

8.0 Proposals for Airport Development

In the preparation of this Master Plan, Melbourne Airport has reviewed previous planning and reassessed the locational and spatial provisions for developments needed to cater for forecast growth in airport activity levels during the next 20 years. Requirements in the longer term have also been considered. This section of the Master Plan describes, in general terms, the planning approach and proposed developments for:

- Airside (includes runways, taxiways, aprons and air navigation facilities and services);
- Terminal and Aviation Facilities (includes passenger and freight terminals, aircraft maintenance facilities and general aviation facilities);
- Surface access (external, internal and vehicle parking); and
- Commercial activities (includes aviation support).

[For reference purposes, an aerial photograph of the airport taken in January 2008 is provided in Figure 8.1.](#)

The triggers for each development proposal will depend on the actual rates of growth in demand and the commercial considerations of Melbourne Airport and its customers. These will continue to be monitored and assessed closer to the time of facility need. All major airport developments will be planned and developed in consultation with relevant stakeholders and, at a minimum, with relevant statutory requirements.

Implementation of these proposals is required to ensure comprehensive development responses to progressively increase capacities, maintain levels of service and provide for commercial developments.

The planning approach has involved the assessment of demand for space on the

airport site, ~~and~~ the determination of an integrated layout for various airside, terminal, access and commercial requirements [and is subject to all interests that existed at the date the lease was granted including easements, licenses and leases \("interests"\).](#)

The future development areas required on the airport have been planned in such a manner as to be compatible with the State Government VPP (Victoria Planning Provisions) zones [and acknowledges that any proposals for future developments of airport are subject to the rights and obligations granted under such interests.](#)

[In developing this Master Plan, all interests existing at the time the airport lease was created were identified and considered including easements, licences, leases and sub leases. There are no conflicts or inconsistencies existing between these interests and any proposals in the Master Plan and Melbourne Airport will continue to ensure that any actual airport development contemplated by the Master Plan will not interfere with the rights granted under any pre-existing interest.](#)

[In particular, Melbourne Airport has considered the pre-existing interests of the owners of Lots 1 and 2 on Plan of Subdivision 91468 on the northern side of the Tullamarine Freeway, who enjoy the benefit of a registered right of carriageway for access between Western Avenue and the respective lots. The rights are more particularly described in a grant of easement D991658 dated March 1971. Nothing in this Master Plan affects the right of carriageway enjoyed by the owners of those lots. Nothing in this Master Plan restricts the rights or obligations, if any, of any person to maintain or upgrade any existing roads, subject to the provisions of the Airports Act.](#)

[In addition, the owners of the land known as Lot 1 on Plan of Subdivision 91468 assert the existence of an interest over the Commonwealth land in the nature of a right of way in the location described in Caveat no. V981182R. The Commonwealth and the lessee do not accept that any such right of way exists over the Commonwealth land. If such a claim were held to exist by a Court of competent jurisdiction, nothing contained in this Master Plan in any way affects such a right of way, which would be an interest for the purposes of the Airports Act.](#)

[Figure 8.2 shows the existing aerodrome and the location of all interests that existed as of 2 July 1997 and still remain.](#)

~~For reference purposes, an aerial photograph of the airport taken in January 2008 is provided in Figure 8.1.~~

8.1 Major Developments Since Previous Master Plan

There have been a number of significant developments at Melbourne Airport since the previous Master Plan. A considerable amount has been invested in expanding the airport since the 2003 Master Plan. These are as follows:

Taxiway and Runway Works

- Runway 16/34 Widened to 60m
- Runway 16/34 Slab Replacement
- Runway 16/34 Lighting Upgrade
- Taxiway Fillet Widening
- Taxiway Alpha and Tango Slab Replacement
- T3 (Domestic) Dual Taxilane Operations
- New Replacement Taxiway Victor
- New Northern Apron A380 Standoff Bays
- T2 (International) A380 Aircraft Parking Bays
- Aerobridge Upgrades on Bay D4 and D10
- Runway Stop Bar Installation
- CAT III Lighting Installation
- Northern Apron and Juliet Ground Servicing Equipment Area
- Western Apron Infill

Terminals

- Checked Bag Screening Projects in T1 (Domestic), T2 (International) and T3 (Domestic)
- Airline Lounges
- T2 Fifth Baggage Reclaim Carousel
- Landside and Airside Retail Development in T2 and T3
- T3 Foxtrot Concourse (recommissioned 2006)
- T4 (recommissioned 2007)
- Commencement of T2 Expansion Projects
- Security and CCTV upgrades
- T2 (International) A380 Gate Expansion