

COMMONWEALTH OF AUSTRALIA  
**DEPARTMENT OF CIVIL AVIATION**

Telephone: MB 033

Telegraphic Address:

"AVIAT. MELBOURNE."

Postal Address:

BOX 1039 G. P.O.

ELIZABETH STREET,

MELBOURNE, C.I.

"HENTY HOUSE."

499 LITTLE COLLINS STREET,

MELBOURNE, C.I.

67/210/15

IN REPLY QUOTE

MEMORANDUM FOR:

15 OCT 1959

Chief Property Officer,  
Department of the Interior,  
Commonwealth Offices,  
Spring and Latrobe Streets,  
MELBOURNE.

NEW MELBOURNE AIRPORT AT TULLAMARINE.

Reference is made to your memorandum V 6469 WRE/DJ of the 15th September, 1959, and to various discussions regarding the acquisition of land for the new Melbourne airport at Tullamarine.

2. The purpose of the buffer zone is, as you are aware, to prevent housing development in close proximity to the airport proper and so to avoid in the future any restriction of aircraft operations due to objections by adjacent residents with respect to noise nuisance.

3. Recent joint discussions with Messrs. Hepburn and Cawcutt of the M.M.B.W Town Planning Branch have indicated that whilst it is not possible to guarantee in perpetuity such zoning, there are areas in the buffer zone which are currently zoned as Rural and for which it is anticipated that the current zoning could be sustained for a substantial period. Furthermore it is probable that if a change in zoning was necessary, these areas could then be classed as Industrial, but in any case ample notice would be given to your Department, so that acquisition proceedings could be instituted if at that time acquisition was considered desirable.

4. On this basis we would be prepared to exclude certain areas from our acquisition requirements previously advised, but it would be appreciated if you would firstly obtain confirmation of the above arrangement from the Town Planning Branch, before finalising the extent of acquisition. The areas in question are shown in colour on the attached plan and are as follows:-

(a) The northern area coloured orange, bounded to the south by the proposed alignment of the Lancefield Road diversion. This would exclude the Church of England properties, but it is considered that the hotel property should be acquired due to the proximity to the main runway approach and the isolation resulting from the acquisition.

(b) The southern area coloured red and comprising the properties of Dr. Williams and Mr. MacGregor. It is our understanding that the M.M.B.W will definitely zone these areas as industrial.

(c) The southwestern area coloured green and comprising portions of the properties of Messrs. Fenton, Thomas, Bawden and Wallace. With respect to the Fenton property, consideration has been given to releasing additional areas to cater for housing schemes proposed by Mr. Fenton, but in view of the M.M.B.W attitude that such schemes would not be approved, it is considered that only a slight amendment to the acquisition

boundary is warranted in this area. The released sections of the properties of Messrs. Bawden and Wallace are relatively small proportions of the total properties, but may influence their attitude to acquisition particularly as all the remainder of their properties would be available for at least ten years for leasing and even if and when the parallel east west is built their areas would not be greatly reduced. If any advantage would result, favourable consideration would be given to excluding from the acquisition some additional land in the immediate vicinity of the residence on the property of Dr. Wallace.

The small area excluded from the property of Mr. Thomas will probably not serve any practical purpose since all the remainder of the property is to be acquired.

- (d) The portions of the properties of Messrs. Clarke and Neilson west of Deep Creek.

5. The 150 feet wide strip fronting Gordon Street and the area to the north of Dalkeith Avenue in the southeast and coloured brown was released for residential development per our memorandum 67/210/15 of the 24th August, 1959.

6. The Tullamarine Sports Ground, coloured purple, can be excluded subject to it being retained in perpetuity for recreation purposes. Our memorandum 67/210/15 of the 12th June, 1958, refers. If and when the parallel north-south is built, it may be necessary to acquire the areas fronting Lancefield Road and south of the Sports Ground, but in view of the number of residences and the Methodist Church already existing thereon, there would appear to be little or no advantage in acquiring now. Approval is therefore given for the whole of the area coloured purple to be excluded from the acquisition. This would of course be subject to a final decision on the location of the road diversion.

