



Australia Pacific Airports (Melbourne) Pty Ltd

**Minor Variation to Major Development Plan  
Naarm Way Stage 2 – Final (Approved)**

(previously 'Elevated Road and Forecourt Project Stage 2')

Over Height Vehicle Exit Ramp

July 2025



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## Glossary and Abbreviations

<b>ABC</b>	Airport Building Controller
<b>Airports Act</b>	Airports Act 1996
<b>ALC</b>	Airport-lessee Company
<b>APAM</b>	Australia Pacific Airports (Melbourne) Pty Ltd – the airport lessee company
<b>CACG</b>	Community Aviation Consultation Group
<b>DITRDCA</b>	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
<b>EPBC Act</b>	Environment Protection and Biodiversity Conservation Act 1999
<b>IAP2</b>	International Association of Public Participation
<b>ITS</b>	Intelligent Traffic System
<b>MAR</b>	Melbourne Airport Rail
<b>MDP</b>	Major Development Plan
<b>MNES</b>	Matters of National Environmental Significance
<b>NEMP</b>	National Environmental Management Plan
<b>OHV</b>	Over Height Vehicle
<b>PCF</b>	Planning Coordination Forum
<b>RPV</b>	Rail Projects Victoria
<b>T123</b>	Terminals 1, 2 and 3
<b>T4</b>	Terminal 4

## Project Website

All documents detailing the Naarm Way Stage 2 project, including the approved MDP and this Draft Minor Variation proposal, are available on the dedicated Melbourne Airport website:

<https://www.melbourneairport.com.au/community/naarm-way>

## 1 Introduction

APAM is investing in its landside road network to meet increasing travel demand with enhanced and improved vehicle access and circulation that facilitates arrival and departures for Melbourne Airport's passengers. The Naarm Way Stage 2 project (the Project, previously 'Elevated Road and Forecourt Project Stage 2') is an important element of Melbourne Airport's landside access road development plans.

The Project follows Stage 1 T4 Express Link (now 'Naarm Way Stage 1'), which is an elevated road directly linking the Tullamarine Freeway to the Terminal 4 (**T4**) transport hub (carpark and passenger pick-up/drop-off facilities). Stage 1 was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development in October 2019 and the project was completed on 18 July 2023.

The MDP for the Project governs delivery of an elevated roadway network that connects Naarm Way Stage 1 to the Terminal 1, 2, 3 (**T123**) carpark, repurposes Levels 2 and 3 of the T123 carpark for passenger drop-off and pick-up, connects the carpark to Terminal 2 via a new pedestrian bridge.

The Project is designed to provide an intersection-free journey for public vehicle drop-off and pick-up and connect these facilities to the terminal precinct. The current forecourt will remain open to commercial vehicles (including SkyBus, taxi/rideshare pick-up, long-term carpark shuttle bus, other shuttle services, staff and crew buses etc.). New exit ramps from the T123 carpark will connect to the Tullamarine Freeway leaving the airport.

The MDP for the Project was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development ('the Minister for Infrastructure') in October 2021. Construction is currently underway and has commenced in March 2024, with anticipated completion by 2026.

## 2 Minor Variation to the Approved Major Development Plan

The safety-in design process has identified safety improvements to the design and operation of the Project, which APAM wishes to amend via this Minor Variation application.

The approved change involves the relocation of the 'Over Height Vehicle exit ramp' (**OHV** ramp) for vehicles greater than 2.2 metres high. This change will improve safety and operational efficiency outcomes for the road network whilst maintaining consistency with the approved Project's scope under the MDP as well as the approved Melbourne Airport's 2022 Master Plan.

Following consultation with the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts (**DITRDCA**), a 'Minor Variation' to the approved MDP is deemed required per Section 95 of the *Airports Act 1996* (Cth) ('the Airports Act'). APAM have elected to complement this process by seeking public and stakeholder comment on the Minor Variation proposal.

This document explains the proposed Minor Variation and how it relates to the Project. It should be read in conjunction with the approved MDP as it only details changes and impacts relating to the Minor Variation application. This document also explains how this Minor Variation will be published and consulted to voluntarily address the requirements of Section 95A of the Airports Act.

APAM obtained approval from the Minister for Infrastructure for this Minor Variation to the Project MDP on 9 July 2025 per the provisions of Section 95 of the Airports Act. The approved design change will be incorporated into the Project, which is currently in construction.

### **3 Structure of the Minor Variation Document**

This minor variation document is structured to address the requirements of Section 95 of the Airports Act.

