

Chronology of Events in the Development of the Melbourne Airport Strategic Land Use Protection Framework

Date	Event	Remarks
1955	Introduction of first Melbourne Metropolitan Planning Scheme Interim Development Order.	
1958	Decision to construct Melbourne Airport in its current location.	
1960	The boundaries of the land to be acquired for the development of the airport were established.	
1967	The first flights (non-scheduled) commenced in 1967.	
1968	Approval of Melbourne Metropolitan Planning Scheme.	
June 1970	Commencement of scheduled international operations.	Replaced Essendon airport as the major international airport in Melbourne.
July 1971	Commencement of scheduled domestic operations.	
1973	Statement of Planning Policy – Land Use and Aerodromes.	
1982	National Acoustic Laboratories Study on aircraft noise in Australia.	Aircraft noise in Australia: a survey of community reaction.
1985	Publication of SAA AS2021 “Acoustics – Aircraft Noise Intrusion – Building Siting and Construction” by the Standards Association of Australia.	Based on research by National Acoustics Laboratories.
Nov 1985	House of Representatives Select Committee on Aircraft Noise (HORSCAN) Report: “Aircraft Operations and the Australian Community”.	The House of Representatives Select Committee on Aircraft Noise conducted an enquiry between 1982 and 1985 and tabled its report on 28 November 1985. The committee heard evidence on the issue of aircraft noise. In the end the committee accepted that the ANEF system should be used as the land use planning criteria around airports.

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1988	Introduction of Planning & Environment Act 1987.	
1989-1990	Melbourne Airport Strategy Draft Environmental Impact Statement (July 1989) and Supplementary Report (Sept 1990).	Approved by both State and Commonwealth governments in December 1990.
Sept 1990	Commonwealth Government's response to House of Representatives Select Committee on Aircraft Noise (HORSCAN) Report.	The Government's response is contained in the publication "Response to 'Aircraft Operations and the Australian Community' - The Report of the House of Representatives Select Committee on Aircraft Noise". The government adopted the ANEF system, and associated land use compatibility advice, as policy for land use planning around airports.
Sept 1991	Agreement between the Commonwealth and State Planning Ministers regarding the Australian Noise Exposure Forecast (ANEF) system.	Agreement supported the use of the ANEF system as the appropriate long-term land use planning tool for development of areas in the vicinity of airports.
1990-1992	Melbourne Airport Land Use Study.	Condition of approval of EIS. Lead to introduction of two overlay controls as outlined below. Final Report June 1992.
May 1992	Melbourne Airport Environs Areas (MAEA) planning scheme amendments introduced and exhibited.	<p>The Minister agreed to:</p> <ul style="list-style-type: none"> ■ amend the Broadmeadows, Bulla, Keilor and Melton Planning Scheme to introduce the Melbourne Airport Environs Area 1 containing specific provisions for areas which needed to be tightly controlled to ensure the continued effective operation of Melbourne Airport. These controls contained a 12 month "sunset" clause to expire on 31 May 1993 (subsequently extended several times). The interim status of the Melbourne Airport Environs Area 1 continued until the adoption of the new format planning schemes in 1999-2000. ■ concurrently exhibit amendments to the same four planning schemes to introduce the Melbourne Airport Environs Areas 1 & 2 and local controls including those above but also recognising the wider areas affected by aircraft operations, particularly aircraft noise. The boundaries of the MAEA 1 & 2 were the same as the boundaries of the current AEO 1 and 2.

Date	Event	Remarks
August 1992	Submissions regarding Melbourne Airport Environs Area planning scheme amendments referred to an independent panel.	
23 August 1993	First Melbourne Airport Australian Noise Exposure Forecast (ANEF) issued.	
May 1993	Airport Noise Amelioration Study released by Commonwealth Government.	
July-Aug 1993	Panel Hearing regarding Melbourne Airport Environs Areas (MAEA) planning scheme amendments.	Panel convened and hears submissions relating to Melbourne Airport Environs Area 1 & 2 planning scheme amendments.
Nov 1993	Minister receives panel report.	Panel report generally supported the amendments.
1993-1995	Minister extends interim controls for MAEA 1 and period for adoption of exhibited amendments several times.	No decision was ever made by the Minister on the exhibited MAEA amendments. The interim status of the MAEA 1 continued until the adoption of the new format planning schemes in 1999-2000 which introduced the AEO 1 & AEO 2.
1994	Australian Standard AS 2021-1994: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	
1994-1995	Victorian local government amalgamations.	Reduction of local government councils from 209 to 78.
1996	Introduction of the Commonwealth Airports Act 1996.	Established the framework for the regulation of leased Federal Airports.
2 Sept 1996	Approval of updated Australian Noise Exposure Forecast (ANEF) for Melbourne Airport.	
July 1997	APAM commences lease of Melbourne Airport.	
January 1997	Introduction of new Victorian Planning Provisions (VPPs). The VPPs introduced the new Airport Environs Overlay.	Introduced AEO 1 and AEO 2 based on AS2021-1994. Also introduced State Planning Policy Framework Clause 18.04 relating to airports including Clause 18.04-3 specifically relating to Melbourne Airport.
May 1997	Master Plan for Melbourne Airport prepared by Commonwealth Government (FAC).	

