepers, screenings, rock, and the like.		Landscape gardening supplies
Golf course			Outdoor recreation facility
Golf driving range			Outdoor recreation facility
Group accommodation	Land, in one ownership, containing a number of dwellings used to accommodate persons away from their normal place of residence.		Accommodation
Hairdresser			Shop
Hall			Place of assembly
Heliport			Transport terminal
Home occupation	An occupation carried on in a dwelling, or on the land around a dwelling, by a resident of the dwelling. It may include a use defined elsewhere, but not a Brothel.		

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Horse riding school			Animal training
Horse stables			Animal husbandry
Horticulture	Land used to propagate, cultivate, or harvest flowers, fruit, vegetables, vines, or the like.	Market garden	Crop raising
Hospital	Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to persons admitted as in-patients. It may include the care or treatment of out-patients.		
Hostel			Residential building
Host farm	A farm used to provide accommodation for persons, away from their normal place of residence, to experience farm living.		Accommodation
Hotel	Land used to sell liquor for consumption on and off the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		Food and drink premises
Indoor recreation facility	A building used for indoor leisure, recreation, or sport.	Dancing school	Minor sports and recreation facility

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Industry	<p>Land used for any of the following operations:</p> <ul style="list-style-type: none"> a) any process of manufacture; b) dismantling or breaking up of any article; c) treating waste materials; d) winning clay, gravel, rock, sand, soil, stone, or other materials (other than Mineral, stone, or soil extraction); e) laundering, repairing, servicing or washing any article, machinery, or vehicle, other than on-site work on a building, works, or land; or f) any process of testing or analysis. <p>If on the same land as any of these operations, it also includes:</p> <ul style="list-style-type: none"> a) storing goods used in the operation or resulting from it; b) providing amenities for people engaged in the operation; c) selling by wholesale, goods resulting from the operation; and d) accounting or administration in connection with the operation. <p>If Materials recycling, goods resulting from the operation may be sold by retail.</p>	<p>Materials recycling Refuse disposal Refuse transfer station Research and development centre Rural industry Service industry</p>	
Informal outdoor recreation	<p>Land open to the public and used by non-paying persons for leisure or recreation, such as a cycle track, picnic or barbecue area, playground, and walking or jogging track.</p>		Minor sports and recreation facility

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Intensive animal husbandry	Land used to keep or breed farm animals, including birds, by importing most food from outside the enclosures. It does not include: <ul style="list-style-type: none"> a) an abattoir or sale yard; b) emergency and supplementary feeding if incidental to the use of land for extensive animal husbandry; or c) the penning and housing of animals, including birds, for brooding, weaning, dipping or other husbandry purposes if incidental to the use of land for extensive animal husbandry. 	Broiler farm Cattle feedlot	Animal husbandry
Jetty			Marina
Kindergarten			Child care centre
Landscape gardening supplies	Land used to propagate, grow, and sell plants, or sell and distribute garden supplies.	Garden supplies Plant nursery	Retail premises
Laundromat			Service industry
Leisure and recreation	Land used for leisure, recreation, or sport.	Major sports and recreation facility Minor sports and recreation facility Motor racing track	
Library			Place of assembly
Lighting shop			Restricted retail premises
Liquid fuel depot	Land used to store, sell by wholesale, and distribute fuel.		Fuel depot
Localiser	A system which provides guidance for the movement of aircraft associated with take-off and landing.		
Mail centre	Land used to sort mail for distribution.		Warehouse

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Major sports and recreation facility	Land used for leisure, recreation or sport, and where there is substantial provision made for spectators, such as a grandstand, and to which spectators are usually charged admission.	Race course	Leisure and recreation
Manufacturing sales	Land used, as an incidental part of an industry, to retail goods made materially different on the land by that industry.		Retail premises
Marina	Land used to moor boats, or store boats above or adjacent to the water. It may include boat recovery facilities, and facilities to repair, fuel, and maintain boats and boat accessories.	Jetty Mooring pole Pier Pontoon	Pleasure boat facility
Market	Land used to sell goods, including foodstuffs, from stalls.	Community market Trash and treasure market	Retail premises
Market garden			Horticulture
Materials recycling	Land used to collect, dismantle, store, recycle, and sell, used or scrap materials.		Industry
Medical centre	Land used to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to out-patients only.		Office
Milk depot	Land used to receive milk and milk products for distribution to consumers, but where milk is not processed or pasteurised.		Warehouse
Mineral exploration	Land used for the exploration of minerals. It includes: a) conducting geological, geophysical, and geo-chemical surveys; b) drilling; c) collecting samples for analysis; d) the non-commercial extraction of minerals; and e) anything (other than Mining) that is specified in an exploration licence.		Mineral, stone, or soil extraction

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Mineral, stone, or soil extraction	Land used for the searching, removal, or processing of minerals, stone, or soil, from the ground.	Extractive industry Mineral exploration Mining Search for stone	
Mining	Land used commercially to extract minerals from the land. It includes processing and treating ore.		Mineral, stone, or soil extraction
Minor sports and recreation facility	Land used for leisure, recreation, or sport, without substantial provision for spectators, and which is usually open to non-paying spectators.	Indoor recreation facility Informal outdoor recreation Open sports ground Outdoor recreation facility Restricted recreation facility	Leisure and recreation
Minor utility installation	Land used for a utility installation comprising any of the following: a) sewerage or water mains; b) storm or flood water drains or retarding basins; d) gas mains providing gas directly to consumers; e) power lines designed to operate at less than 220,000 volts; f) a sewage treatment plant, and any associated disposal works, required to serve a neighbourhood; g) a pumping station required to serve a neighbourhood; or h) an electrical sub-station designed to operate at no more than 66,000 volts.	Water retarding basin	Utility installation
Mooring pole			Marina
Motel	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence, and where provision is made for parking guests' vehicles convenient to the rooms.		Residential hotel

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Motor racing track	Land used to race, rally, scramble, or test, vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports.		Leisure and recreation
Motor repairs	Land used to repair or service motor vehicles, and includes the fitting of accessories.	Panel beating	Service industry
Motor vehicle, boat, or caravan sales	Land used to sell or hire motor vehicles, boats, or caravans. It may include the minor repair or servicing of motor vehicles, boats, or caravans, and the sale or fitting of accessories.	Car sales	Retail premises
Museum	Land used to display archaeological, biological, cultural, geographical, geological, historical, scientific, or other like works or artefacts.		Exhibition centre
Natural systems	Land in substantially its natural state which is used to maintain ecological systems, or to preserve an area of historic, scientific, aesthetic, or cultural significance.		
Nightclub	A building used to provide entertainment and dancing. It may include the provision of food and drink for consumption on the premises. It does not include the sale of packaged liquor, or gaming.	Cabaret	Place of assembly
Nurses' home			Residential building
Nursing home			Residential building
Office	Land used for administration, or clerical, technical, professional or other like business activity. No goods or materials intended for manufacture, sale, or hire may be stored on the land. Other than electoral office and medical centre, it does not include any other defined use.	Bank Electoral office Medical centre Real estate agency Travel agency	

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Open sports ground	Land used for sport, but which is available for informal outdoor leisure or recreation when not being used or prepared for an organised game. It may include lights, change rooms, pavilions, and shelters.		Minor sports and recreation facility
Outdoor recreation facility	Land used for outdoor leisure, recreation, or sport.	Golf course Golf driving range Paintball games facility Pleasure park Zoo	Minor sports and recreation facility
Paintball games facility			Outdoor recreation facility
Panel beating	Land used to repair or replace damaged motor vehicle bodies and panels, and carry out any associated mechanical work or spray painting.		Motor repairs
Party supplies			Restricted retail premises
Pier			Marina
Place of assembly	Land where people congregate for religious or cultural activities, entertainment, or meetings.	Amusement parlour Carnival Cinema Circus Drive-in theatre Exhibition centre Function centre Hall Library Nightclub Place of worship Restricted place of assembly	
Place of worship	Land used for religious activities, such as a church, chapel, mosque, synagogue, and temple.		Place of assembly
Plant nursery	Land used to propagate, grow, and sell plants. It may include the sale of gardening equipment and horticultural products.		Landscape gardening supplies