#### Section 5 Naarm Way Stage 2 Over Height Vehicle Ramp

Briefly describes the approved Project, and the proposed Minor Variation. Justification of the Minor Variation, and its consistency with the approved MDP and Master Plan are explained.

#### Section 6 Consistency with Legislation and Policy

Describes the legislative context of this application, and demonstrates its consistency with relevant federal, state and local legislation and policy.

#### Section 7 Comparison with the Approved Project MDP

Details where the Minor Variation interfaces with the approved MDP, including impact assessments.

#### Section 8 Minor Variation Consultation and Approval Process

Defines the consultation and approval process undertaken in support of this Minor Variation application.

#### Appendix A: Airports Act Minor Variation and MDP consistency.

Checklist for applicable Airports Act requirements.

#### Appendix B: Proposed OHV Ramp Design

Updated drawings demonstrating the approved location of the OHV ramp (including relocation from Airport Drive to Centre Road discharge).

### **4 Project Proponent**

As the Airport-lessee Company (**ALC**) under the Act, APAM is the project proponent.

APAM's contacts details are:

Australia Pacific Airports (Melbourne) Pty Ltd  
International Terminal,  
Locked Bag 16,  
Tullamarine, VIC, 3043

The APAM contact in connection with this proposal is:

Rosie Offord  
Head of Master Planning  
Rosie.offord@melair.com.au

## 5 Naarm Way Stage 2 Over Height Vehicle Ramp

### 5.1 Approved MDP Design

The scope of the Project, as presented in the approved MDP, is illustrated in Figure 5.1. The specific location of the OHV ramp within that scope (adjacent to Airport Drive and the value carpark) is also highlighted in Figure 5.2.

Due to the existing terminal parking facilities being limited to vehicles under 2.2 metres high, an OHV ramp is necessary to return higher vehicles safely to the ground where there are no physical height restrictions. The approved MDP design indicates a single lane exit for an OHV ramp which merges onto Airport Drive.

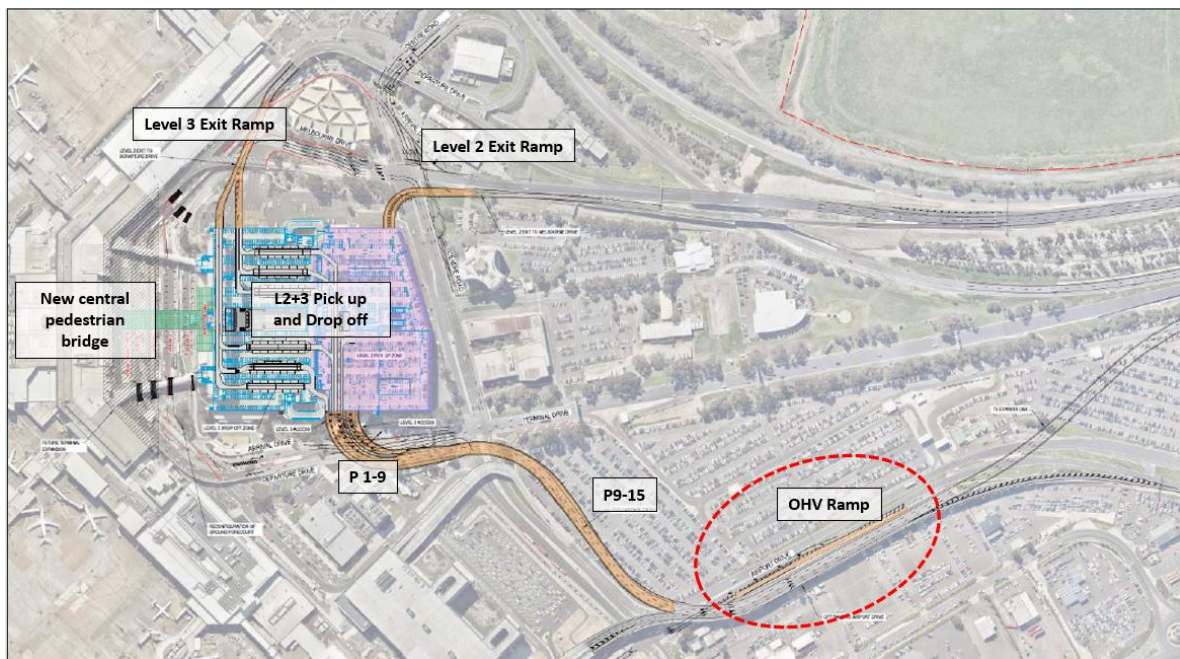


Figure 5.1: Naarm Way Stage 2 Project MDP design (full overview)

Source: Melbourne Airport Elevated Road & Forecourt Stage 2 Project Major Development Plan (October 2021)



Figure 5.2 Naarm Way Stage 2 Project MDP design - OHV ramp location



## 5.2 Proposed Minor Variation to Design

The minor variation proposed is to change to the location of the designed OHV ramp.

