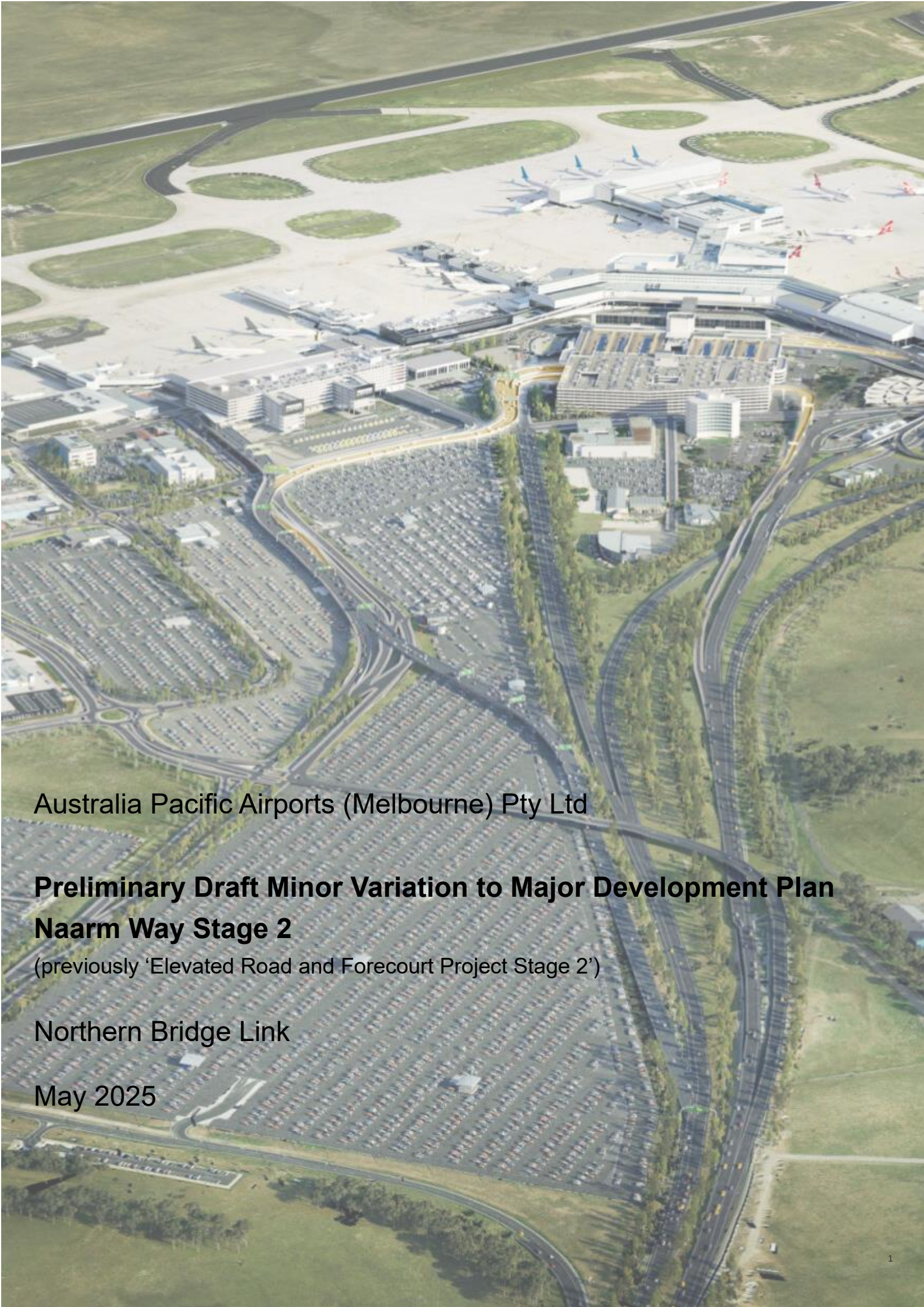


Australia Pacific Airports (Melbourne) Pty Ltd

Preliminary Draft Minor Variation to Major Development Plan Naarm Way Stage 2

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

Northern Bridge Link

May 2025

Table of Contents

Figures

Tables

Glossary and Abbreviations

ABC	Airport Building Controller
Airports Act	*Airports Act 1996* (Commonwealth)
ALC	Airport-lessee Company
APAM	Australia Pacific Airports (Melbourne) Pty Ltd – the airport lessee company
CACG	Community Aviation Consultation Group
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
ERF	Elevated Road and Forecourt Bridge Link
IAP2	International Association of Public Participation
MDP	Major Development Plan
Minister for Infrastructure	The Minister for Infrastructure, Transport, Regional Development and Local Government (prior to 2022, the Minister for Infrastructure, Transport and Regional Development)
MNES	Matters of National Environmental Significance
MSCP	Multi-service check-in points
NBL	Northern Bridge Link
NEMP	National Environmental Management Plan
PCF	Planning Coordination Forum
T123	Terminals 1, 2 and 3
T1	Terminal 1
T2	Terminal 2
T3	Terminal 3

Project Website

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

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

1 Introduction

Australia Pacific Airports (Melbourne) (APAM) is investing in Melbourne Airport's landside road network to meet increasing travel demand with enhanced and improved vehicle access and circulation that facilitates arrival and departures for the Airport's passengers. The T4 Express Link Stage 1 Project (now 'Naarm Way Stage 1'), comprises 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 (Minister for Infrastructure) in October 2019 and the project was completed on 18 July 2023.

The Naarm Way Stage 2 Project (the Project) (previously the 'Elevated Road and Forecourt Project Stage 2'), is an important element of Melbourne Airport's landside access road development plans. The Project Major Development Plan (MDP) was approved by the Minister for Infrastructure in October 2021. Construction of the Project commenced in March 2024, with anticipated completion by 2026.

The Project will deliver an elevated roadway network that connects Naarm Way Stage 1 (an elevated road directly linking the Tullamarine Freeway to the T4 transport hub) to the carpark for Terminals 1, 2 and 3 (T123). It also repurposes portions of Levels 2 and 3 of the T123 carpark for passenger drop-off and pick-up and connects the T123 carpark to Terminal 2 (T2) Departures via a new Elevated Road and Forecourt (ERF) pedestrian bridge (ERF Bridge Link).

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.) and new elevated exit ramps from the T123 carpark will connect back into the Tullamarine Freeway.

2 Minor Variation to the Approved Major Development Plan

Section 95 of the *Airports Act 1996* (Airports Act) governs the process for seeking approval of a Minor Variation to an approved MDP.

Following consultation with the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), a Minor Variation to the approved Project MDP is required for the (proposed) development of an additional pedestrian bridge (Northern Bridge Link) connecting the T123 carpark to T1 and T2 Departures.

This Preliminary Draft Minor Variation document provides details of 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. APAM intends to seek approval from the Minister for Infrastructure for this Minor Variation to the Project MDP per the provisions of Section 95 of the Airports Act. If approved, the proposed design change will be incorporated into the Project as part of its ongoing construction.

APAM have prepared a 'Preliminary Draft' version of the Minor Variation to facilitate public consultation in accordance with Section 95A of the Airports Act. This will enable APAM to submit a Draft Minor Variation that has been subject to public and stakeholder engagement, as could otherwise be required by the Minister in accordance with Section 95(2)(c) of the Airports Act.

