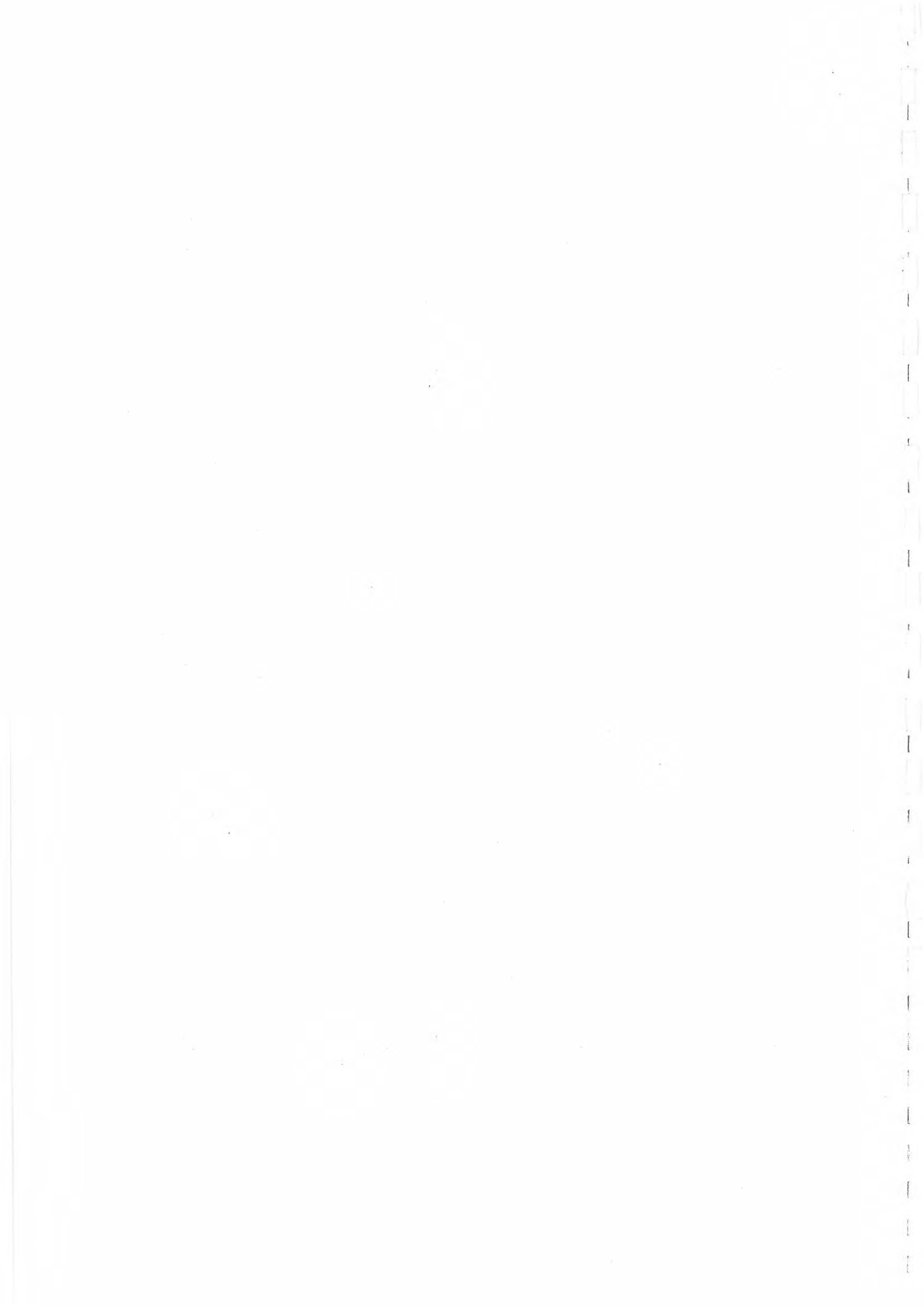


## Appendix 1. Summary of Steering Committee Report & Strategy Plan Position

	Steering Committee Report	Strategy Plan Position
<b>1</b>	<b>Overlay Boundaries</b>	
1.1	<p>That the extent of the control boundaries of the Melbourne Airport Environs Overlay be based on the Ultimate Capacity ANEF.</p> <p><i>Steering Committee Report, Chapter 3, pg 13</i></p>	<p>Defining the boundaries of the Melbourne Airport Environs Overlay on the basis of the most recently approved Ultimate Capacity ANEF is supported. Such a change has a clear policy basis and it provides consistency with Australian Standards.</p>
1.2	<p>That the boundaries of Schedule 1 and Schedule 2 be amended to reflect the 20 and 25 ANEF contours. The Schedule boundaries to follow the ANEF contours except for lots in residential zones, where the boundary is to extend to include the whole lot.</p> <p><i>Steering Committee Report, Chapter 3, pg 13</i></p>	<p>The principle of using the 20 and 25 ANEF contours to define Schedules 1 and 2 of the Airport Environs Overlay for Melbourne Airport is sound and supported. The current 1998 ANEF was subject to a public process as part of the Melbourne Airport Master Plan and is public knowledge.</p> <p>The intended method of applying Schedule boundaries over lots within residential zones is practical and appropriate.</p>
<b>2</b>	<b>Management of Aircraft Noise Outside the 20 ANEF</b>	
2.1	<p>That the 20 ANEF be used to define the extent of the Melbourne Airport Environs Overlay controls and that planning controls not be applied to areas outside the 20 ANEF.</p> <p><i>Steering Committee Report, Chapter 4, pg 18</i></p>	<p>The principle of using the 20 ANEF contour to define the Melbourne Airport Environs Overlay (MAEO) is supported and the practice of referring to the most current ANEF in the State Planning Policy Framework should continue.</p> <p>The recommendation to clearly state a position of excluding planning controls outside the 20 ANEF is appropriate.</p>
2.2	<p>That information regarding aircraft noise within 15 km of Melbourne Airport is disseminated to the community.</p> <p><i>Steering Committee Report, Chapter 4, pg 18</i></p>	<p>The principle of disseminating community information regarding aircraft noise within a wider radius of Melbourne Airport is supported. This initiative requires investigation to explore the most appropriate delivery and responsibility.</p>
<b>3</b>	<b>Airport Environs Overlay Provisions</b>	
3.1	<p>That the purposes of the Airport Environs Overlay be amended to clarify the differing planning controls intended for Schedules 1 (AEO1) and 2 (AEO2).</p> <p><i>Steering Committee Report, Chapter 5, pg 20</i></p>	<p>The Government agrees that this amendment would clarify the intended purposes of the Airport Environs Overlay, as it applies to Schedule 1 and Schedule 2. The amendment is supported in relation to only Melbourne Airport at this time.</p>

	Steering Committee Report	Strategy Plan Position
