

**MELBOURNE AIRPORT COMMUNITY AVIATION CONSULTATION GROUP**  
**Minutes, Public meeting—Tuesday 21 February 2017, 7pm–8.30pm**  
**Diggers Rest Community Hall, Diggers Rest Recreation Reserve, Plumpton Road, Diggers Rest**

Present

(CACG members):

Darrell Treloar	Independent Chair
David O'Connor	Community
Susan Jennison OAM	Community
Frank Rivoli	Community
Capt Darren Gray	Pilot, Virgin Australia
Michael Sharp	Australian Mayoral Aviation Council
Cr Jack Medcraft	Australian Mayoral Aviation Council
Liz Beattie	Victorian Trades Hall Council (proxy for Luke Hilakari)
Henry Bezuidenhout	Local Government Officer (Moonee Valley)

(Organisational / agency representatives)

Michael Jarvis	Melbourne Airport
Anna Gillett	Melbourne Airport
Grant Smith	Melbourne Airport
Alby Goodsell	Airservices Australia
Neil Hall	Airservices Australia
Leonie Horrocks	Commonwealth Department of Infrastructure and Regional Development

(Supporting subject matter experts / support staff):

Kerr Forbes	Melbourne Airport
Rebecca Dickson	Melbourne Airport
Renee Atkinson	Melbourne Airport
Melanie Hearne	Melbourne Airport
Kris Perkovic	Melbourne Airport
Vicki Nesci	Melbourne Airport
Chris Eves	Professor of Property, School of Property, Construction & Project Management, RMIT

## Apologies:

Jane Homewood	Victorian Department of Environment, Land, Water and Planning
Chris Cano	Commonwealth Department of Infrastructure and Regional Development
Cameron Rimington	Commonwealth Department of Infrastructure and Regional Development
Trent Kneebush	Melbourne Airport
Kristi High	Melbourne Airport

Number of public in attendance: 13

**Opening statement:  
Essendon Airport aircraft accident  
Read by Darrell Treloar, Independent Chair**

"Prior to commencing the meeting, I want to acknowledge the tragic accident which occurred at Essendon Airport this morning when a Beechcraft King Air aircraft, with five people aboard, crashed while attempting to return to the airport shortly after take-off.

It is understood all five lost their lives in the incident and I'm sure you will all join with me in expressing our condolences to the families concerned and everyone touched by this unfortunate occurrence. The circumstances of the accident will undoubtedly be fully investigated by the Australian Transport Safety Bureau and we will learn more in due course. But for now, our hearts and best wishes go out to those people affected, the emergency services people who responded and those who will do the clean up and recovery.

I invite you to stand and join with me in a moment of silence as we pay our respects to those who lost their lives."

All present stood and participated in a quiet period of reflection.

### **1. Welcome and introductions—Darrell Treloar, Chair**

The Chair welcomed everyone to the meeting and acknowledged:

- Leonie Horrocks, of the Commonwealth Department of Infrastructure and Regional Development (DIRD)
- Chris Eves, Professor of Property, at RMITs School of Property, Construction & Project Management, presenting on the findings of the Property Values Study

The Chair advised that meetings of the CACG are recorded for the purpose of assisting with the preparation of draft minutes. The recordings are deleted once the minutes have been endorsed by this group at the next quarterly meeting.

### **2. Apologies**

The Chair noted the members that had provided apologies (as above).

### **3. Confirmation of Minutes of meeting held on 15 November 2016**

The Chair referred to the minutes from the CACG public meeting held on Tuesday 15 November 2016 from 7pm to 8.30pm at the Jack McKenzie Community Centre, Green Street, Bulla.

It was **AGREED** that minutes of the meeting be confirmed as an accurate representation of the meeting.

### **4. Reports**

#### **4.1 CACG Pre-meeting, Summary report—Darrell Treloar, Independent Chair**

Darrell Treloar provided a summary report on the key items of discussion from the pre-meeting of CACG members held from 4pm to 6pm. This included:

- Reports from the Noise Abatement Committee, Melbourne Airport and the Chair.
- Appointment of the following three community members to the CACG:
  - David Cleland, resident of Greenvale.
  - Peter Hurst, resident of Attwood.
  - Fred Ackerman, resident of Taylors Lakes.
- Airservices and Melbourne Airport feedback on noise abatement recommendations arising from the November 2016 meeting.
- Consideration of the CACG work program for 2017/18.
- Discussion on Property Values study summary report.

For more information, refer to the CACG pre-meeting minutes. This report was **NOTED**.

#### **4.2 Melbourne Airport report—Michael Jarvis, Melbourne Airport**

The Melbourne Airport report was presented, with the following key highlights:

- Record December 2016 and 2016 calendar year passenger growth
- Melbourne Airport community engagement
- Melbourne Airport study support scholarships
- Planning update.
- New airline and route announcements.
- Environment update.
- RDP studies update.