The revised design is reflected in Figure 5.3, which indicates a single lane exit for an OHV ramp that merges onto Centre Road.

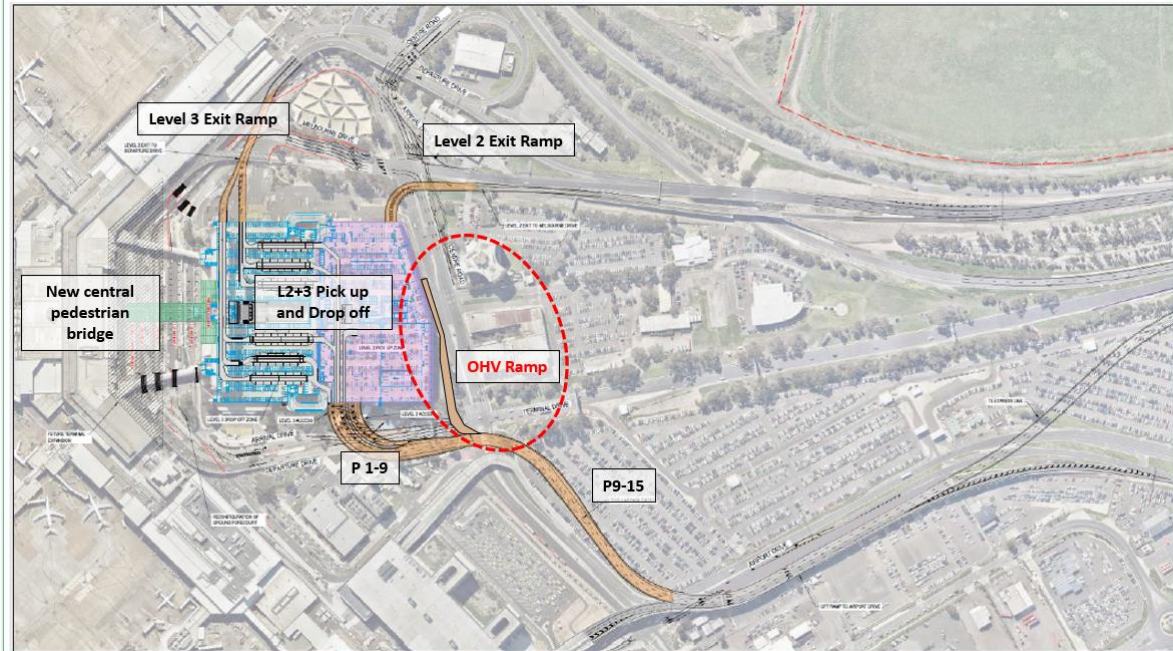


Figure 5.3 Proposed Minor Variation - OHV ramp location

## 5.3 Justification of the Proposed Minor Variation

The following key objectives were set out as part of the Project's original OHV strategy:

1. Minimise number of OHV travelling on the elevated road;
2. Minimise traffic disruption to other road users on elevated roads heading to T123 and T4 Drop-Off and Pick-Up Areas;
3. Provide a suitable location for private vehicle drop-off and pick-up for vehicles over 2.2m height; and
4. Provide safe OHV rescue/removal measures on elevated roads to minimise disruption to other vehicles.

Following the opening of the Stage 1 of the Project in July 2023, an opportunity to improve objective 4 was identified. Despite various warnings, signage and wayfinding, several over-height vehicles incorrectly enter the elevated road. There are on average five daily occurrences of this type, which require a full-time operational patrol to manage the safe recovery of the vehicle.

When an over-height vehicle enters Naarm Way, traffic is stopped so that the patrol can safely escort the vehicle back to the nearest entrance. This contingency plan will remain in operation until the over height vehicle exit ramp for Stage 2 is built.

The original Project scope includes provision for an over-height vehicle exit ramp that would deliver over-height vehicles safely to Airport Drive. In that location, the OHV ramp is located approximately 1,000 metres from the Tullamarine Fwy exit, leaving 800 metres of road beyond this exit without any option to exit the elevated road (schematic layout shown as Figure 5.4).