It is noted that in April 2024, APAM prepared a Draft Minor Variation to the approved Project MDP for the relocation of an Over Height Vehicle **(**OHV) exit ramp for vehicles greater than 2.2 metres high. APAM undertook public and stakeholder consultation of the Minor Variation in accordance with Section 95A of the Airports Act for the period July 1 to July 19, 2024 (15 business days). The Draft Minor Amendment was submitted to the Minister for Infrastructure for approval on 06 May 2025.

3 Structure of the Minor Variation Document

This Preliminary Draft (PD) Minor Variation document is structured to address the requirements of Section 95 of the Airports Act as follows.

- **Section 1** Introduction
- **Section 2** The Minor Variation
- **Section 3** Structure of the Minor Variation Document
- **Section 4** Project Proponent
- **Section 5** Naarm Way Stage 2 Northern Bridge Link - 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
- **Appendices**:

  Appendix A: Airports Act Minor Variation and MDP consistency - Provides a checklist for applicable Airports Act requirements.

  Appendix B: Proposed Northern Bridge Link Design - Provides drawings demonstrating the proposed location of the Northern Bridge Link.

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 Northern Bridge Link

5.1 Approved MDP Design

The Project, currently under construction, comprises an elevated roadway network that connects the Tullamarine Freeway to the T123 carpark, repurposes portions of Levels 2 and 3 of the T123 carpark to allow for passenger drop-off and pick-up, and connects passengers to the terminal via a new central pedestrian bridge link. The Project's ERF Bridge Link is a pedestrian footbridge connecting the T123 carpark to T2 Departures (check-in) and is located between two existing pedestrian bridge links, improving connectivity to the terminal.

The ERF Bridge Link, as presented in the approved Project MDP, is illustrated in Figure 5.1 and in detail in Figure 5.2.

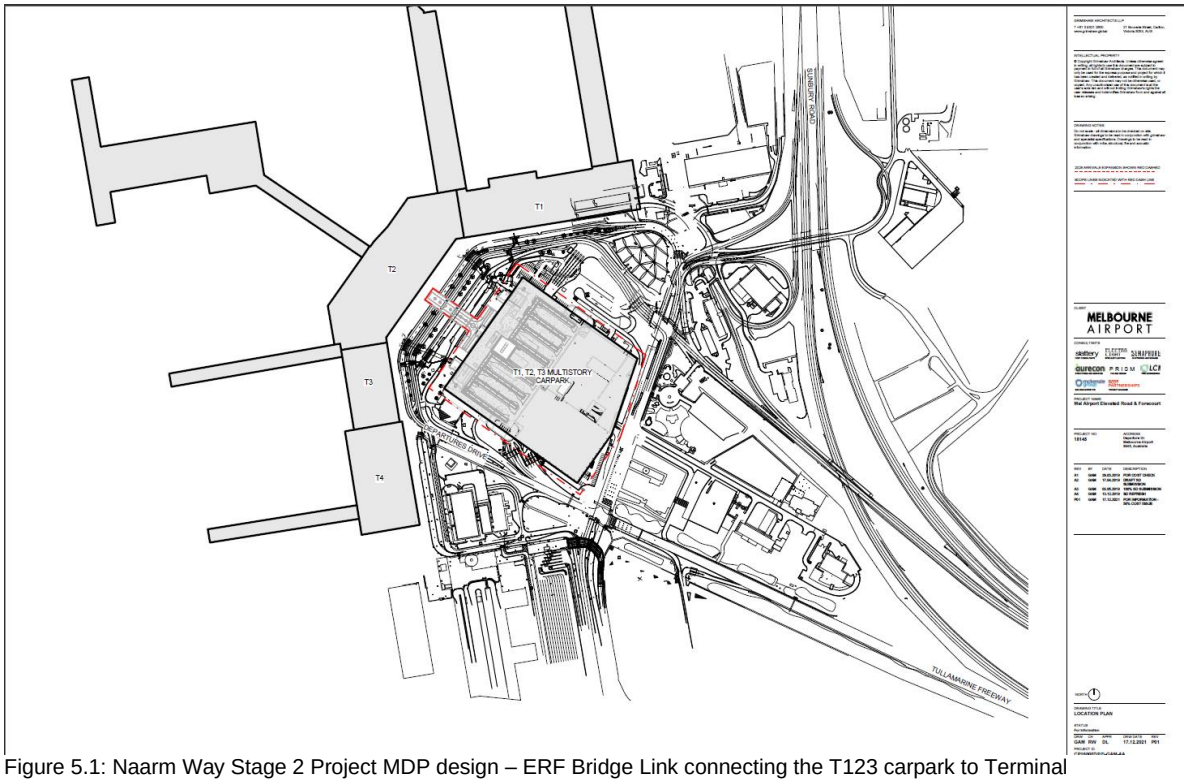


Figure 5.1: Naarm Way Stage 2 Project MDP design – ERF Bridge Link connecting the T123 carpark to Terminal Departures. Source: Melbourne Airport Elevated Road & Forecourt Stage 2 Project MDP (October 2021)

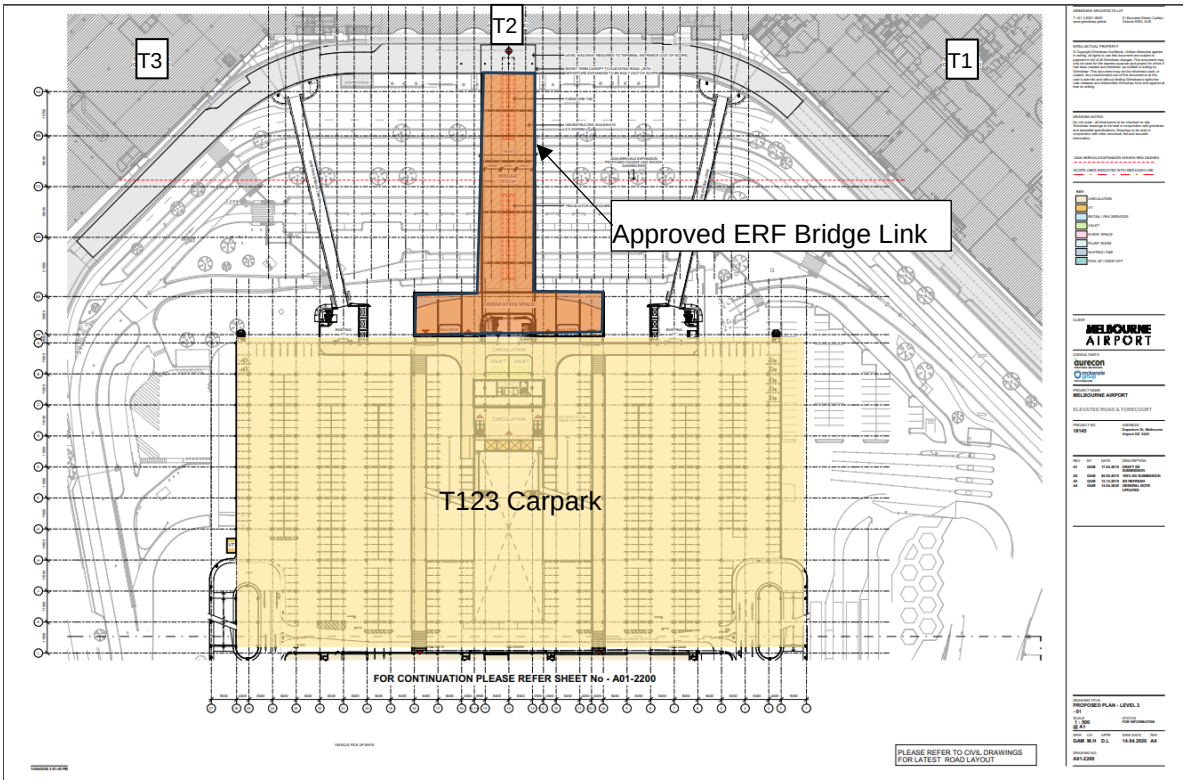


Figure 5.2 Naarm Way Stage 2 Project MDP design – ERF Bridge Link from T123 carpark to T1 Departures.
Source: Melbourne Airport Elevated Road & Forecourt Stage 2 Project MDP (October 2021)

The Project MDP outlines the range of benefits delivered by the Project. Of relevance to the proposed Minor Variation, the Project increases pedestrian safety by:

- Reducing the number of pedestrian crossings in the forecourt
- Providing for a new elevated pedestrian connection to the carpark (the ERF Bridge Link)
- Providing the opportunity to fully pedestrianise Departures Drive in the future.