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Pleasure boat facility	Land used to provide facilities for boats operated primarily for pleasure or recreation, including boats operated commercially for pleasure or recreation.	Boat launching facility Marina	
Pleasure park			Outdoor recreation facility
Pontoon			Marina
Postal agency			Retail premises
Primary produce sales	Land used to sell unprocessed primary produce, grown on the land or adjacent land.		Retail premises
Primary school			Education centre
Race course			Major sports and recreation facility
Racing dog keeping			Animal keeping
Racing dog training			Animal training
Railway station	Land used to assemble and distribute goods and passengers and includes facilities to park and manoeuvre vehicles. It includes a light rail station. It may include the selling of food, drinks and other convenience goods and services.		Transport terminal
Real estate agency			Office
Reception centre			Function centre
Refuse disposal	Land used to dispose of refuse, by landfill, incineration, or other means.		Industry
Refuse transfer station	Land used to collect, temporarily store, and process refuse, or used or scrap materials, for disposal or use elsewhere.		Industry

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Research and development centre	Land used to develop electronic technology, biotechnology, or any other scientific discipline. It may include administration, promotion, conference, display, laboratory, assembly, and manufacturing areas.		Industry
Research centre	Land used only for scientific research.		
Reservoir			Utility installation
Residential building	Land used to accommodate persons, but does not include camping and caravan park, corrective institution, dependent person's unit, dwelling, group accommodation, host farm, residential village or retirement village.	Backpackers' lodge Boarding house Hostel Nurses' home Nursing home Residential college Residential hotel	Accommodation
Residential college			Residential building
Residential hotel	Land used to provide accommodation in serviced rooms for persons away from their normal place of residence. If it has at least 20 bedrooms, it may include the sale of liquor for consumption on, or off, the premises, function or conference rooms, entertainment, dancing, amusement machines, and gambling.	Motel	Residential building
Residential village	Land, in one ownership, containing a number of dwellings, used to provide permanent accommodation and which includes communal, recreation, or medical facilities for residents of the village.		Accommodation

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Restaurant	<p>Land used to prepare and sell food and drink, for consumption on the premises. It may include:</p> <ul style="list-style-type: none"> a) entertainment and dancing; and b) the supply of liquor other than in association with the serving of meals, provided that tables and chairs are set out for at least 75% of patrons present on the premises at any one time. <p>It does not include the sale of packaged liquor.</p>		Food and drink premises
Restricted place of assembly	Land used by members of a club or group, or by members' guests, for religious or cultural activities, entertainment, or meetings. It may include food and drink for consumption on the premises, and gaming.		Place of assembly
Restricted recreation facility	Land used by members of a club or group, members' guests, or by the public on payment of a fee, for leisure, recreation, or sport, such as a bowling or tennis club, gymnasium and fitness centre. It may include food and drink for consumption on the premises, and gaming.		Minor sports and recreation facility
Restricted retail premises	<p>Land used to sell or hire:</p> <ul style="list-style-type: none"> a) automotive parts and accessories; b) camping equipment; c) electric light fittings; d) equestrian supplies; e) floor coverings; f) furnishings; g) furniture; h) household appliances; i) party supplies; j) swimming pools; k) videos; or l) office supplies. 	<p>Equestrian supplies Lighting shop Party supplies</p>	Shop

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Retail premises	Land used to: a) sell goods by retail, or by retail and wholesale; b) sell services; or c) hire goods.	Food and drink premises Gambling premises Landscape gardening supplies Manufacturing sales Market Motor vehicle, boat, or caravan sales Postal agency Primary produce sales Shop Trade supplies	
Retirement village	Land used to provide permanent accommodation for retired people or the aged and may include communal recreational or medical facilities for residents of the village.		
Rice growing			Crop raising
Road freight terminal			Transport terminal
Runway	A defined area on an airport prepared for the landing and take-off of aircraft.		
Runway End Safety Area	An area symmetrical about the extended runway centreline and adjacent to the wend of the runway, or stopway if provided, primarily intended to reduce the risk of damage to an aircraft undershooting or overrunning the runway or stopway.		
Runway Strip	A defined area including the runway and stopway, if provided, intended to: <ul style="list-style-type: none"> ▪ reduce the risk of damage to an aircraft running of a runway, and ▪ protect aircraft flying over it during take-off or landing operations. 		

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Rural industry	Land used to: a) handle, treat, process, or pack agricultural produce; or b) service or repair plant, or equipment, used in agriculture.	Abattoir Sawmill	Industry
Rural store	Land used to store unprocessed agricultural produce, or products used in agriculture.		Store
Saleyard	Land used to hold, sell, and buy farm animals.		
Sawmill	Land used to handle, cut, and process timber from logs.		Rural industry
Search for stone	The searching for stone, including: a) conducting geological, geophysical, and geochemical surveys; b) costeaning and bulk sampling; c) drilling; and d) taking samples for chemical, physical, or other testing.		Mineral, stone, or soil extraction
Secondary school			Education centre
Service industry	Land used to launder, repair, service or wash articles, machinery, or vehicles.	Car wash Dry cleaner Laundromat Motor repairs	Industry
Service station	Land used to sell motor vehicle fuel from bowzers, and lubricants. It may include the: a) selling of motor vehicle accessories or parts; b) selling of food, drinks and other convenience goods; c) hiring of trailers; d) servicing or washing of motor vehicles; and e) installing of motor vehicle accessories or parts.		

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Shop	Land used to sell goods or services, or to hire goods, but does not include food and drink premises, gambling premises, landscape gardening supplies, manufacturing sales, market, motor vehicle, boat, or caravan sales, postal agency, primary produce sales, or trade supplies.	Adult sex bookshop Beauty salon Bottle shop Convenience shop Department store Hairdresser Restricted retail premises Supermarket	Retail premises
Slipway			Boat launching facility
Solid fuel depot	Land used to sell solid fuel, such as briquettes, coal, and fire wood.		Fuel depot
Store	Land used only to store goods, machinery, or vehicles.	Boat and caravan storage Freezing and cool storage Rural store Vehicle store	Warehouse
Supermarket			Shop
Take away food premises	Land used to prepare and sell food and drink for immediate consumption off the premises.		Food and drink premises
Tavern	Land used to sell liquor for consumption on the premises. It may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines, and gambling.		Food and drink premises
Taxiway	A defined path over which aircraft can taxi from one part of an airport to another.		
Telecommunications facility	Land used to accommodate any part of the infrastructure of a Telecommunications network. It includes any telecommunications line, equipment, apparatus, telecommunications tower, mast, antenna, tunnel, duct, hole, pit, pole, or other structure or thing used, or for use in or in connection with a Telecommunications network.		Utility installation

LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Tertiary institution			Education centre
Timber production	Land used to propagate, cultivate, manage and harvest timber.		Crop raising
Timber yard	Land used to sell sawn, dressed, and treated timber, wood fibre boards, and the like. It includes cutting the timber and boards to order, and selling hardware, paints, tools, and materials used in conjunction with the use and treatment of timber.		Trade supplies
Trade supplies	Land used to sell by both retail and wholesale, or to hire, materials, tools, equipment, machinery or other goods for use in: <ul style="list-style-type: none"> a) automotive repairs and servicing; b) building; c) commerce; d) industry; e) landscape gardening; f) the medical profession; g) primary production; or h) local government, government departments or public institutions. 	Timber yard	Retail premises
Transport terminal	Land used to assemble and distribute goods or passengers. It includes facilities to park and manoeuvre vehicles.	Airport Bus terminal Heliport Railway station Road freight terminal Wharf	
Trash and treasure market			Market
Travel agency			Office
Utility installation	Land used: <ul style="list-style-type: none"> a) for telecommunications; b) to transmit or distribute gas, oil, or power; c) to collect, treat, transmit, store, or distribute water; or d) to collect, treat, or dispose of storm or flood water, sewage, or siltage. 	Minor utility installation Reservoir Telecommunications facility	

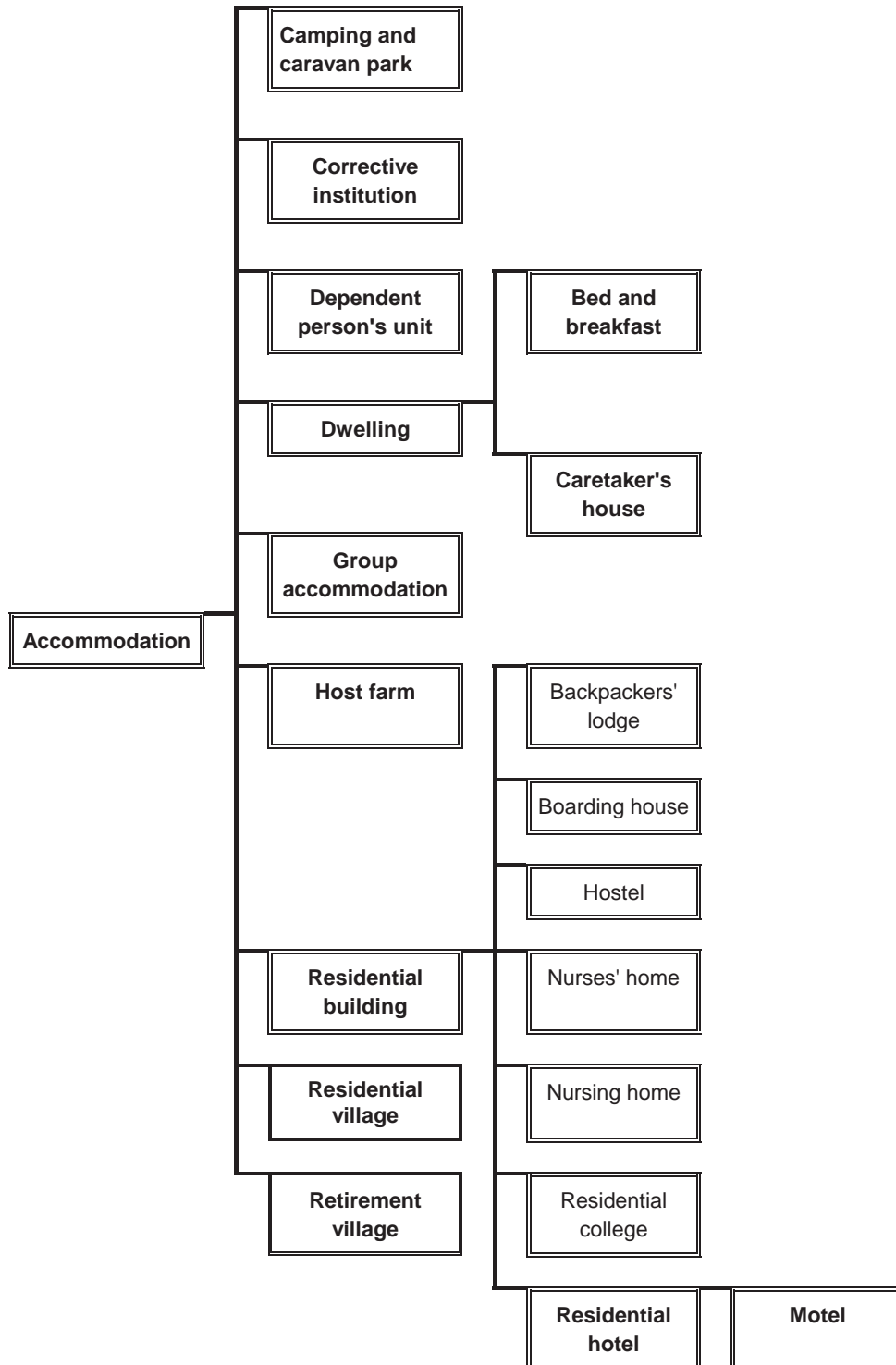
LAND USE TERM	DEFINITION	INCLUDES	INCLUDED IN
Vehicle store	Land used to park or store vehicles in connection with a goods or passenger transport business.		Store
Veterinary centre	Land used to: a) diagnose animal diseases or disorders; b) surgically or medically treat animals; or c) prevent animal diseases or disorders. It may include keeping the animals on the premises for treatment.		
Warehouse	Land used to store or display goods. It may include the distribution and the wholesale selling of the goods.	Commercial display area Fuel depot Mail centre Milk depot Store	
Water retarding basin	Land used to store storm or flood water on a temporary basis.		Minor utility installation
Wharf	Land used to provide facilities for ships, such as bulk and container ships, passenger ships, and defence force marine craft.		Transport terminal
Winery	Land used to display, and sell by retail, vineyard products, in association with the growing of grape vines and the manufacture of the vineyard products. It may include the preparation and sale of food and drink for consumption on the premises.		
Zoo			Outdoor recreation facility

NESTING DIAGRAMS

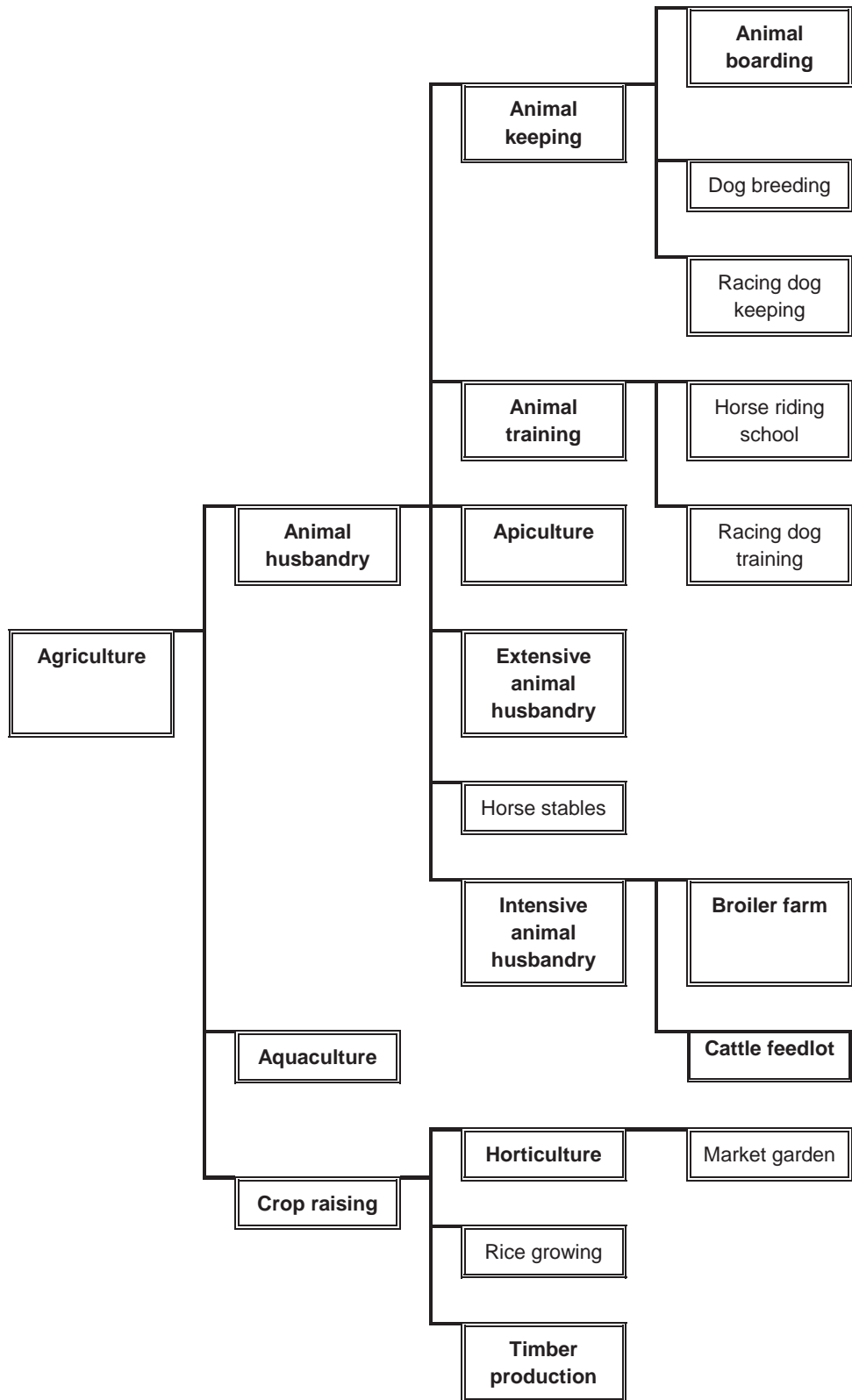
The information in the table to Clause 74 is set out in the following diagrams as a means of indicating the nesting of land use terms.