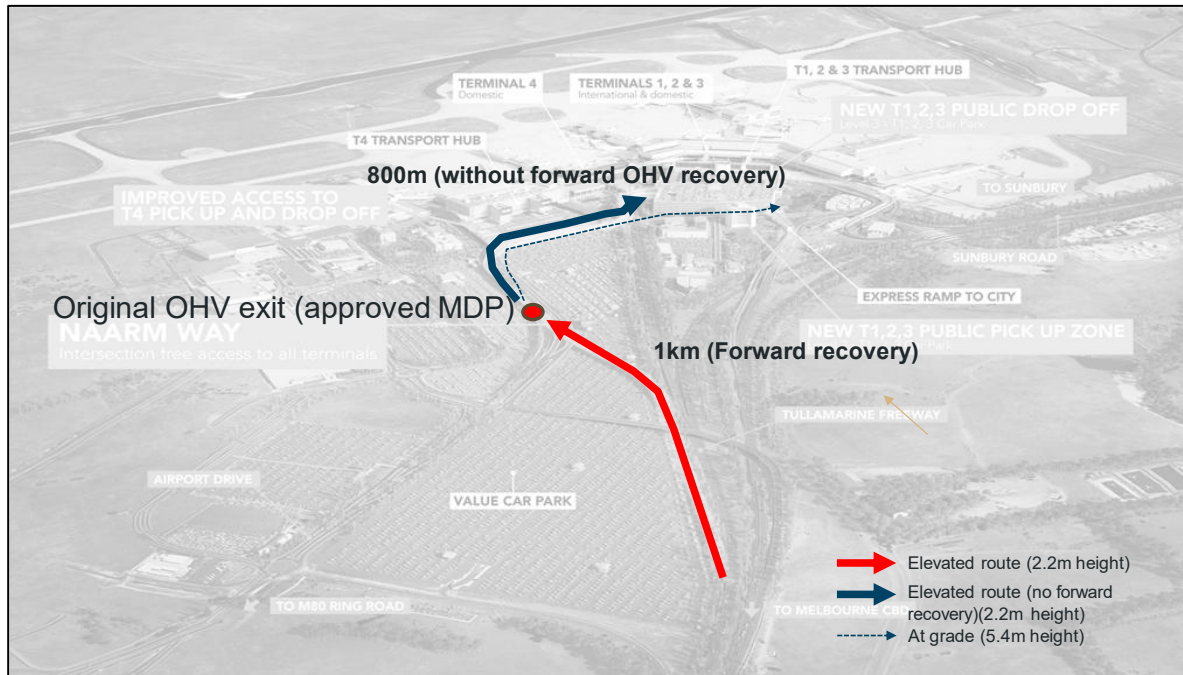


Figure 5.4 Approved OHV layout –designed to join Airport Drive ~800m prior to height limitation

Given recent experience from Naarm Way Stage 1, it is highly likely that some over-height vehicles will continue beyond the designed exit and therefore become stranded in this zone. This would require a similar operational intervention that is used currently to recover those vehicles as it is currently used.

The proposed relocation of the OHV ramp returns over-height vehicles to Centre Road and leads vehicles directly into an over-height vehicle forecourt. This reduces the opportunity for over height vehicles to travel beyond the last viable exit, leaving only 150 metres where vehicles would need to be managed out of the ramp (schematic layout shown as Figure 5.5).

This is expected to significantly increase the safe exit of over-height vehicles in a forward motion, thus improving the functionality of the network and reducing the likelihood of incidents.