7. The main east-west runway has recently been relocated slightly following the receipt of more detailed survey information for that area. The new location is approximately 400 feet north of, and parallel to the previous location. This avoids interference to the properties west of McNabs Road and south of Mansfield's Road but will necessitate an increased affect on the properties on the north side of the runway. The Mansfield's Road reserve can also be excluded from the acquisition. Our memorandum 67/210/15 of the 24th August, 1959, indicated that the small area of the property of Mr. Rundle included in the buffer zone could be excluded from the acquisition; however based on the revised runway location the affect is greater on this property and it is now desired that the acquisition include all the area within the buffer zone.

8. In respect to the Bayview Quarry areas; we would, for the purpose of providing greater clearance between the north end of the parallel north-south runway and the future access road to the airport, prefer that there be some encroachment on the southern portion of the area leased from Mr. Smith. However if this would result in any significant interference with the main rock deposits we would be prepared to exclude all this leased area from the acquisition. Similarly, subject to the requirements for the Lancefield Road diversion all of the leased area north and east of the Moonee Ponds Creek can be excluded from the acquisition. However it will be necessary to acquire approximately half the Bayview Quarry freehold area and with the possible exception of the small areas immediately abutting the area leased from Mr. Smith, to acquire all the area west of the creek over which the Bayview Quarry has an option to ~~lease~~. Summarising, the area coloured blue on the attached plan could be excluded from the acquisition on the basis that if at some later date the quarrying leases are terminated, then acquisition may be necessary if the land is still suitable for housing development. In this regard it is understood that in recent discussions, Mr. Ross has indicated that several years notice of intention to cease operations could be given and it would be appreciated if you would endeavour to obtain a formal agreement on these lines. Presumably the M.M.B.W would be prepared to zone the area for extractive industries as an added safeguard.

9. In addition to the land associated directly with the airport, is that required for the diversion of Lancefield Road. The C.R.B has recently been advised to the effect that the Commonwealth will provide finance only for the replacement, to the same construction and reservation width standards, of the section of the existing road within the acquisition area. Copies of this correspondence are enclosed and the various sections of the road referred to are shown in red on the attached plan.

10. With the agreement of the Country Roads Board, we wrote to Stanhill Estates Pty. Ltd. with respect to the possible affect of the planned road east of Broadmeadows Road on the developments planned by that Company. As discussed with Mr. Egan, it is considered that this is primarily the responsibility of the C.R.B and a copy of the Stanhill Estates letter has therefore been forwarded to the C.R.B for consideration. A copy of our covering letter and our reply to Stanhill Estates are enclosed herewith.

11. With regard to funds, we will take the necessary steps to obtain the necessary approvals, following receipt of the revised estimates of cost, based on the amended requirements contained herein.

(W.H. PICKFORD) *W.H. Pickford*  
for Director-General of Civil Aviation.

Encl.



COMMONWEALTH OF AUSTRALIA

# DEPARTMENT OF CIVIL AVIATION

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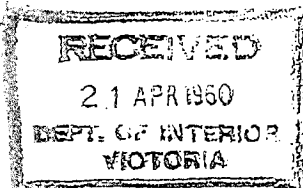
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499 LITTLE COLLINS STREET,  
MELBOURNE, C.I.

IN REPLY QUOTE 67/210/15

Dear Sir,

## NEW AIRPORT AT TULLAMARINE

In the early proposals for the new airport at Tullamarine, diversion of portion of Lancefield Road to an alignment north-east of the Moonee Ponds Creek was required. Your letter of the 7th August, 1959, refers to this location and to the costs associated therewith.