5.2 Proposed Minor Variation to Approved MDP Design

This Preliminary Draft Minor Variation document proposes a Minor Variation to the approved Project MDP for the development of the Northern Bridge Link, an additional pedestrian footbridge connecting the T123 carpark to Terminal 1 Departures (check-in). This is in addition to the approved ERF Bridge Link which connects the T123 carpark to Terminal 2 Departures.

An aerial plan view of the proposed Northern Bridge Link showing its relationship to the two existing pedestrian footbridges and the Project's approved ERF Bridge Link is provided in Figure 5.3. These footbridges extend over Arrivals Drive from the T123 carpark and Park Royal hotel to T1 and T2 Departures. A render is provided in Figure 5.4 Indicative Render of proposed Northern Bridge Link connecting over Arrival Drive to T1 Departures (view south-west).

Detailed design plans of the proposed Northern Bridge Link are provided in Appendix B: Proposed Northern Bridge Link Design

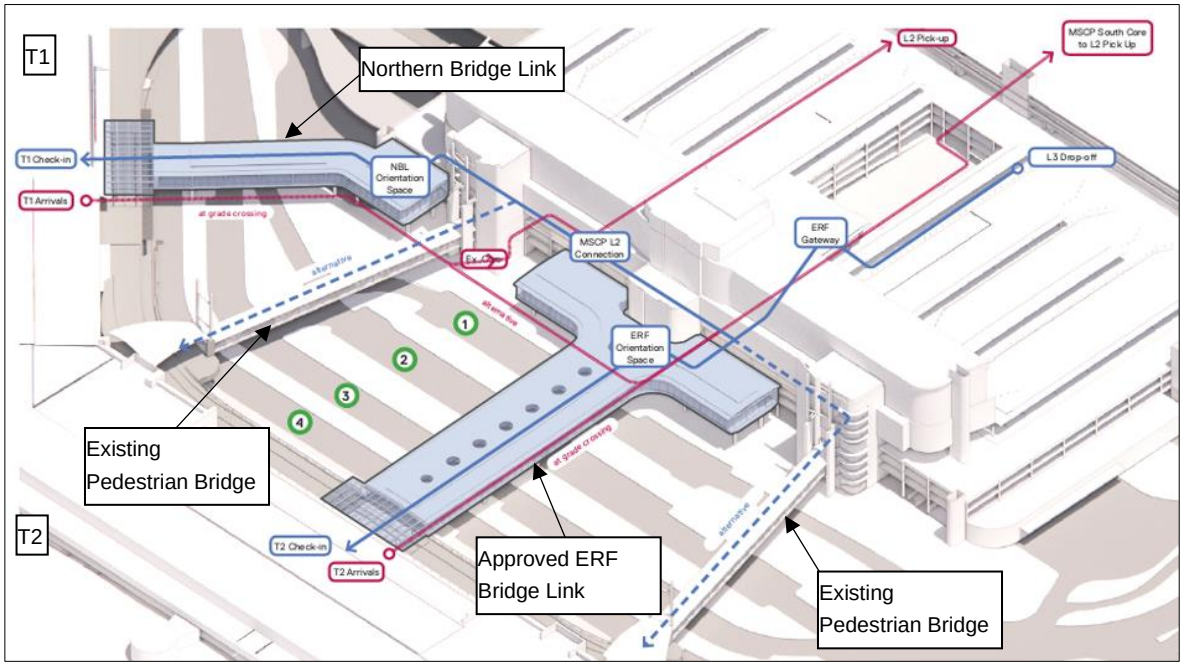


Figure 5.3 Aerial view of proposed Northern Bridge Link connecting over Arrival Drive to T1 Departures (view north-east)

Figure 5.4 Indicative Render of proposed Northern Bridge Link connecting over Arrival Drive to T1 Departures (view south-west)

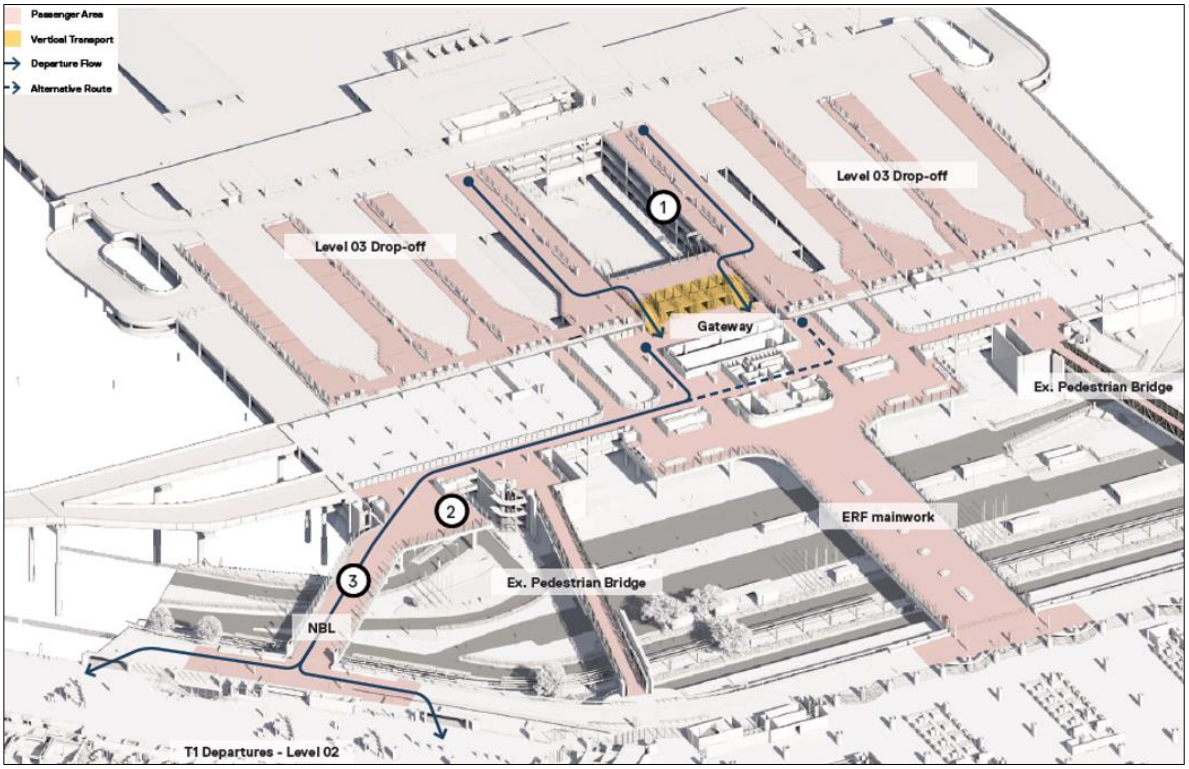


Figure 5.5 Proposed Minor Variation – Northern Bridge Link Departures journey

Figure 5.5 provides details of the Departures journey of the proposed Northern Link Bridge including:

1) T123 carpark Level 3 drop-off area (part of the Naarm Way Stage 2 Project), where passengers are directed to a gateway area to determine their next path of travel (through intuitive wayfinding)

2) A Northern Bridge Link orientation space which further supports the passenger journey

3) The Northern Bridge Link connecting passengers to the T1 Departures (domestic and international), and designed to support persons with reduced mobility

4) Entrance to T1.