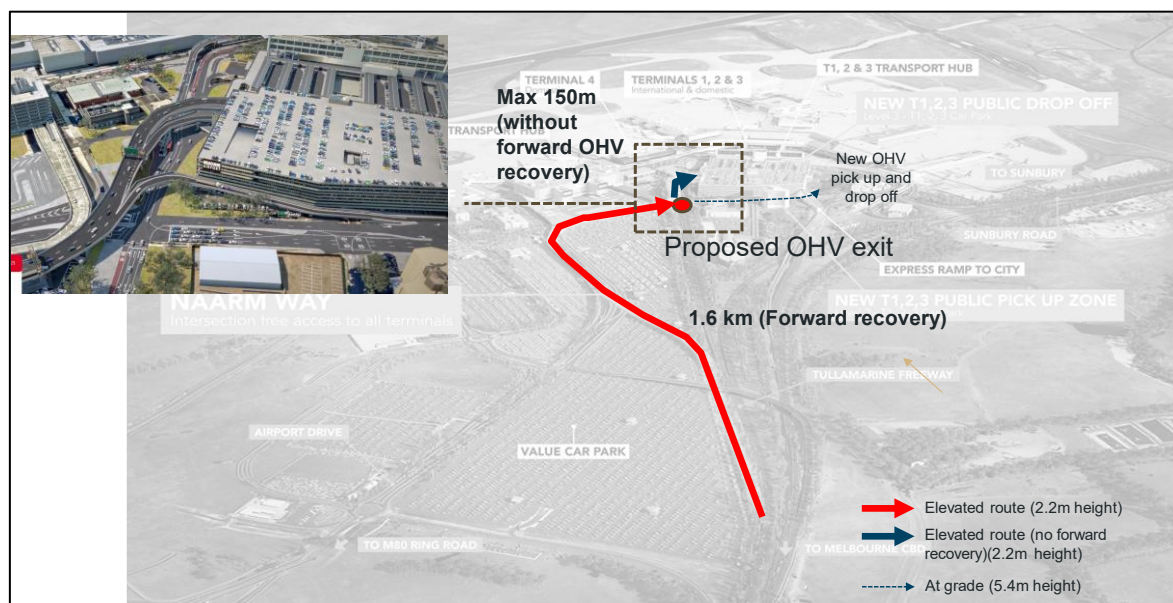


Figure 5.5 Proposed OHV layout – designed to join Centre Drive ~150m prior to height limitation



The key benefits of this solution are:

- Improved safety for all road users, particularly OHV users who have improved opportunity to safely exit the elevated network in a forward direction without requiring assistance or traffic management
- Improved operational efficiency as it will reduce the overall number of vehicles that need to be manually recovered and reversed to the OHV ramp
- Improved traffic outcomes by reducing the number of times that the road would need to be closed in order to recover an over-height vehicle
- Improved wayfinding and traveller experience as OHV users would be led directly into a forecourt on the ground floor of the T123 car park off Centre Road
- Improved outcomes for the Tullamarine Freeway as it would increase the capacity and storage of traffic on the elevated road network by an additional 600 metres.

#### 5.4 Interaction with Melbourne Airport Rail and Public Transport Services

Development of the Project coincided with development of the Melbourne Airport Rail (**MAR**) project in 2021. MAR was initially put on hold by the Victorian State Government in 2023.

During design coordination with Rail Projects Victoria (**RPV**) in 2022, it became apparent that the original design for the OHV ramp would also need to be relocated to facilitate necessary road diversions required for the construction of the proposed rail solution.

This minor variation proposes to relocate the OHV ramp in a location that optimises its functionality without compromising potential future MAR interactions and is aligned to discussions held before the rail project was first put on hold.

The Victorian State government's budget announcement (of May 7, 2024) deferred delivery of Melbourne Airport Rail by at least four years beyond the previous 2029 schedule. At the time of Public Consultation, the timing, viability and funding for the project was unknown. In March 2025, a Memorandum of Understanding (MoU) was reached between the Albanese Government, Allan Government and APAM, with all three parties committing to work together to commence delivery of MAR.

During consultation, the Department of Transport and Planning (DTP) raised the issue of several conflicts between MAR and Naarm Way Stage 2. Post consultation, APAM and the Victorian Infrastructure Delivery Authority (VIDA), formerly Rail Projects Victoria (RPV), worked constructively together to resolve these, resulting in the receipt of DTP's letter of support for the Minor Variation in April 2025.

DTP also questioned whether the OHV ramp will impact on the safe and efficient operation of public transport services along Centre Rd. APAM has confirmed impacts will not occur.

APAM's construction of the Project has commenced in March 2024 and is expected to be completed by November 2026.

#### 5.5 Consistency of Minor Variation with original MDP's objectives

Section 2 of the approved MDP provides the following project description:

*The Project comprises construction of an elevated roadway network that connects the T4 Express Link (Stage 1) to the Terminal 1, 2, 3 (T123) Car Park, and repurposes Level 3 and Level 2 of the T123 Car Park to allow for passenger drop-off and pick-up respectively. The new elevated road will provide for an intersection free journey for public passenger vehicles for drop-off and pick-up, and will connect passengers to the terminal via a new pedestrian bridge link. The current forecourt will remain open to commercial vehicles (including SkyBus, taxi/rideshare pick-up, long-term car park shuttle bus, staff and crew buses etc.). New elevated exit ramps from T123 Car Park will join back onto the Tullamarine Freeway to complete the journey.*

*The Project follows Stage 1, which is an elevated road directly linking the Tullamarine Freeway to the T4 transport hub. A Major Development Plan (MDP) for the Stage 1 T4 Express Link was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development in October 2019.*

*The Project involves the following:*

- *A dedicated elevated roadway, joining the T4 Express Link elevated roadway to the Terminal 123 Car Park*
- *Re-purposing the existing Levels 2 and 3 of the T123 Car Park, to allow for designated passenger pick-up and drop-off forecourt areas*
- *Upgrade to the existing forecourt for commercial vehicles use (taxis, buses, coaches)*
- *Express exit ramps leading out of the T123 Car Park to join Tullamarine Freeway.*