4	<b>Melbourne Airport Environs Overlay</b>	
4.1	<p>That a separate Airport Environs Overlay be introduced for Melbourne Airport.</p> <p><i>Steering Committee Report, Chapter 5, pg 21</i></p>	<p>The Government recognises the importance of Melbourne Airport in terms of transport infrastructure and its role in the Victorian economy. The operational and economic circumstances of Melbourne Airport are unique, along with the extent of the airport environs, and the depth of available data. The introduction of a separate Melbourne Airport Environs Overlay is therefore supported.</p>
5	<b>'Deemed to Comply' Provisions</b>	
5.1	<p>That the State Government formulate 'deemed to comply' construction standards as an alternative to full assessment of noise exposure and attenuation requirements.</p> <p><i>Steering Committee Report, Chapter 5, pg 21</i></p>	<p>The concept of a 'deemed to comply' arrangement as an alternative to full assessment of noise exposure and attenuation requirements is supported. This initiative is understood to be under consideration by the Aviation Working Group. Consultation with that Group is proposed.</p>
6	<b>Referral Authority</b>	
6.1	<p>That the 'referral authority' status of the Melbourne Airport lessee be replaced with a requirement to notify the lessee on planning applications.</p> <p><i>Steering Committee Report, Chapter 6, pg 24</i></p>	<p>The Government agrees that the role of the airport operator is of a nature that is not compatible with the role of 'referral authority'. The replacement of this role with a requirement to notifying the airport lessee on appropriate planning applications is supported (introducing further planning controls, described below, protects the interests of the lessee).</p>
6.2	<p>Introducing prescriptive standards to guide the implementation of the Overlay provisions. This includes limiting subdivisions within Schedule 1 for accommodation purposes, and restricting residential lots size within Schedule 2. Development standards are proposed for Schedule 2.</p> <p><i>Steering Committee Report, Chapter 6, pg 24</i></p>	<p>The introduction of clear assessment criteria is supported. These guidelines are similar to those being applied in practice.</p>
7	<b>Compensation</b>	
7.1	<p>That compensation in relation to noise attenuation measures is investigated further.</p> <p><i>Steering Committee Report, Chapter 7, pg 26</i></p>	<p>The Government supports the recommendation to further investigate compensation to facilitate noise attenuation treatment. The Commonwealth noise amelioration program may be of interest.</p>
7.2	<p>That compensation relating to 'injurious affection' or loss of development rights not be supported.</p> <p><i>Steering Committee Report, Chapter 7, pg 26</i></p>	<p>The Government agrees that the matter of injurious affection is outside the scope of the Melbourne Airport Strategy, while compensation for loss of development rights is inappropriate.</p>



Appendix 2. ANEF contour plan