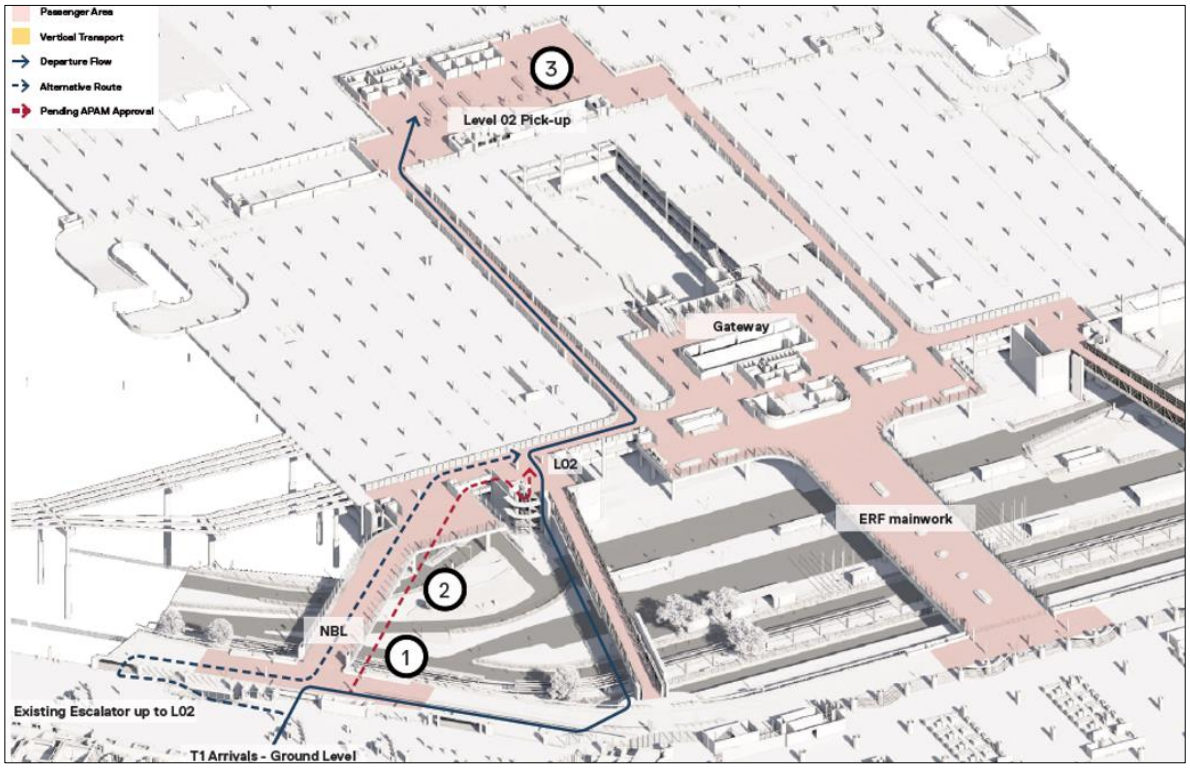


Figure 5.6 Proposed Minor Variation – Northern Bridge Link Arrivals journey

Figure 5.6 provides details of the Arrivals journey for the proposed Northern Link Bridge including:

1) Arriving passengers to T1 have the option of entering the T123 carpark either via the forecourt below the Northern Bridge Link or using an existing escalator to move up to T1 Level 2 and gain access the Northern Bridge Link

2) The forecourt area below the Northern Bridge Link includes access to multi-service check-in points (MSCP)

3) On arrival at the T123 carpark, passengers are directed to the Level 2 pick-up area (part of the Naarm Way Stage 2 Project).

5.3 Justification of the Proposed Minor Variation

The proposed inclusion of an additional pedestrian bridge connection supports Melbourne Airport's broader objectives of improving the passenger experience and the efficiency of passenger arrivals and departures. Providing a seamless connection between pick-up and drop-off points and T1 (via the proposed Northern Bridge Link) and T2 (via the ERF Bridge Link approved under the Project MDP) Departures and Arrivals supports this objective.

The key justification for the inclusion of an additional pedestrian bridge is that it will optimise operational flows. The Northern Bridge Link will directly cater for all pick-up and drop-off, and multi-service check-in point passenger flows to and from T1 arrivals and departures. By providing this functionality for T1 passengers, the Northern Bridge Link adds capacity to passenger bridges linking the T123 Car Park to the terminals (primarily the ERF Bridge Link).

The additional pedestrian bridge will also result in:

<u>Improved access for passengers with reduced mobility</u>

- The Northern Bridge Link is designed to be wide enough for mobility vehicles to travel through and make turns within the bridge and integrates with future plans for mobility hubs to assist passengers with reduced mobility to navigate the airport

- The project will also provide additional seating for passengers to ensure minimum distances between rest areas are provided.

<u>More intuitive wayfinding</u>

- Passengers are clearly guided to the relevant Terminal thresholds through intuitive wayfinding. Crossflows are minimised and congestion around operational zones is reduced

- People arriving at pick-up and drop-off zones in the T123 carpark will be intuitively directed to the appropriate pedestrian crossing. The Northern Bridge Link includes an orientation space at the carpark interface.

5.4 Consistency of Minor Variation with original MDP's objectives

Section 2 of the approved Project 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 key infrastructure that is required for the Project is summarised as follows [*inter alia*]:*
>
> - *Four new elevated roadway structures…*

- *New pedestrian footbridge connecting Level 2 of T123 Car Park to Terminal Departures*
- *Forecourt ground level redevelopment works for two carriageways*
- *Intersection upgrades for the following areas…*
- *At grade road works to suit elevated roadway tie-in locations at Airport Drive and Melbourne*
- *Drive, forecourt reconfiguration and intersection upgrades*
- *Reconfiguring T123 Car Park Level 3 open deck area from existing parking to new T123 drop-off area, configured with a 'finger' side-to-kerb layout*
- *Reconfiguring T123 Car Park Level 2 rear area from existing parking to new T123 pick-up area*
- *New Vertical Transport (VT) within the T123 Car Park to accommodate pick-up and drop-off…*

Section 2.2 of the approved Project MDP provides the justification and objectives of the Project, including:

> *Landside travel demand is expected to increase in line with passenger growth, which will double to nearly 70 million by 2038. The capacity of the road network will more frequently be exceeded leading to landside issues such as congestion and delay, declining levels of service, increasing operational expenditure and poor customer experience.*
>
> *The Project was developed in response to a series of identified key issues as follows: … Existing drop-off and pick-up facilities are no longer fit-for-purpose, particularly regarding capacity, efficiency and security…*
>
> *The key objectives for the Project include the following [*inter alia*]:*
>
> - *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.*

The change proposed by this Minor Variation aligns with the overall purpose of the Project and is consistent with its key objectives, as outlined above.