The approved MDP lists the key objectives of the Project:

- *Maximise vehicle throughput and provide for a transport network that can accommodate the forecast passenger demand to 2038 to an acceptable level of service*
- *Complement future aviation growth, as documented in the Master Plan, by freeing up space in the existing forecourt and enabling key mid-term aviation terminal efficiency projects, such as International Terminal Expansion*
- *Improve the customer journey by significantly improving access and safety to and from the airport whilst minimising traffic delays*
- *Reducing any impact from traffic delays to on-time performance for airlines*
- *Improve the reliability of the road infrastructure through the creation of two separate networks, elevated and at-grade (i.e. a flexible road network that can effectively manage peak congestion periods)*
- *Reduce unnecessary re-circulating traffic movement on the landside transport network*
- *Provide more intuitive, intersection free access to all terminals from the Tullamarine Freeway*
- *Allow for better management and distribution of traffic through intelligent traffic systems (ITS) and dynamic lane allocation.*

Melbourne Airport confirms that the change proposed by this minor variation aligns with the overall purpose of the Naarm Way development and is consistent with its key objectives.

## **6 Consistency with Legislation and Policy**

Statutory and policy requirements applicable to the Project, per the approved MDP, are unaffected by this Minor Variation.

### **6.1 Commonwealth Legislation**

The approved 'Elevated Road and Forecourt Project Stage 2' MDP demonstrated consistency with applicable Commonwealth legislation, including the Airports Act and the Environment Protection Conservation Biodiversity Act 1999 (the **EPBC Act**).

Section 95 of the Airports Act defines the process by which the Minister may consider a variation to an approved MDP, provided the variation is of a minor nature.

APAM confirms that this Minor Variation relates only to changed location for the over height vehicle exit ramp. The remainder of the development will proceed in accordance with the approved 'Elevated Road and Forecourt Project Stage 2' MDP.

Appendix A: Airports Act Minor Variation and MDP consistency examines and confirms consistency of this Minor Variation with the Airports Act.

As the Project is subject to APAM's Head Lease and situated on Commonwealth land it is subject to the provisions of the EPBC Act. APAM confirms that the Minor Variation does not affect any Matters

of National Environmental Significance (**MNES**) and therefore incurs no change to the Project's approval with respect to the EPBC Act.

## **6.2 The Airport Master Plan**

The 'Elevated Road and Forecourt Project Stage 2' MDP was approved in 2021, when Melbourne Airport Master Plan 2018 was in effect. Master Plan 2018 explicitly listed development of the Project as a key element of the Ground Transport Plan, to be delivered in the short term and in accordance with Melbourne Airport's Environment Strategy.

Master Plan 2022, approved in 2022, reinforces prioritisation of the Project.

The OHV ramp, as proposed by this Minor Variation, is consistent with both Master Plan 2018 (the governing Master Plan for the MDP approval) and Master Plan 2022 (the current effective Master Plan). This consideration includes Melbourne Airport's Ground Transport Plan and Environment Strategy, which are unaffected by this Minor Variation to the Project.

## **6.3 State and Local Government Planning**

APAM confirms that the Minor Variation proposed to the approved 'Elevated Road and Forecourt Project Stage 2' MDP does not alter the Project's consistency with State and Local Government Planning instruments.

## **6.4 Airport Development and Building Approvals**

The Project scope, as defined by the approved MDP and Minor Variation, is subject to Airport Lessee Consent from APAM and a Building Approval from the appointed Airport Building Controller (**ABC**).

The Building Approval cannot be issued by the ABC without written consent from APAM, confirming that the new development is consistent with:

- Melbourne Airport Master Plan 2022
- Planning objectives for the airport
- An approved MDP (including any approved Minor Variation/s).

# **7 Comparison with the Approved Project MDP**

## **7.1 The MDP Document**

Table 7.1 lists the MDP chapters and examines where this Minor Variation would vary content.