Land use terms that are not nested are listed separately. If there is any inconsistency between the table and the diagrams or list, the table to Clause 74 prevails.

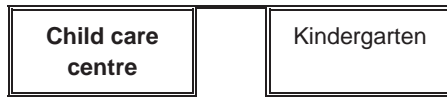
Accommodation group



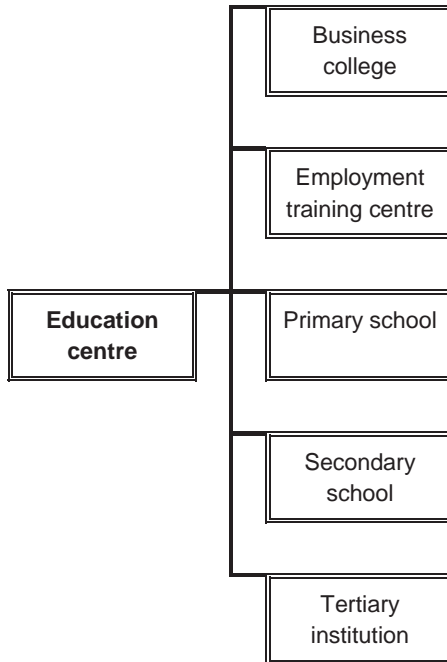
Agriculture group



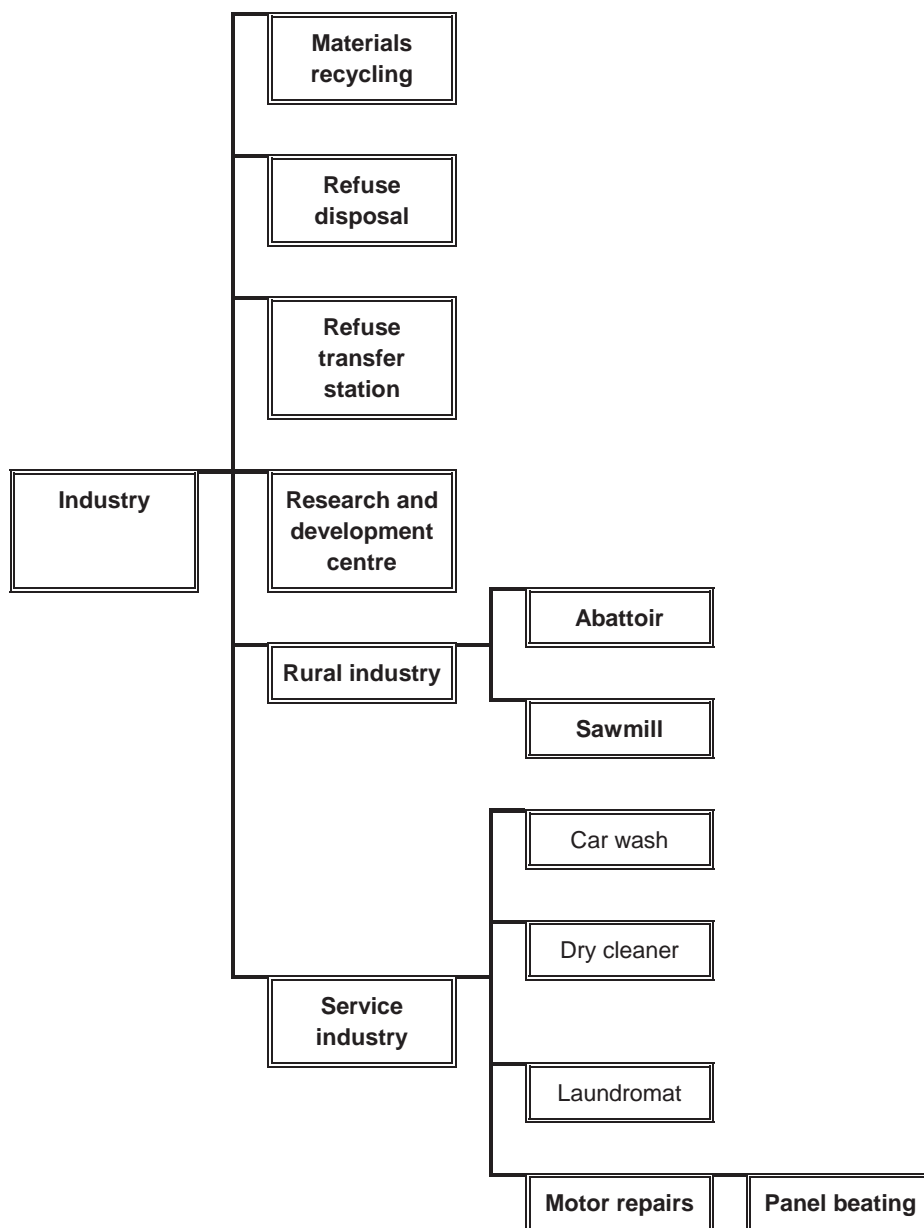