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 Project MDP ('Elevated Road and Forecourt Project Stage 2') 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. This Minor Variation relates only to the addition of a new pedestrian bridge connection - the Northern Bridge Link – linking the T123 carpark to T1 Departures. The remainder of the Project's development will proceed in accordance with the approved Project MDP. Appendix A: Airports Act Minor Variation and MDP consistency confirms that this Minor Variation is consistent 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 Project 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 new Northern Bridge Link 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 includes Melbourne Airport's Ground Transport Plan and Environment Strategy, which are unaffected by this Minor Variation to the Project.

The Project aligns with the Ground Transport Plan contained in the Master Plan 2022. In section 14.1.2 of the Master Plan it states that the following key network improvements, which comprise the main elements of the Project, will be delivered in the Master Plan period:

- The construction of a one-way elevated road, connecting the existing T4 ramp into a reconfigured T123 ground transport hub, allowing intersection-free access to all terminal precincts

- An elevated connection from the reconfigured T123 ground transport hub directly into Departure Drive (for drop-off traffic)

- An elevated connection from the reconfigured T123 ground transport hub directly into Melbourne Drive (for pick-up traffic).

6.3 State and Local Government Planning

The Minor Variation proposed to the approved Project 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).

6.5 Interface with the Melbourne Airport Rail Project

The Projects scope does not interface with the works involved in the Melbourne Airport Rail Project.

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 in the approved MDP.

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 currently in effect Master Plan 2022.
Section 2: Project Description	Minor Variation would change the description of the Project in Section 2.1 to include the additional pedestrian footbridge.
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 does not result in any changes to the impact assessment included in the approved MDP.
Section 6: Summary of Impacts	Minor Variation does not change aviation operations, traffic, safety and environment assessments in the MDP and delivers improved operational outcomes. Consistent with the approved MDP, any traffic impacts associated with construction will be managed via the Project's Construction Traffic Management Plan.
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, recognising that the Preliminary Draft Minor Amendment will be subject to a 15-business day consultation period in accordance with the Airports Act Section 95A(1).

Approved MDP Chapter	Minor Variation
Section 9: Conclusion	No change.
Appendix A: Airports Act MDP Checklist	No change.
Appendix B: Design Plans	Minor Variation would change Appendix B Design Plans through inclusion of the design plans for the proposed Northern Bridge Link (refer Appendix B: Proposed Northern Bridge Link Design).

7.2 Updates to Impact Assessments

Table 7.2 describes proposed 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 Project 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
5.7	**Tenure**	Moderate	Low	No change	Low T123 carpark has a remaining design life of ~50 years. The proposed Northern Bridge Link will have a design life of 50 years; however, this is unlikely to impact any future development to the T123 carpark.
5.12	**Aviation Operations and Safety:**	Negligible	Negligible	No change	The top elevation of the proposed Northern Bridge Link is approximately 130.25 metres AHD, below the existing canopy on Departures Drive, and the rooflines of the T123 carpark and T1 building, as shown in Figure 5.4).
	Windshear				The Project is located inside the assessment trigger areas for Runways 27R as defined by NASF Guideline B. The Northern Bridge Link doesn't penetrate the 1:35 assessment trigger surface. As a result, consistent with Guideline B, windshear and turbulence has not been further assessed.
	Protected Airspace – Obstacle Limitation Surfaces (OLS) and PANS-OPS (Procedures for Air				The Northern Bridge Link is below the OLS surface (Inner Horizontal Surface 157.5 metres) and is no higher than surrounding existing structures. There will be no impacts to protected airspace from the Project. During construction, equipment including cranes will be assessed in accordance with the *Airports*

MDP Section	Environmental and Social factors	MDP Impact Assessment		Change due to Minor Variation	
		Construction	Operation	Construction	Operation
	Navigation Services - Aircraft Operations)				*(Protection of Airspace) Regulations 1996*. Appropriate approval processes will be followed as required.

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 underpinned by the Melbourne Airport Engagement Framework and core values and is aligned with the principles and approaches of the International Association of Public Participation (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 proposed addition of a pedestrian bridge linking the T123 carpark and T1 Departures as part of the 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 Commonwealth Government's suggested approach to effective consultation, as outlined in the *Airport Development Consultation Guidelines* (2012). Consultation 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

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

In accordance with Section 95A(1) of the Airports Act, the community and stakeholder consultation and engagement strategy for the Minor Variation process includes:

- 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.

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

- 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**).

8.4 Exhibition Outcomes and Submission to Minister

Upon conclusion of the public exhibition period, the outcomes will be compiled for submission 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. The Airports Act includes a requirement to demonstrate due regard to any/all comments, including amendments to the Draft Minor Variation, where appliable. Under the Airports Act, the final decision as to whether to approve (with or without conditions) or refuse a draft Minor Variation rests with the Minister for Infrastructure.

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. The Naarm Way Stage 2 Project (previously the 'Elevated Road and Forecourt Project Stage 2'), is an important element of Melbourne Airport's landside access road development plans.

The Project MDP was approved by the Minister for Infrastructure in October 2021. Construction of the Project commenced in March 2024, with anticipated completion by 2026. The approved Project includes the repurposing of Levels 2 and 3 of the T123 carpark for passenger drop-off and pick-up and connects the T123 carpark to T2 Departures via the ERF Bridge link.

A Draft Minor Variation to the approved Project MDP for the relocation of an Over Height Vehicle exit ramp for vehicles greater than 2.2 metres high was submitted to the Minister for Infrastructure for approval on 06 May 2025.

A further Minor Variation is required for the (proposed) development of an additional pedestrian bridge, the Northern Bridge Link, to connect the T123 carpark to T1 Departures (this document).

This Preliminary Draft Minor Variation document provides details of the proposed Minor Variation and how it relates to the Project. APAM will seek approval from the Minister for Infrastructure for this Minor Variation to the Project MDP per the provisions of Section 95 of the Airports Act. If approved, the proposed design change will be incorporated into the Project as part of its ongoing construction.

The proposed inclusion of an additional pedestrian connection supports Melbourne Airport's broader objectives of improving the passenger experience and improving the efficiency of passenger arrivals and departures. Providing a seamless connection between pick-up and drop-off points and T1 (via the proposed Northern Bridge Link) and T2 (via the ERF Bridge Link approved under the Project MDP) Departures and Arrivals supports this objective.

This Preliminary Draft Minor Variation documents the proposed change to the approved Project design, and demonstrates:

- Justification for the Minor Variation
- Consistency with the Project's objectives

- Consistency with Commonwealth legislation, Melbourne Airport's Master Plan 2018 and 2022, and applicable State and Local Governmental planning instruments
- Proposed updates to the MDP (including impact assessments which confirmed no impact on Aviation operations and safety.

APAM's plans and objectives for consulting and gathering feedback on this Minor Variation are also described. APAM recommends this Minor Variation for approval by the Minister for Infrastructure in accordance with Section 95 of the Airports Act.

Appendix A: Airports Act Minor Variation and MDP consistency

Table A.3 demonstrates that this Preliminary Draft Minor Variation document for the Northern Bridge Link satisfies the requirements of Section 95(1) '*Minor variation of major development plan*' of the Airports Act.