For detailed information, refer to the CACG Melbourne Airport pre-meeting report. This report was **NOTED**.

### **5. Presentation: Runway Development Program Property Values study—Chris Eves, Professor of Property, School of Property, Construction & Project Management, RMIT**

Chris Eves, a property economics professor from RMIT University, gave a presentation on the findings of the Property Values study, which considered the impact of aircraft noise on suburbs around Melbourne Airport Melbourne and across the metropolitan area.

The presentation focused on average annual capital returns for selected suburbs across the Melbourne metropolitan area, including those within and close to noise contours /flight paths and those outside of contours/flight paths. Investment performance was grouped

across different comparison metrics such as aircraft noise complaint data, noise contours and socio-economic data.

A key finding was that houses in areas subject to aircraft noise have shown similar—and in a number of cases— higher average annual capital returns compared to non-affected properties with similar socio-economic status.

It also concluded that price and performance of property value is more closely linked to socio-economic status than aircraft noise impact. Another conclusion was that a decision to purchase a residential property is based on a range of factors, including proximity to work, schools and services.

A summary of the study findings alongside a Property Values Study FAQ is available at [www.melbourneairport.com.au/newrunway](http://www.melbourneairport.com.au/newrunway)

**Susan Jennison, Community**, queried why 62 suburbs were analysed for their investment performance when only a small number of suburbs are impacted by aircraft activity.

**Chris Eves** explained that additional suburbs were used for comparison purposes, to illustrate investment performance across different value ranges. Further, the majority of the 62 suburbs were in proximity to the airport.

**Alex Jinks, resident**, queried the use of noise contours as a comparison metric, claiming contours to the west of the airport could not be relied upon as there were no monitors in place to take noise readings.

**Chris Eves** explained that suburbs outside of the noise contours were also analysed, not just those inside. Further, placement of monitors was a matter for Airservices.

**Sam Cetrola, resident**: enquired about the impacts of noise overlays on the ability to develop/subdivide to increase property values

**Chris Eves**: observed that suburbs throughout Melbourne had different planning overlays that impacted on development, with aircraft noise being just one of those. A planning overlay could be viewed as either a good thing or bad thing, depending on your perspective.

**Dennis Ruggiero, resident**, asked what would happen if the study findings were wrong and property values were impacted. Who would compensate residents?

**Chris Eves** explained that the study was based on freely available sales information (e.g. PriceFinder database), which analysed sales data over a 27 year period to show capital growth and investment performance.

**Unnamed resident**: How can you compare St Kilda to Gladstone Park when talking about capital growth?

**Chris Eves** highlighted that St Kilda was used for comparison purposes as it's a suburb perceived to have higher capital growth, when in fact the study showed it had lower rates of growth compared to high growth suburbs located closer to the airport.

## 6. Submissions / Questions from the public

### Cr Sophie Ramsey

#### 1. *Statement:*

Cr Sophie Ramsey, Mayor, Melton City Council, addressed the meeting to thank the CACG and Melbourne Airport for hosting herself and others at a CACG airside tour in October of last year. Ms Ramsay said the tour was invaluable in learning more about the airport, including new and completed developments, and the importance of the airport in terms of employment and economic opportunities. She recommended more tours are scheduled in future as they provide invaluable insight into the operations of one of the region's most important assets.

### Apollo Yianni

#### 2. *Who takes responsibility if an aircraft hits or damages the East Keilor substation*

##### **Michael Jarvis, Melbourne Airport:**

Michael Jarvis highlighted that this question had been asked on two previous occasions, with a reply provided by then Melbourne Airport Planning executive Sarah Renner at the August 2015 CACG meeting. In summary, Melbourne Airport raised the issue with Jemena, who undertook an assessment and replied there was no risk to the substation from aircraft overflight.

#### 3. *Who takes responsibility if children or people get sick or ill due to fumes pushed out by aircraft? Can I get something?*

##### **Neil Hall, Airservices Australia**

Neil Hall explained that Airservices had certain responsibilities under the Commonwealth Environment Protection and Biodiversity Act, particularly in relation to any changes in its activities that impacted on people—these had to be reported to the Commonwealth Department of Environment and Energy.

*Note:* this question was asked at the November CACG meeting with a minuted reply from Michael Jarvis noting that air quality was ultimately the responsibility of state and federal government as regulators.

### Dennis Ruggiero

#### 4. *Why are the minutes from the November 2016 meeting not yet published on the CACG website*

##### **Darrell Treloar, independent Chair**

The Chair explained it was a decision of the CACG at its November 2016 meeting that minutes would be published to the website only after they were endorsed at the following quarterly meeting.