Child care centre group



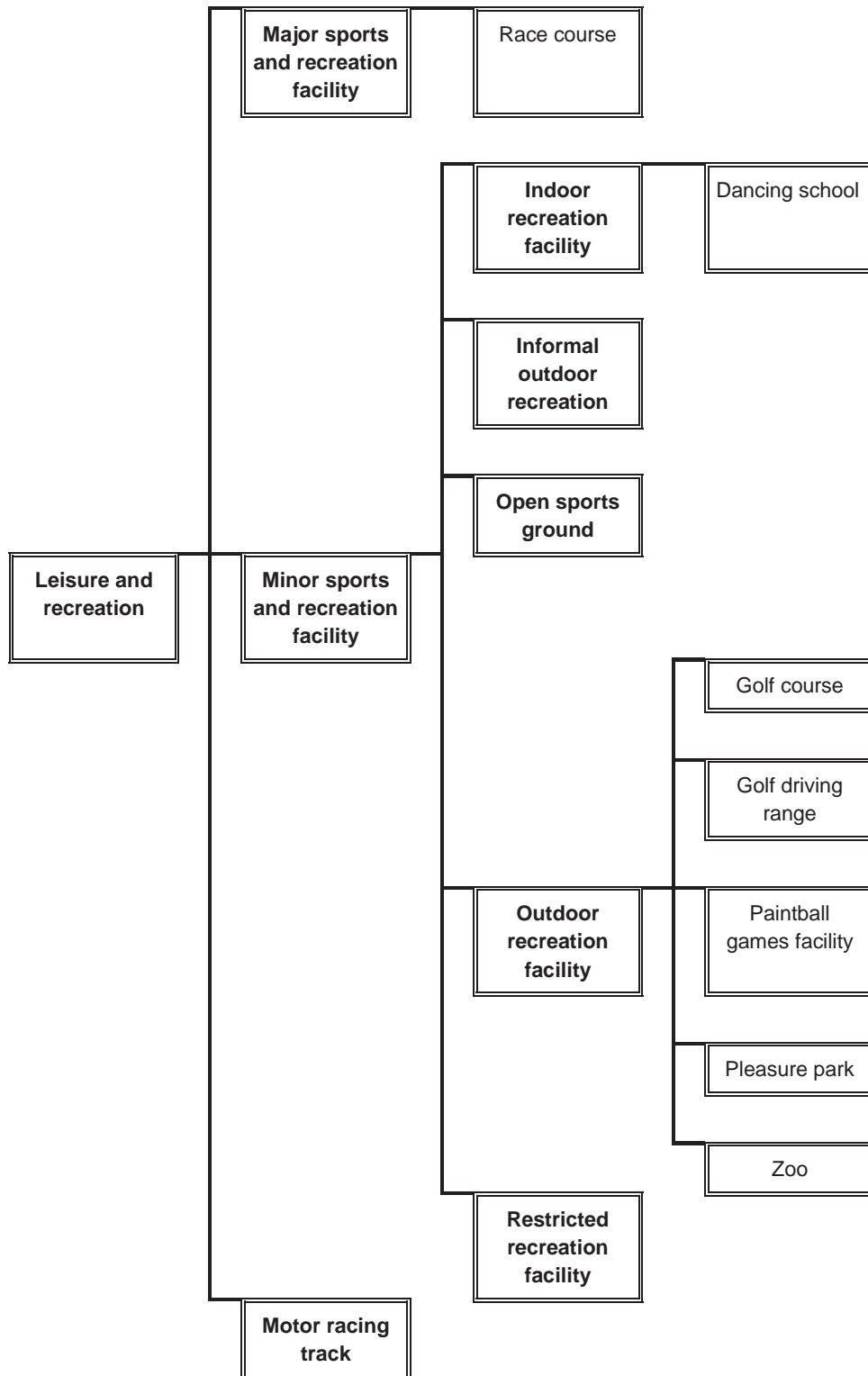
Education centre group



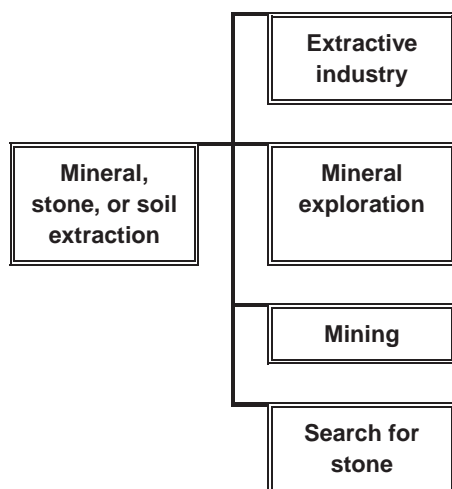
Industry group



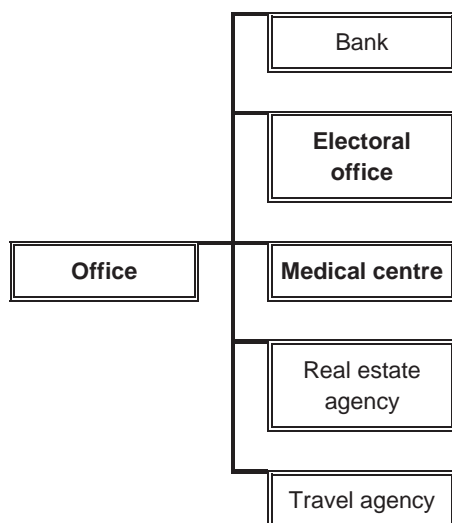
Leisure and recreation group



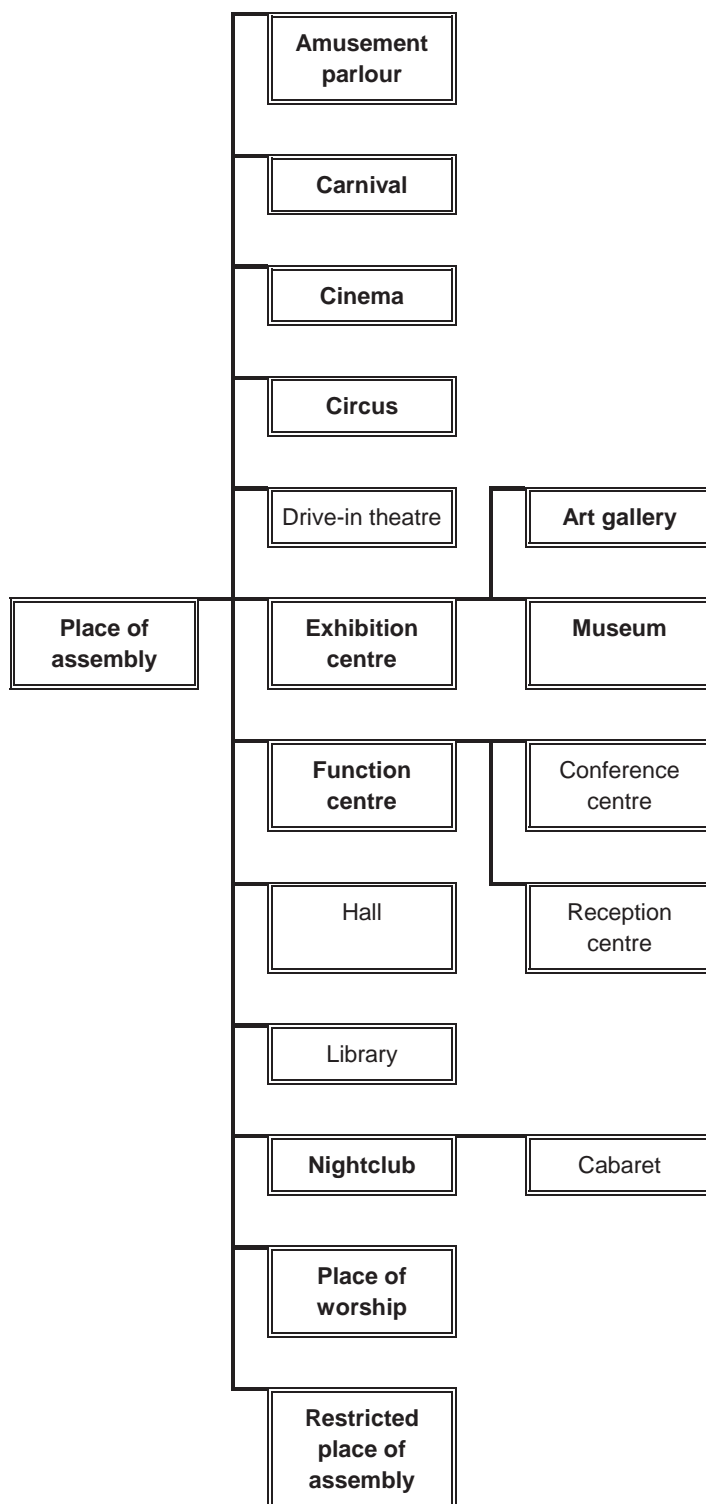
Mineral, stone, or soil extraction group