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 addition of an additional pedestrian bridge 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 a MDP. These amendments are confirmed as being consistent with Airports Act Section 91, noting that some elements of Airports Act Section 91 are not included as they 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
(1) A major development plan, or a draft of such a plan, must set out: (a) the airport lessee company's objectives for the development; and	Section 2.2	Section 2.2
(b) the airport lessee company's assessment of the extent to which the future needs of civil aviation users of the airport, and other users of the airport, will be met by the development; and	Section 2.2	Section 2.2
(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
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 Northern Bridge Link Design

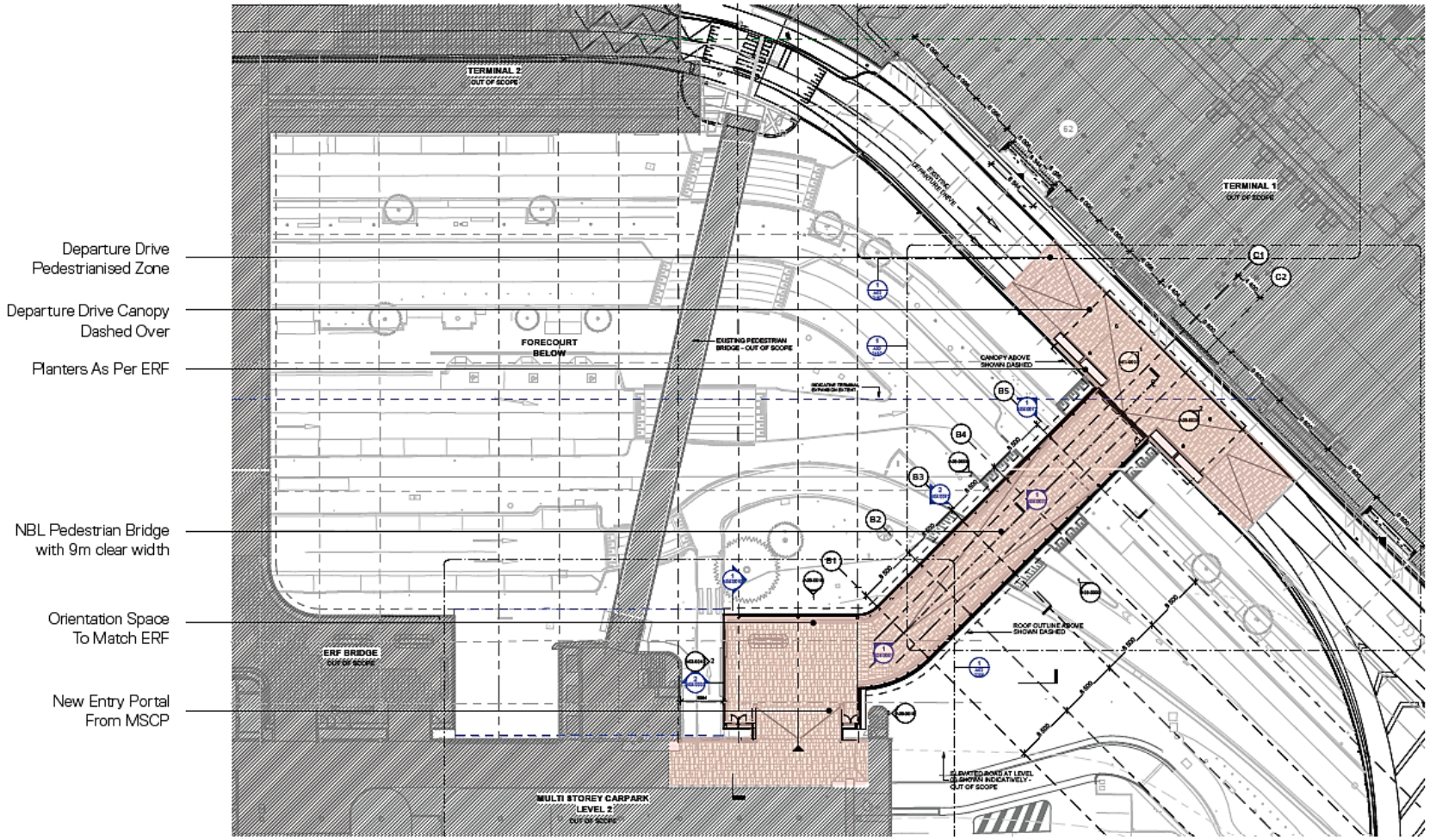


Figure B.7: Overview of Proposed Northern Bridge Link

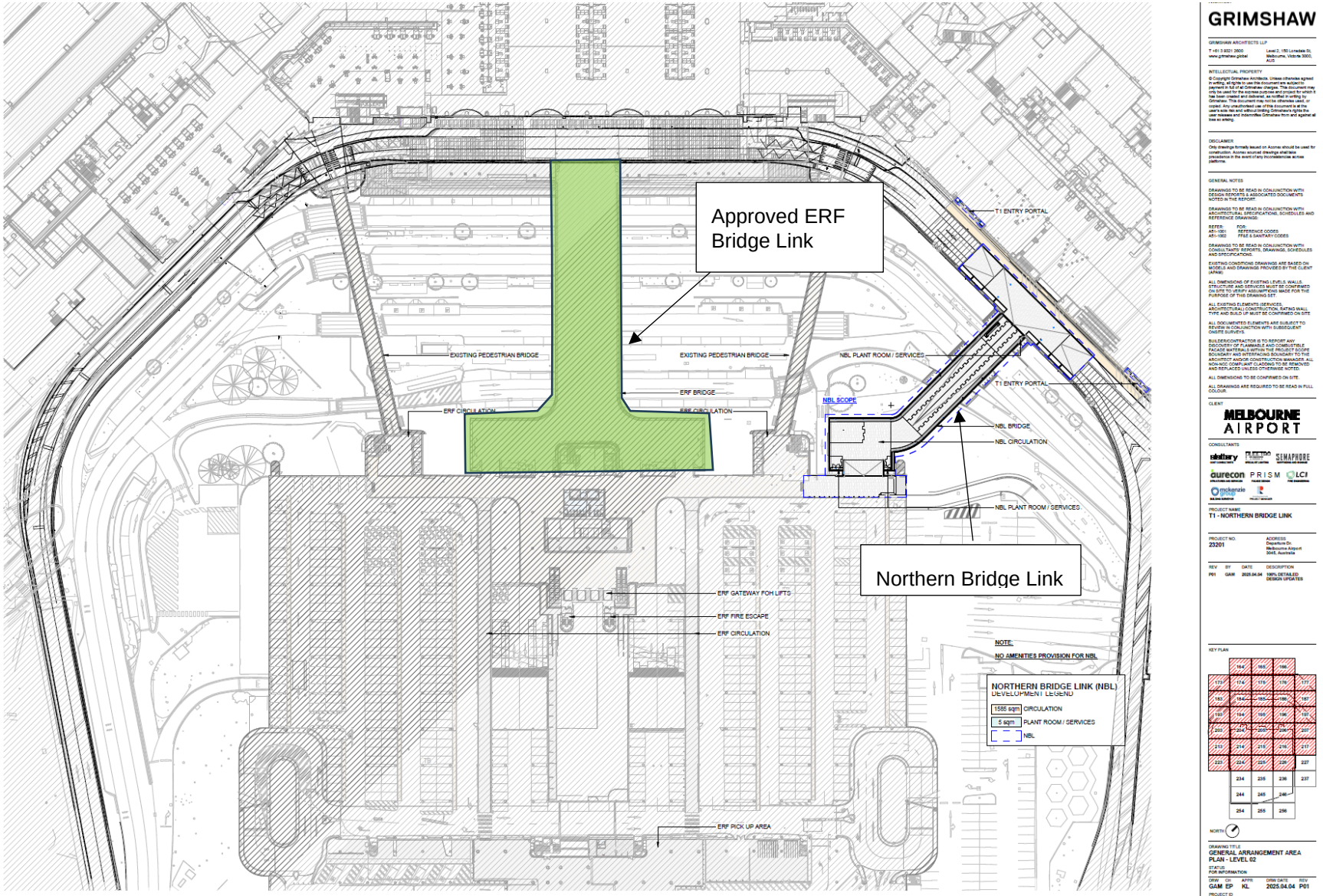


Figure B.8 Level 2 Northern Bridge Link between T123 carpark, Departures Drive and T1