2. Subsequently, in order to reduce to a minimum the very costly land acquisition in the vicinity of the village of Tullamarine, the proposed acquisition area was revised to that shown in red on the attached plan. This proposal was discussed with you and following recent approval by Federal Cabinet, the Department of Interior has been authorised to carry out this acquisition.

3. A substantial length of the existing Lancefield Road is included in the proposed acquisition. The relocation thereof has been discussed with your design engineers and it is apparent that the new road can be incorporated in the airport acquisition and generally immediately west of Moonee Ponds Creek.

4. The preliminary alignment plan for the diversion has been examined and it is suggested for consideration, that the alterations shown in blue on the attached plan be adopted. Our reasons for these alterations are as follows:-

- (a) With section AB of the suggested alternative, we have endeavoured to provide as much clearance as possible between the road and the main north-south runway and the taxiways associated therewith. The exact location of this runway has not been fixed but it will be between the limits shown in orange on the plan. There does not appear to be any major difficulty in this location of the road.
- (b) Section BC follows the same alignment for the southbound lane as previously proposed but the northbound lane has been relocated parallel thereto due to the changed location of the airport entrance interchange as discussed in (c) below.
- (c) The approximate northern and southern limits of the proposed airport building area are shown by the orange lines on the attached plan. It is desirable that the main access road be reasonably centrally located within these limits. The preliminary proposal placed the access at the extreme northern end of the building area and due to the form of the interchange proposed, further substantially reduced the area available for building development which was already somewhat limited by topographic features and limits of acquisition on the

east side. The interchange shown on our plan, and this is to be regarded as a suggestion only, is more centrally placed with respect to the building area and is furthermore in a location where building development would not occur to any extent due to clearance requirements from the secondary north-south runway.

In examining the form of the interchange it is desired that the following factors be taken into account -

- (i) The need to reduce to a minimum the requirement for acquisition of land leased by Bayview Quarries and coloured green on the plan. If possible, the interference thereto should not exceed that shown on our sketch plan.
- (ii) The need for the expressway to be as far as possible from the north end of the secondary north-south runway.
- (iii) The desirability of keeping both lanes of the highway as close together as practicable and as close as possible to the eastern boundary of the proposed acquisition to reduce to a minimum the sterilizing effect of the road on the airport land.

5. The area shown coloured in yellow is part of an area of some six hundred acres currently owned by Stanhill Development Pty. Ltd., This ownership is largely to the east of Moonee Ponds Creek, but the only road frontage is to Lancefield Road as shown. The proposed expressway could leave the bulk of the ownership without road access and heavy compensation or possible acquisition of the whole area might be involved unless alternative road access can be given. Your consideration of adequate points of entry to the proposed diversion from the residue of the Stanhill property appears to be necessary.

6. The Commonwealth responsibility for the Lancefield Road diversion remains in principle as outlined in our letter 67/157/41 of the 17th September, 1959. Namely, that the Commonwealth opinion is that roads of access to airports are the responsibility of the State and that the Commonwealth will provide a new road of the same standard insofar as pavement and reservation widths are concerned, and of length sufficient to adequately replace the section of the existing road within the airport acquisition.

7. The expressway proposal to the south-east of the new airport, whilst being supported wholeheartedly by this Department, is therefore a project for which no Commonwealth funds could be allocated for construction or land acquisition purposes and it is submitted that any compensation which might be payable to Stanhill as a result of their western boundary being without access if an expressway is constructed in place of Lancefield Road is a matter for the State.

8. For the purposes of ascertaining the extent of the Commonwealth contribution, we have therefore, initially examined the requirements for the diversion only. On this basis, acquisition of an additional strip of land between the western boundary of the airport acquisition and Lancefield Road to the north-west of the Oaklands Junction will be necessary. This acquisition will be arranged by the Commonwealth and, unless your Board requires, and is prepared to finance additional width, it is intended that it will be the same width as the existing road reservation in the area.

the south-east it would appear that the diversion could be completed on the alignment shown by the broken brown lines on the attached plan, without any acquisition additional to that proposed for the airport. Within the airport acquisition boundary the full reservation width for the ultimate development of the road will be made available.