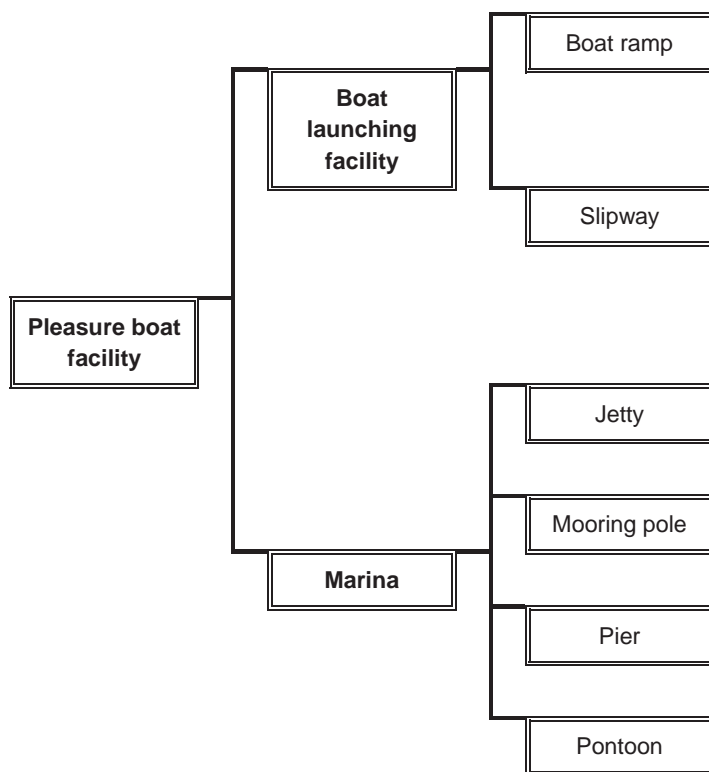
Office group



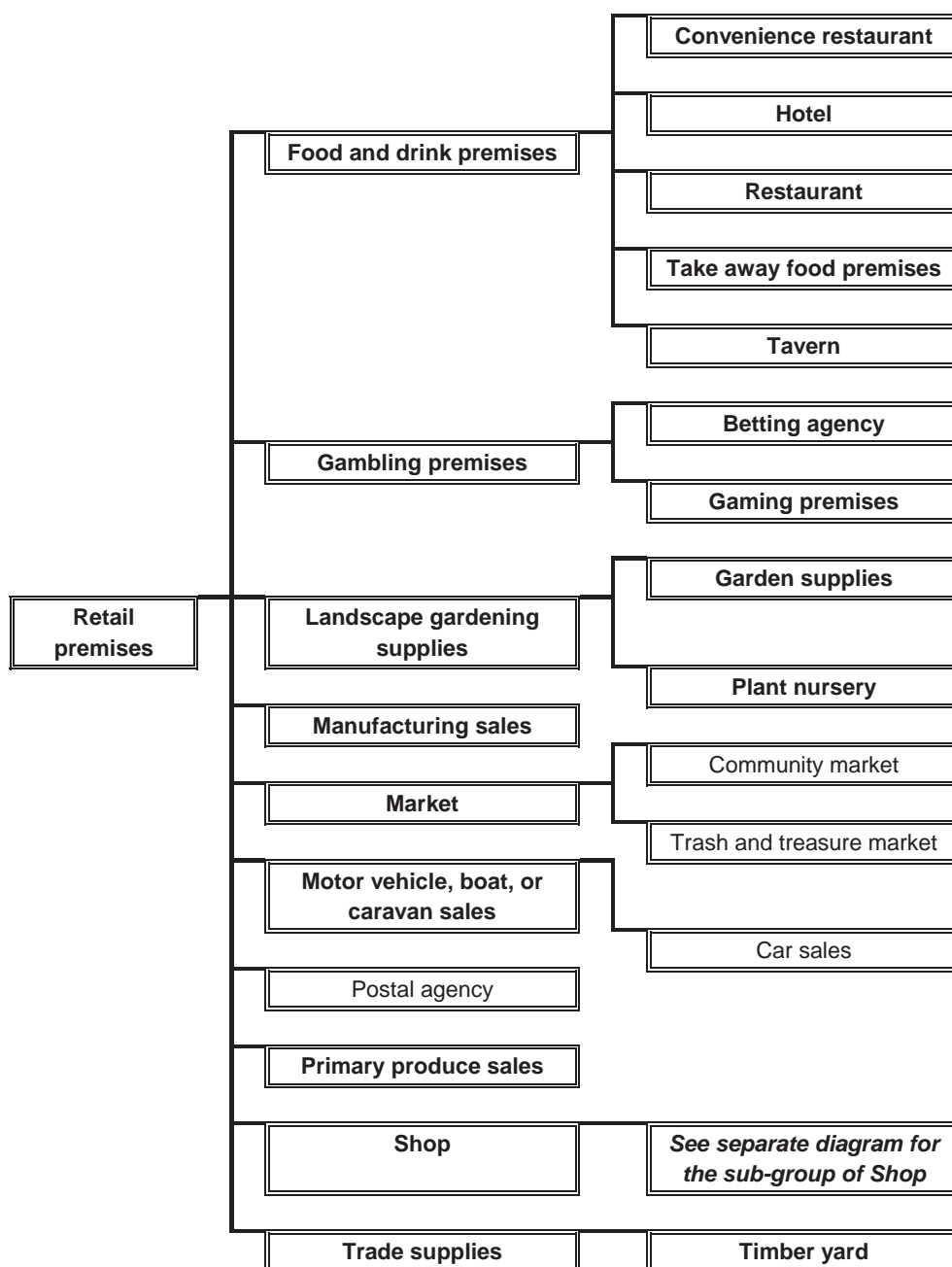
Place of assembly group



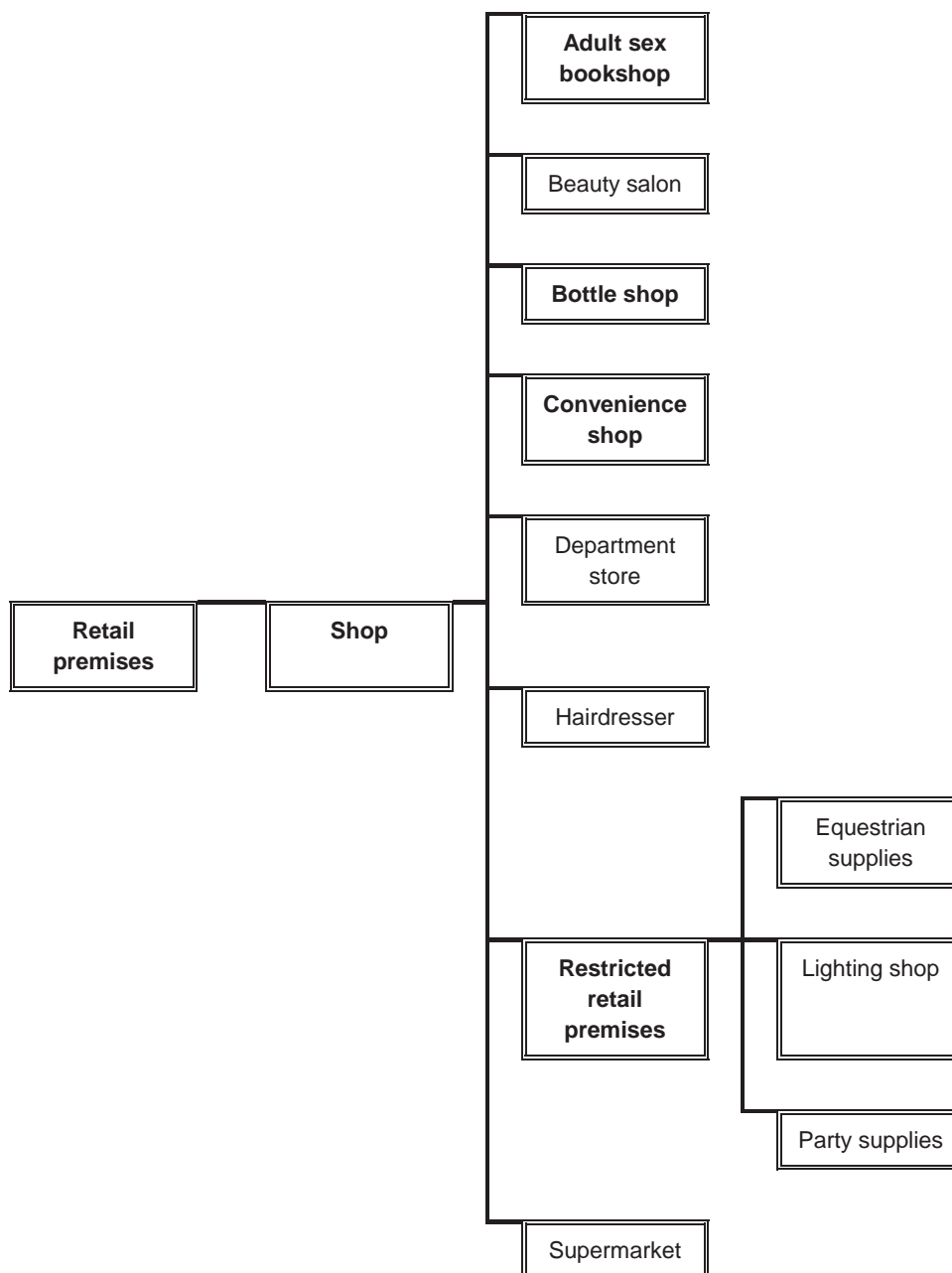
Pleasure boat facility group



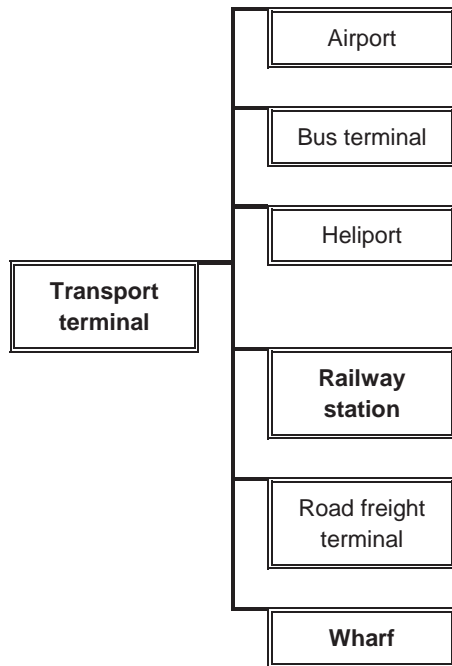
Retail premises group



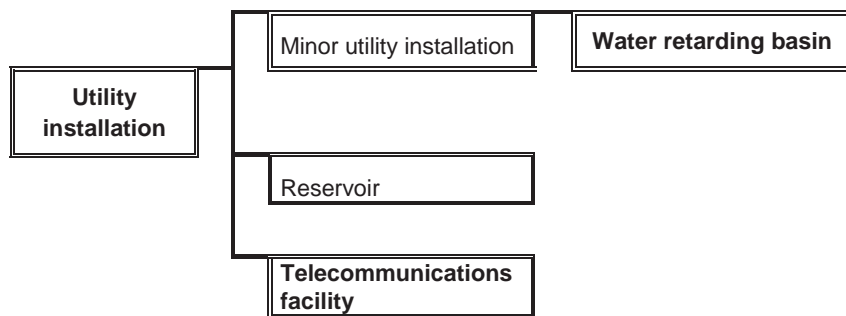
Retail premises group (sub-group of Shop)



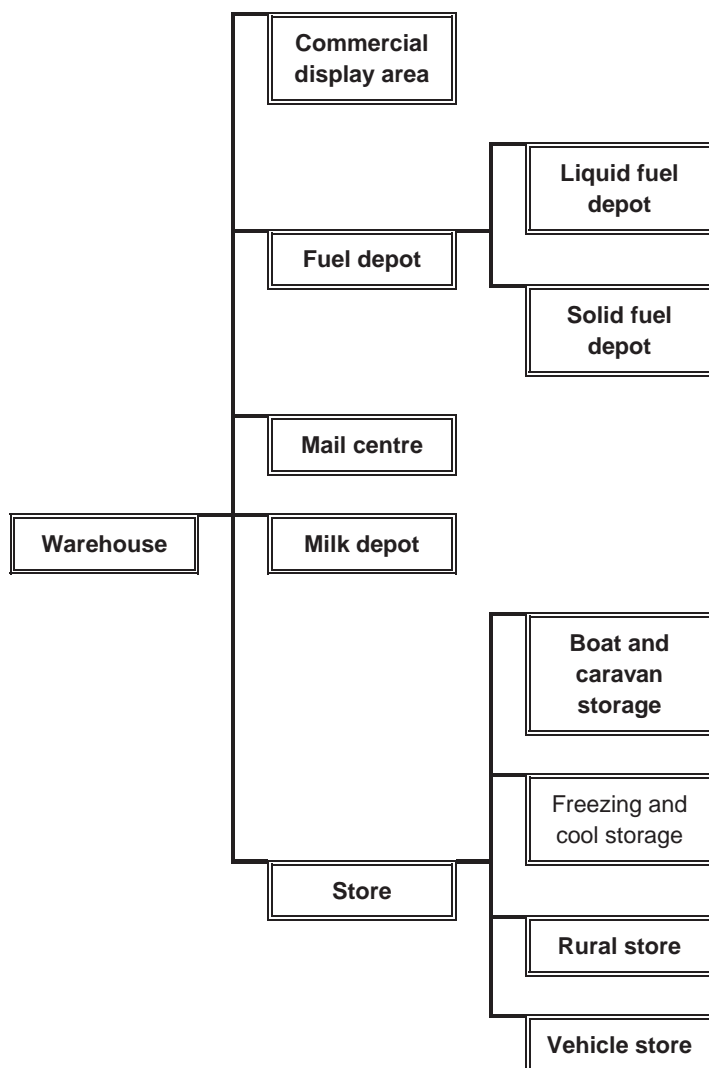
Transport terminal group



Utility installation group



Warehouse group



Land use terms that are not nested

Art and craft centre

Brothel

Car park

Cemetery

Cinema based entertainment facility

Crematorium

Display home

Freeway service centre

Funeral parlour

Home occupation

Hospital

Natural systems

Research centre

Saleyard

Service station

Veterinary centre

Winery

Incorporated Documents

This section sets out the documents which are incorporated in this Land Use Plan.

A document mentioned in this Land Use Plan is not incorporated unless it is included in this list.