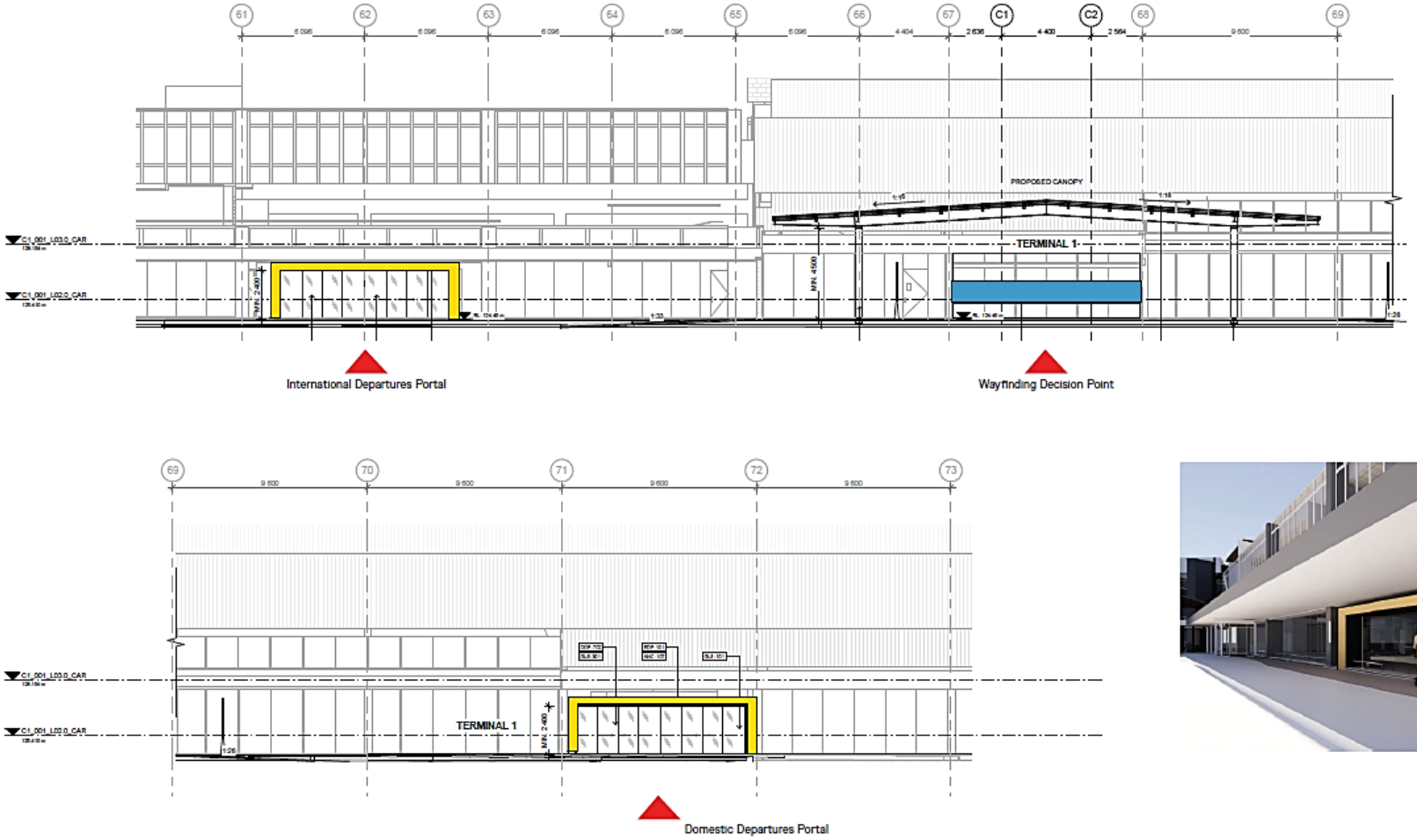


Figure B.9 Canopy and T1 entry portals (Domestic, International)

NBL Design

- NBL bridge typical module has been adapted based on ERF and adjusted to respond to the site constraints to connect to Terminal 1

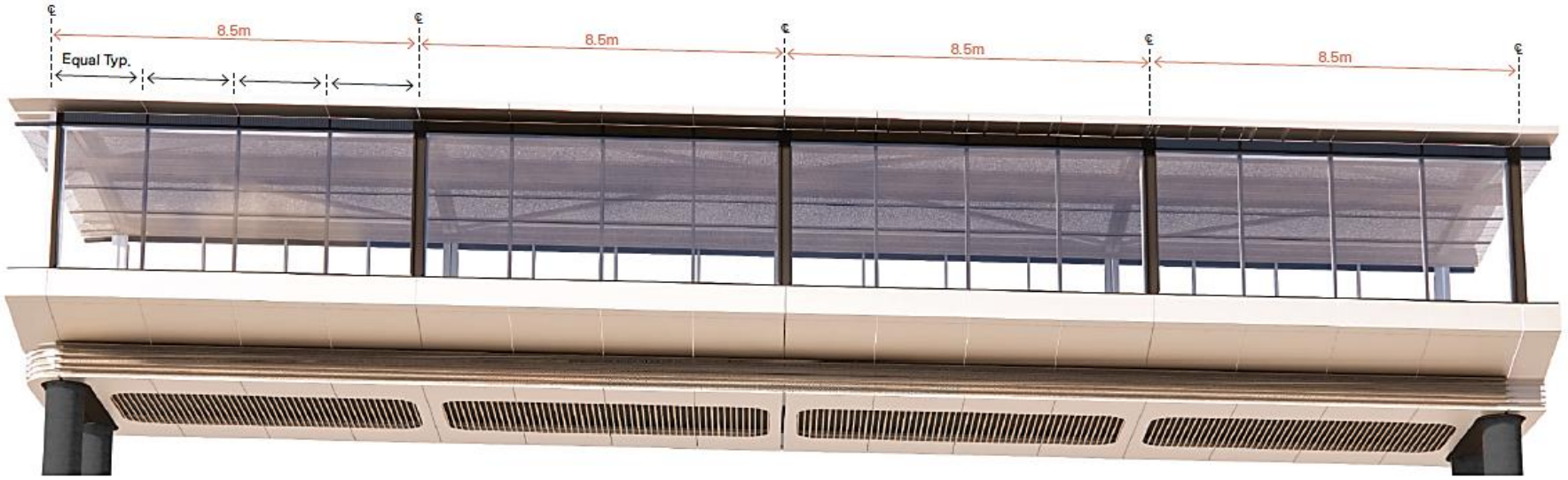


Figure B.10: Indicative external Architecture of Northern Bridge Link (subject to this Minor Variation) based on approved ERF Bridge Link