9. If, however, the expressway proposal to the south-east of the new airport is to proceed, and this is a matter for decision by your Board, then in lieu of the connection of the diversion to Lancefield Road in the vicinity of Condors Lane, the Commonwealth would be prepared to provide funds for a road pavement equivalent in length and width on the alignment of the expressway. No contribution would, however, be made to the acquisition of land outside the western boundary of the proposed airport acquisition since the diversion itself could be completed within this area as outlined above.

10. In summary we would appreciate your advice on the following aspects:-

- (a) The redesign of the Lancefield Road diversion on the lines shown in blue on the attached plan.
- (b) The possibility of connections to the diversion being approved for the land owned by Stanhill Development Pty. Ltd. and deprived of access by the proposed expressway.
- (c) The detailed requirements for land outside the airport acquisition necessary to complete the road diversion north-west of Oaklands Junction.
- (d) The proposals in regard to the expressway to the south-east of the new airport.

11. The Department of the Interior has commenced detailed surveys of the airport acquisition boundary and your early advice on the above matters would be appreciated so that variations may be incorporated in the survey and in the various acquisition negotiations.

Yours faithfully,


(W. H. Pickford)  
for Director-General of Civil Aviation.

The Chairman,  
Country Roads Board,  
Exhibition Buildings,  
CARLTON.

Att.

The Chief Property Officer,  
Department of the Interior,  
MELBOURNE.

For information. As discussed with your Mr. R. Egan.

  
(W. H. Pickford)  
for Director-General of Civil Aviation.

10/4/1960

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CABINET SUBMISSION

COPY NO.

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B595/119  
67/137/78 Part 4  
NOV 1962

FOR CABINET

THE AERODROME REQUIREMENTS OF TURBO-JET AIRCRAFT  
FOR THE DOMESTIC AIRLINES

Cabinet will know that in accordance with the terms of the Airlines Agreements Act 1961, both major domestic airlines may apply after November 18th, 1962, for approval to purchase turbo-jet aircraft. Under the terms of the agreement approved by that Act, both airlines have undertaken not to put jet aircraft into service before 1st July, 1964, and also that the first and second aircraft each acquires will be introduced into service simultaneously. Cabinet will no doubt also recall that I intended, as soon as we had more information available on the performance of the turbo-jet aircraft likely to be acquired by the domestic airlines, to submit proposals about Tullamarine and the other airport needs of the Commonwealth. On the basis of the information now available to me, I will in this paper make a recommendation that Tullamarine be developed as quickly as possible and also that Cabinet approve a five year plan for the development of our national airport system.

AVAILABLE TURBO-JET AIRCRAFT AND AIRLINE PLANS

2. There are several types of jet aircraft available, three in the heavier category and one in the lighter. The heavy aircraft are (in order of size) the Caravelle 10A, weighing 114,000 lbs. (i.e. in the maximum all-up weight configuration); the de Havilland Trident 1E, weighing 125,000 lbs.; and the Boeing 727, weighing 152,000 lbs. These aircraft will carry about 100 passengers in a mixed tourist/first-class passenger configuration, at speeds up to about 590 miles per hour. In the lighter class the only aircraft being seriously considered by the airlines at this stage is the British Aircraft Corporation's One-Eleven. It weighs 51,500 lbs. and carries 66 passengers in a mixed tourist/first-class configuration at a speed of about 530 miles per hour. (Douglas have design plans for a similar aircraft, known as the 2086, but no firm decision has yet been taken on production. Fokker intends to build an even smaller jet to be known as the F.28, but it is not intended to offer this as a replacement for front line aircraft. The Caravelle organisation recently announced that it intended to offer its existing Caravelle 6R as a competitor in the light jet field, but there is no active airline interest in this aircraft).