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October 1997	Airport Environs Overlay modified in response to review.	Modified to allow overlay to control land use.
24 October 1997	The Minister for Planning and Local Government agreed to prepare Hume Planning Scheme Amendment L38 (Cambridge Gardens Estate).	Amendment proposed to rezone the site, located on the west side of Mickleham Road, from General Farming A Zone to Residential C Zone.
November 1997	Notification of the proposed Hume Planning Scheme Amendment L38 (Cambridge Gardens Estate) is issued to affected landowners, occupiers and relevant statutory authorities.	In total, 96 submissions were received in response to the exhibition of the draft amendment, with all but four submissions objecting to the proposed amendment.
November 1997	Heads of agreement on Commonwealth and State roles and responsibilities for the environment, Council of Australian Governments (COAG).	In relation to "aviation airspace management including assessment of aircraft noise and emissions", it was agreed that "The Commonwealth has sole responsibility for all aspects of aviation airspace management and regulation including implementation of resolutions emanating from the International Civil Aviation Organisation".
18 March 1998	Hume Planning Scheme Amendment L38 (Cambridge Gardens Estate) Panel Hearing held.	Melbourne Airport advised the Panel that the subject land was outside the 20 ANEF noise contour and not constrained by any aircraft noise exposure controls. With regard to Aircraft Noise, Pollution and Danger the Panel concluded that there was not any impediment to rezoning the subject land and that the change of use to residential would not impact on the future operation of Melbourne Airport. The Panel recommended that the site be rezoned to Residential C.
July / August 1998	Hume Planning Scheme Amendment L38 (Cambridge Gardens Estate) approved by the Minister.	
25 Sept 1998	Approval of updated Australian Noise Exposure Forecast (ANEF) for Melbourne Airport.	
November 1998	Hume City Council received an application to subdivide the site known as Cambridge Garden Estate into 313 residential lots.	A copy of the application was referred to Melbourne Airport on 31 March 1999. Melbourne Airport responded on 16 April 1999 that Melbourne Airport did not object to the granting of the permit so long as conditions relating to noise attenuation features for development were placed on the permit.
December 1998	Melbourne Airport Master Plan 1998.	Approved by Commonwealth Government - with State Government support.

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December 1998	Legislation passed to enable preparation of Melbourne Airport Environs Strategy Plan (Part 3C of the Planning and Environment Act 1987).	Lead to Melbourne Airport Environs Strategy Plan 2003.
29 July 1999	Introduction of Brimbank Planning Scheme in VPP format.	Applied AEO1 and AEO2 to areas affected by aircraft noise from Melbourne Airport as per Melbourne Airport Environs Areas 1 & 2.
29 July 1999	Introduction of Melton Planning Scheme in VPP format.	Applied AEO1 and AEO2 to areas affected by aircraft noise from Melbourne Airport as per Melbourne Airport Environs Areas 1 & 2.
6 May 1999	Introduction of Moonee Valley Planning Scheme in VPP format.	Applied AEO1 and AEO2 to areas affected by aircraft noise from Melbourne Airport as per Melbourne Airport Environs Areas 1 & 2.
16 August 1999	Adoption of Amendment VC7 into Planning Schemes.	Made changes to the SPPF relating to Melbourne Airport. Amended the Airport Environs Overlay to establish the lessee of Melbourne Airport in decision guidelines and as a referral authority.
11 October 1999	Melbourne Airport was notified that Hume City Council had decided to grant a Planning Permit for the subdivision of the site known as Cambridge Garden Estate into 313 residential lots.	The permit did not include any requirement for noise attenuation measures as requested in Melbourne Airport's response to referral (based on findings of the Panel Hearing for Hume L38). Melbourne Airport did not appeal the decision.
10 August 2000	Australian Standard (AS) 2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.	
17 February 2000	Introduction of Hume Planning Scheme in VPP format.	Applied AEO1 and AEO2 to areas affected by aircraft noise from Melbourne Airport as per Melbourne Airport Environs Areas 1 & 2.
2002	Interim Urban Growth Boundary introduced.	
30 May 2002	Adoption of Amendment C18 into Moonee Valley Planning Scheme.	Introduced the Melbourne Airport Environs Policy at Clause 22.10 into the Local Planning Policy Framework of the Moonee Valley Planning Scheme.
October 2002	Release of Melbourne 2030.	Policy 4.3: "Further develop the key transport gateways and freight link and maintain Victoria's position as the nation's premier logistics centre". Recognises Melbourne Airport's importance and the value of its curfew free status. Recognises Melbourne Airport as a Specialised Activity Centre.