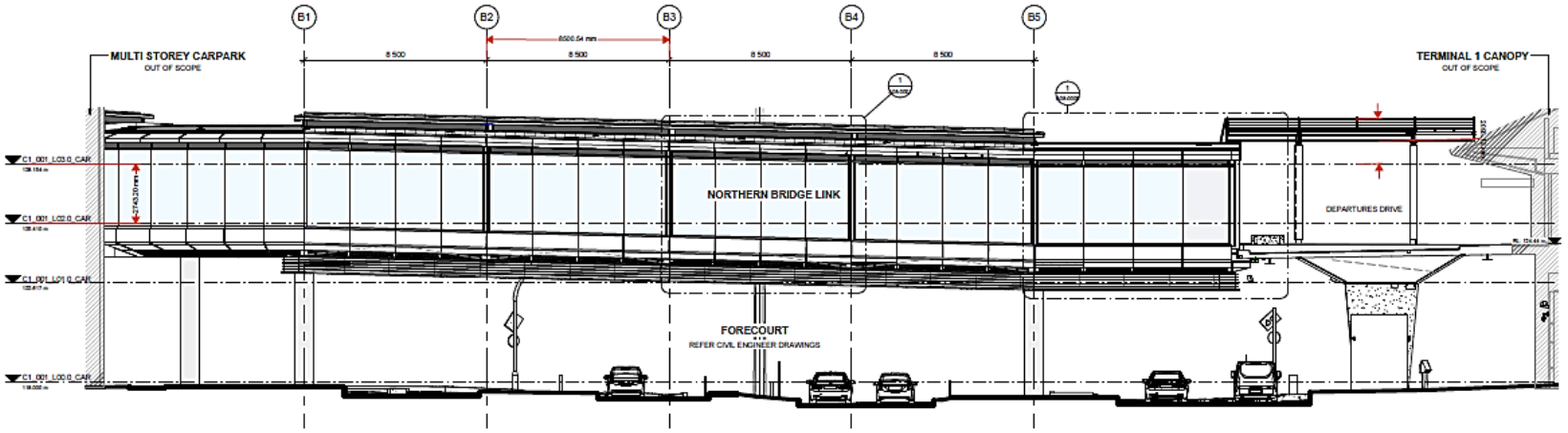
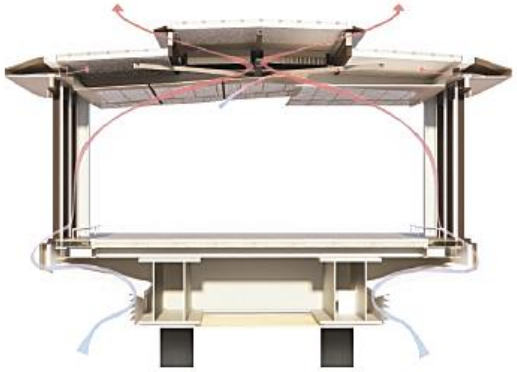


Figure B.11: Elevation of Northern Bridge Link (top elevation approximately 130.25 metres)

NBL Design

- Drawing from the main ERF Pedestrian Bridge design
- Consistent Edge Profile
- Consistent Materiality
- Adapted Internal and External Soffit
- Consistent Floor Patterns
- Consistent Cross-ventilaton Strategy



NATURAL VENTILATION STRATEGY

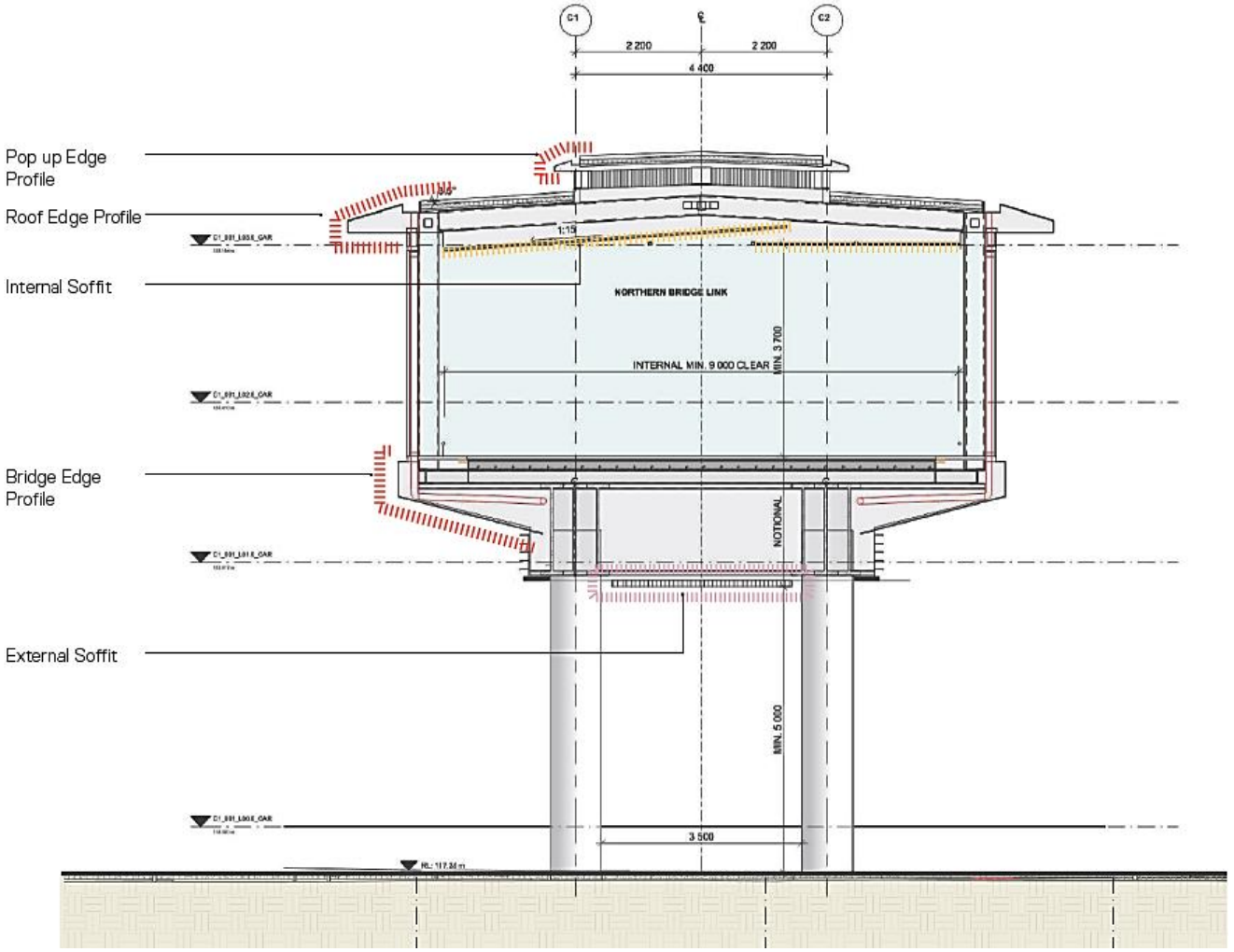


Figure B.12: Indicative Design Language of Northern Bridge Link (subject to this Minor Variation)