Table 7.1 Minor Variation – Comparison with the Approved MDP

Approved MDP Chapter	Minor Variation
Section 1: Introduction	The Project was approved in accordance with Master Plan 2018. The Project MDP, now including this Minor Variation, remains consistent with the now-effective Master Plan 2022.
Section 2: Project Description	OHV location changed from Airport Drive to Centre Road. Nb. No change required regarding MAR project interface.
Section 3: Legislative and Policy Context	Minor Variation does not impact consistency with applicable legislation and policy.
Section 4: Assessment Methodology	Minor Variation does not impact assessment methodology.
Section 5: Impact Assessment	Minor Variation benefits traffic impact assessment.
Section 6: Summary of Impacts	Minor Variation benefits traffic impact assessment.
Section 7: Environmental Management	Minor Variation maintains consistency with APAM's environmental governance.
Section 8: Consultation and Approval Process	Minor Variation remains consistent with applicable consultation and approval requirements.
Section 9: Conclusion	No change.
Appendix A: Airports Act MDP Checklist	No change.
Appendix B: Design Plans	Location of OHV changes (as illustrated in Appendix B).

## 7.2 Updates to impact assessments

Table 7.2 describes approved changes to the impact assessments in the approved 'Elevated Road and Forecourt Project Stage 2' MDP necessitated by the Minor Variation.

All other impact assessments contained in the approved MDP are unaffected by the Minor Variation.

Table 7.2 Minor Variation - Updates to Impact Assessments

MDP Section	Environmental and Social factors	MDP Impact Assessment		Change due to Minor Variation	
		Construction	Operation	Construction	Operation
5.1	Traffic	Low / Negligible	Beneficial	<i>No change</i>	Beneficial (increased)  Vehicles over 2.2m to be diverted via OHV ramp to Centre Road. This decision point is ~150m prior to height restriction, whereas previous design required this decision ~800m prior to height restriction (thus more likely to be missed by drivers).  Naarm Way Stage 1 use suggests 5+ vehicles per day will require use of the OHV ramp.
5.7	Tenure	Moderate	Low	<i>No change</i>	Low  T123 carpark has a remaining design life of ~50 years. Proposed OHV ramp will have a design life of 100 years, which may impact any future development to the T123 carpark.

## 8 Minor Variation Consultation and Approval Process

### 8.1 Consultation Objectives

Melbourne Airport has a commitment to proactive community consultation and stakeholder engagement that is aligned with International Association of Public Participation (**IAP2**) Core Values that define expectations and aspirations for engagement and associated processes. This commitment is underpinned by the Melbourne Airport Engagement Framework and core values, principles and approaches from the IAP2, of which Melbourne Airport is a member, according to global best practice engagement. Melbourne Airport is a responsible corporate citizen engaging stakeholders and community at a broad, grassroots level with a commitment to industry, social welfare, education and genuine participation, while meeting the requirements of the Airports Act for community consultation.

In undertaking this Minor Variation our consultation objectives are to:

- Increase the awareness of the approved change to the OHV ramp location associated with the Naarm Way Stage 2 project (noting that the Project is approved and under construction)
- Inform stakeholders about the Minor Variation and how they can make a submission expressing their opinions about it
- Enhance the connection and understanding that stakeholders and community groups have with Melbourne Airport.

### 8.2 Consultation Plans

Melbourne Airport's consultation of this Minor Variation meets the requirements of the Airports Act and is consistent with the Australian Government's suggested approach to effective consultation, as outlined in the Airport Development Consultation Guidelines (2012).

Consultations with government stakeholders concerning the proposed Minor Variation informed Melbourne Airport's strategy for preparing the Minor Variation, including preparation of the strategy for its public consultation.

### 8.3 Consultation of the Minor Variation

#### 8.3.1 Key Stakeholders

In accordance with Section 95A of the Airports Act, the Minor Variation has been formally advised to the following authorities (per Airports Act Section 95A(1B)):

- Victorian Minister for Planning
- Victorian Department of Transport and Planning
- Cities of Hume and Brimbank
- Melbourne Airport Planning Coordination Forum (**PCF**)
- Melbourne Airport Community Aviation Consultation Group (**CACG**).

#### 8.3.2 Community

The community and stakeholder consultation and engagement strategy for the Minor Variation process includes (per Airports Act Section 95A(1)):

- Formal public notification (newspaper and website) of public exhibition of the Preliminary Draft Minor Variation, including instruction about how/where to access the document and supporting information, and invitation to submit written comments
- Publication of the Preliminary Draft Minor Variation and supporting information on Melbourne Airport's website
- Provision of at least one hard copy of the Preliminary Draft Minor Variation in APAM offices during office hours for the duration of the exhibition
- Responding to telephone enquiries and email enquiries during the public exhibition period.



The community exhibition period required for the Preliminary Draft Minor Variation is 15 business days per Airports Act Section 95A(1).

#### **8.4 Exhibition Outcomes and Submission to Minister**

Upon conclusion of the public exhibition, outcomes have been collected and submitted to the Minister in support of APAM's application for approval of the Draft Minor Variation in accordance with Section 95A(2) of the Airports Act. This instrument includes requirement to demonstrate due regard of any/all comments, including appropriate amendments in the Draft Minor Variation.