Date	Event	Remarks
2003	Melbourne Airport Environs Strategy Plan 2003.	Review of planning controls relating to aircraft noise exposure around Melbourne Airport. Made a number of recommendations relating to the AEO which lead to changes in May 2007 (see below).
March 2003	Melbourne Airport Economic Impact Study 2003.	Prepared by Sinclair Knight Mertz, the Centre for Policy Studies at Monash University and Intervistas Consulting
9 July 2003	Approval of new Australian Noise Exposure Forecast (ANEF) for Melbourne Airport.	The current ANEF used for planning decisions under the MAEO.
September 2003	Melbourne Airport Master Plan 2003.	Document evolved from the 1998 Master Plan approved in December 1998. Approved by Commonwealth Government – with State Government support.
Sept. 2003	Melbourne Airport Environment Strategy 2003 approved by Minister for Transport and Regional Development.	
Nov. 2003	Introduction of VC22 into Planning Schemes.	Introduced the Green Wedge Zone and the Rural Conservation Zone in the Victorian Planning Provisions into 17 Planning Schemes.
Nov. 2005	A Plan for Melbourne's Growth Areas.	Changes made to the Urban Growth Boundary.
May 2007	Introduction of Amendment C94 Hume Planning Scheme.	Deleted Public Acquisition Overlay 3 from the various parcels of land bounded by Mansfield Road, the Maribyrnong River and McNabs Road Keilor. Removed the Commonwealth Government as an acquisition authority.
May 2007	Introduction of VC30 into Planning Schemes.	Introduced the Melbourne Airport Environment Overlay (MAEO) and Schedules 1 and 2 of the MAEO and applied it to land affected by the 2003 ANEF contours.
June 2007	Introduction of Amendment C95 into the Hume Planning Scheme.	Introduced the Secretary of the Department of Infrastructure as a Referral Authority for permit applications for land adjacent to Melbourne Airport bordered by Barbiston Road, McNabs Road and Mansfield Roads and Deep Creek Road. Included the Melbourne Airport – Future Runway Development Plan May 2007 as an incorporated document.
August 2007	Introduction of C99 to the Hume Planning Scheme.	More accurately described the land identified in the Melbourne Airport – Future Runway Development Plan 2007.
April 2008	Economic Impact of Melbourne Airport Study, April 2008.	Prepared by Sinclair Knight Mertz.

Date	Event	Remarks
10 June 2008	Approval of VC48	The amendment introduces the Urban Growth Zone and accompanying schedule at 37.07 to the Victorian Planning Provisions and applies the Urban Growth Zone to five planning schemes (Cardinia, Casey, Hume, Melton & Wyndham).
13 September 2008	Approval of the 2008 Australian Noise Exposure Forecast (ANEF) for Melbourne Airport.	
15 September 2008	Approval of VC49.	The amendment clarified the notice provisions under the Melbourne Airport Environs Overlay (MAEO) in Clauses 45.08-5 and 45.08-6 to specifically refer to applications made under the MAEO.
10 November 2008	Approval of the Melbourne Airport 2008 Environment Strategy.	Approved by the Minister for Infrastructure, Transport, Regional Development and Local Government.
8 December 2008	Approval of the Melbourne Airport Master Plan 2008.	Document evolved from the 2003 Master Plan approved in September 2003. Approved by the Minister for Infrastructure, Transport, Regional Development and Local Government.
December 2008	<i>Melbourne @ 5 Million</i> released.	<i>Melbourne @ 5 Million</i> updates the population forecasts and provisions made by <i>Melbourne 2030</i> .
December 2008	The Victorian Government announced its intention to expand Melbourne's Urban Growth Boundary (UGB) and identified associated Investigation Areas.	The UGB is to be extended to support a population of 5 Million people. The Investigation Areas includes all the areas to be investigated as potential areas to extend the UGB.
17 June 2009	Announcement of the proposed: <ul style="list-style-type: none"> ▪ Extended Urban Growth Boundary ▪ Growth Areas Infrastructure Contribution ▪ Outer Metropolitan Ring (OMR)/E6 ▪ Regional Rail Link (west of Werribee to Deer Park) ▪ Grasslands in Melbourne's west 	

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