DOCUMENTS INCORPORATED IN THIS LAND USE PLAN

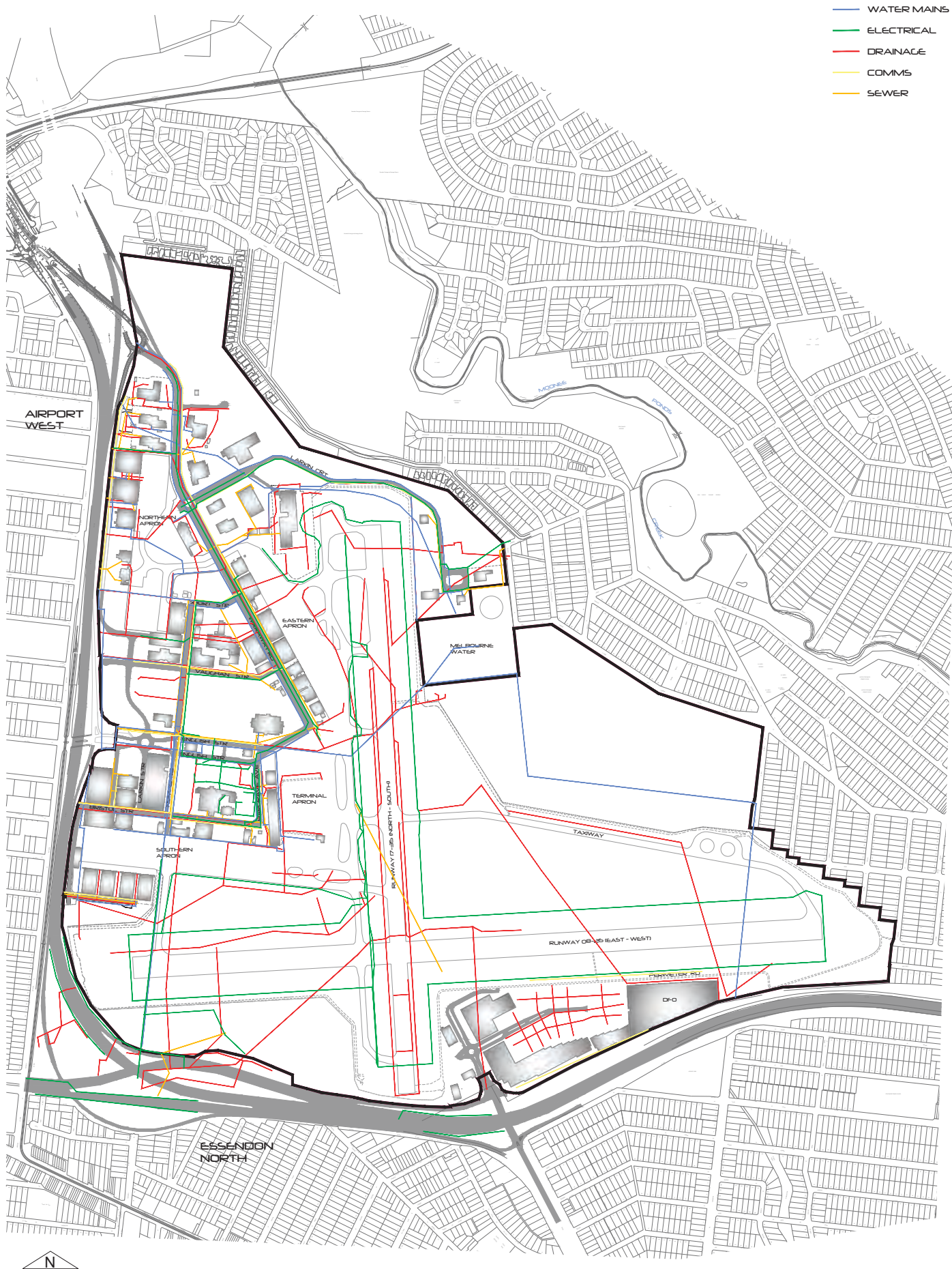
The documents listed in the schedule to this clause are incorporated documents. These documents are of local application.

If a document is not included in the table or the schedule, it is not an incorporated document.

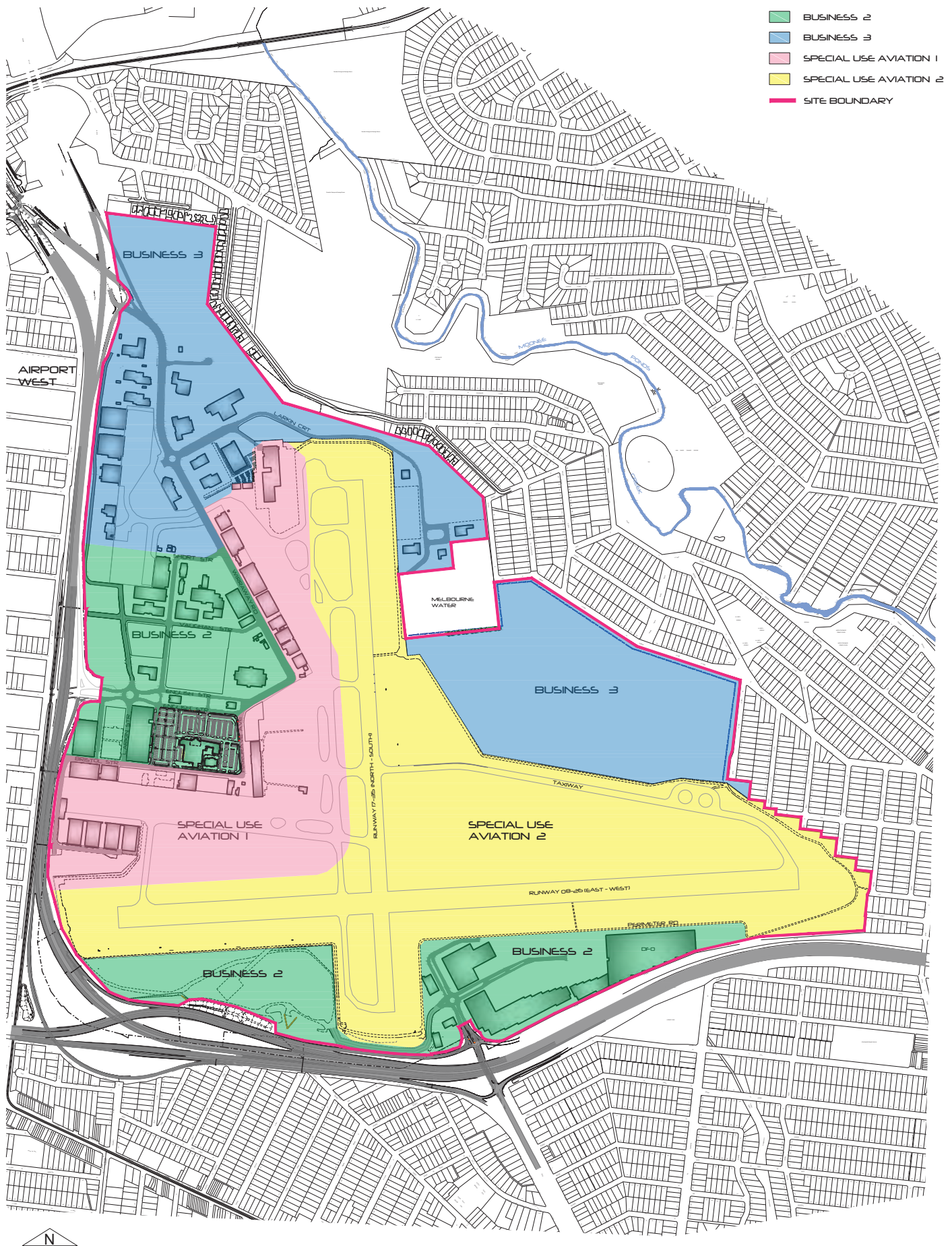
SCHEDULE TO CLAUSE 81

NAME OF DOCUMENT

Essendon Airport Environmental Strategy, 2013



EXISTING TRUNK SERVICES PLAN (2013)
ESSENDON AIRPORT PTY LTD.



LAND USE PLAN
ESSENDON AIRPORT PTY LTD.