Public Exhibition of the Preliminary Draft Minor Variation for Naarm Way Stage 2 occurred in accordance with Section 95 of the *Airports Act 1996* (Cth) ('the Airports Act') for a period of 15 days between 28 June 2024 to 19 July 2024.

Following this public exhibition period, APAM received and has considered 1 written submission from the Department of Transport and Planning (DTP). DTP did not initially support the Minor Variation due to potential clashes of the OHV Ramp with MAR. APAM has since worked constructively with DTP to positively address these comments, resulting in a letter of support from the DTP on the Minor Variation.

The Draft Minor Variation report has been updated to this Draft report and is provided to the (Commonwealth) Minister for Infrastructure, Transport, Regional Development and Local Government in support of APAM's request for approval to proceed with this Minor Variation.

This Draft Minor Variation report is accompanied by a Consultation Report, which includes copies of DTP's submission during the public exhibition period, and a written statement demonstrating that this Draft Minor Variation report has been updated with due regard to those comments. The Consultation Report also describes all engagement that occurred regarding the Minor Variation, along with a summary of comments provided and responses made by both APAM and DTP.

Under the Act, the final decision whether to approve (with or without conditions) or refuse a draft Minor Variation rests with the Minister.

### **9 Conclusion**

Melbourne Airport is investing in its landside road network to improve the way passenger vehicles circulate and access the airport as travel demands increase during the next 20 years. Naarm Way Stage 2 (previously Elevated Road and Forecourt Project Stage 2) is an important step in this process. This project was approved by the Federal Government in October 2021 and early works are underway.

This Draft Minor Variation proposes to change the location of the over height vehicle ramp to improve safety and the efficiency of operations on Naarm Way.

This Minor Variation documents the approved change to design, and demonstrates:

- Justification of the Minor Variation
- Consistency with the Project's objectives
- Consistency with Commonwealth Legislation, Melbourne Airport's Master Plan, and applicable State and Local Governmental planning instruments
- No conflict with the Melbourne Airport Rail project
- Proposed updates to the MDP (including impact assessments).

APAM's plans and objectives for consulting and gathering feedback on this Minor Variation are also described.

The Minor Variation explains that the approved change to the OHV ramp is beneficial because it will achieve improved safety and operational efficiency outcomes for the Project.

The Minister for Infrastructure granted approval for this Minor Variation on 9 July 2025 in accordance with Section 95 of the Airports Act.

## Appendix A: Airports Act Minor Variation and MDP consistency

Table A.3 demonstrates that this Draft Minor Variation document satisfies the requirements of Section 95(1) 'Minor variation of major development plan' of the Airports Act 1996.

Table A.3 Section 95(1) Airports Act – Minor variation of major development plan

Minor Variation of Major Development Plan		Comment
95 (1)	This section applies if:	
	a) A major development plan for an airport has been approved by the Minister; and	The 'Elevated Road and Forecourt Project Stage 2' MDP was approved in October 2021.
	b) The airport-lessee company for the airport gives the Minister, in writing, a draft variation of the plan; and	This document constitutes APAM's submission to the Minister of its proposed Minor Variation to the approved 'Elevated Road and Forecourt Project Stage 2' MDP.
	c) The variation is of a minor nature	DITRDCA have advised APAM that the proposed change to the OHV ramp location constitutes a 'minor variation' to the approved Project.

Table A.4 details amendments to the approved 'Elevated Road and Forecourt Project Stage 2' MDP that are proposed as a result of this Minor Variation and related to requirement/s of Section 91 of the Airports Act for the contents of an MDP. These amendments are confirmed as being consistent with Airports Act Section 91.

Note: Elements of Airports Act Section 91 that are not listed here are unchanged by this Minor Variation.

Table A.4 Section 91 Airports Act - Contents of major development plan

Section 91 Contents of Major Development Plan	Relevant Section of the original approved MDP	Relevant section of MDP after Minor Variation
(c) a detailed outline of the development; and	Section 2.1	Section 2.1
(d) if a final master plan for the airport is in force, whether or not the development is consistent with the final master plan; and	Section 3.5 and Section 5.7	Section 3.5 and Section 5.7
(ga) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on: (i) traffic flows at the airport and surrounding the airport; and	(i) Section 5.1	(i) Section 5.1
h) the airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Section 5 and summarised in Section 6	Section 5 and summarised in Section 6
(j) the airport-lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Section 5 and Section 7	Section 5 and Section 7

## Appendix B: Proposed OHV Ramp Design