#### 5. *Why has the annual report, which details all of the issues raised and discussed in the CACG meetings over the last year not yet been published on the website?*

##### **Darrell Treloar, independent Chair**

The Chair said he expected the 2016 CACG Annual Report was available on the CACG website <http://melbourneairport.com.au/docs/cacg-annual-report-2016.pdf>. It was first presented to the CACG at the August 2016 meeting. He asked Mr Perkovic to confirm this is the case.

Note: The Annual Report was uploaded to the website shortly after the August 2016 Meeting.

6. *Has the chairman of the CACG addressed the members of the CACG and the representatives from Melbourne Airport regarding the noise issues that the residents living around the airport continually keep raising at these meetings, or is it as it seems, that in your capacity as an independent chair for this committee, that the issue, whilst seemingly important to the community, is wiped from any documentation and is NOT addressed on an ongoing basis? How do we get this issue documented and tabled for discussion and action?*

**Darrell Treloar, Chair:**

The Chair highlighted that aviation noise formed a large part of the CACG's discussions throughout 2016, with an output from the November 2016 CACG meeting being four noise abatement recommendations for the consideration of Airservices and Melbourne Airport. The chair added that noise will continue to be a focus of discussions at the CACG moving forward.

7. *Melbourne Airport stated the main factors in choosing east/west third runway was that it provides the best safety, community, capacity, operational and environmental outcomes. If the Melbourne airport has not completed their studies, how is it possible for them to know this and if by some chance they do know this, please advise the community of what these are?*

**Michael Jarvis, Melbourne Airport: Darrell Treloar, Chair:**

Michael Jarvis reiterated the reasons for the choice of east-west for the third runway were provided at the CACG February 2016 meeting and are also detailed on the RDP website at [www.melbourneairport.com.au/newrunway](http://www.melbourneairport.com.au/newrunway).

8. *In light of today's tragic aviation incident involving a light aircraft at Essendon DFO, the questions are already being asked by government ministers as to why a shopping centre complex was allowed to be built so close to the airport. In knowing this is a possibility, whatever that ratio of possibility might be, why would Melbourne airport be throwing all social responsibility away in search of financial gain and putting forward proposals of additional runway developments that allow much larger aircraft to be landing and taking off over high density residential areas?*

**Darrell Treloar, Chair:**

Chair requested clarification as to what was meant by 'government ministers'. Upon further discussion, Dennis Ruggiero requested that his question be retracted, to be asked again at another time.

9. *Why is one of the desired outcomes for the proposed third runway to take off over a large number of residential homes when there are no take offs to the east where the green wedge (where currently there is no residential properties) is situated?*

**Neil Hall, Airservices Australia**

Take-offs to the east are currently shown in the 2013 Master Plan but the airspace design for this is yet to be finalised and Airservices, along with Melbourne Airport, will be doing what it can to minimise impacts in those areas.

10. *If the proposed third runway goes ahead, will Melbourne Airport conduct regular assessments of all the properties affected in the Westmeadows, Gladstone Park, Jacana and Broadmeadows districts to assess any disturbances to existing asbestos (heavily used in the building of homes in these areas in the 60s to 80s) caused by the vibrations from the increase in low flying aircraft in these areas?*

**Michael Jarvis, Melbourne Airport:**

Michael Jarvis noted that this question had been asked before. Asbestos, and any potential impacts, are being considered as part of the RDP MDP.

**Sam Cetrola**

11. *Why does the CACG hold its meetings in out of the way places like Diggers Rest instead of holding them closer to areas most affected by the proposed third runway, making it easier for affected residents to attend these meetings and obtain important information and raise their concerns?*

**Darrell Treloar, Chair:**

CACG holds its meetings at locations on the north, south, east and west approaches to the airport. While large numbers of people live to the south and east, there are significant numbers to the west and north of the airport, so the CACG goes to those areas to ensure all residents have an opportunity to attend a CACG meeting close to their home.

Further, CACG isn't only about the third runway but is interested in a whole range of aviation related issues and topics.

**Robyn Taylor**

12. *Airservices should have been in Keilor Park this morning at 7am to breathe in the fumes from aircraft. Have a look at the fumes at Keilor Park on still days when they are landing. I can noticeably breathe aircraft fumes at 7am in the morning.*

**Darrell Treloar, Chair:**

We are going to put your question in the minutes and Michael will consider if there is any additional information he can provide. If he can, we will record that information in the minutes.

**Meeting closed at 8.30pm**

**Next meeting:** to be held on Tuesday 16 May 2017, 7pm–8.30pm, at Salvation Army Brimbank City Corps, 2A Roseleigh Boulevard, Sydenham.