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1. For the purpose of comparing the performance of the jets listed above with that of front line aircraft in our existing fleet, it is worth noting that the Lockheed Electra carries 81 passengers in a typical tourist/first-class configuration at about 400 miles per hour and weighs 113,000 lbs. all-up, while the 800 Series Viscount carries 56 passengers at about 360 miles per hour and weighs 72,500 lbs.

2. The airlines have had all available jet aircraft under intensive study for some time. Although they have made no decision on the actual type they intend to purchase, they recently informed me (see Appendices "A" and "B") that they wished initially to acquire two jet aircraft in the heavy class in 1964/65, followed probably by a third of the same type a year or so later; and then to commence purchases of a light type of jet aircraft, such as the B.A.C. One-Eleven, somewhere between 1966/68. The philosophy is that the heavy jet would replace the Electra as front line equipment and the light jet would ultimately replace the Viscount. The airlines, at Appendices "C" and "D", have also advised me of their views as to the aerodrome requirements involved in an acceptance of these plans.

3. I do not intend in this paper to canvass in any detail the respective merits of the various types of jet aircraft. The only requirements under applicable legislation are that both airlines buy aircraft of "comparable size and performance" and that the Minister be satisfied that the introduction of such aircraft will not be detrimental to the stability of the airline industry. This means that it would not be appropriate to approve of one airline buying light jets and the other airline buying heavy jets. I believe, however, that in view of the advice already given to me by the airlines, this situation is not likely to arise.

4. Since the Airlines intend first to buy heavy jets and appear to have eliminated the Caravelle, they will have to choose between the de Havilland Trident and the Boeing 727. Although the Trident has some attractive technical features and is further advanced from the production viewpoint than the Boeing 727, it appears that both airlines are attaching a good deal of significance to the previous successful experience of the Boeing Company in the jet aircraft field and also to the very considerable resources that company has to back its product.

5. I cannot predict how all this will work out, but I can say that from the viewpoint of safety, there is a good deal to be said for the initial concentration of all our national technical and operational facilities on one rather than two new jet aircraft types; also from the viewpoint of our two airline policy, any marked qualitative difference which might subsequently be established between

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differing types of jet aircraft could have a disturbing effect on the stability of the industry and should, if possible, be avoided. I can only hope that the airlines will be as conscious as I am of these aspects. There is some evidence that this is the case and that they will, in the final analysis, select the same type of heavy jet aircraft. There is, however, no intention on my part to compel them to do so.

#### AERODROME EFFECTS OF AIRLINE PLANS

8. The main purpose of this paper is to discuss the effect which the jet procurement plans of the airlines will have on national airport development. In this area certain firm conclusions emerge. The most important relate to the existing airport at Essendon, and briefly they are :-

- (1) The Trident and Boeing have weights, tyre pressures and undercarriage configurations which would overload the existing pavements even more than is now the case with the Electra, which has already caused some failures of these pavements. Before we could permit the operation of a heavy jet at Essendon, it would be essential to strengthen both part of the critical east-west runway, on which the whole operation would basically depend, and also part of the shorter north-south runway, the use of which is necessary when strong cross wind conditions prevent the use of the east-west runway. Some attention would also need to be given to taxiways, and particularly to the long taxiway leading to the eastern end of the east-west runway, as these are showing signs of deterioration under Electra operations. A rough order of costs for these works is £250,000. It should be noted that much of this cost would be necessary, irrespective of the introduction of heavy jets to provide adequately for the existing Electra aircraft.
- (2) The longest runway at Essendon is now 6,100 feet and this would have to be extended (and it can be for about £25,000) to 6,300 feet before heavy jets could operate economically. Each of the two aircraft under consideration can operate off the runways within our established safety standards, but it cannot be said that the runway lengths available provide the substantial additional safety margin characteristic of operations with existing propeller-turbine aircraft.
- (3) Both the Boeing 727 and the Trident, under critical temperature and en route wind conditions, would have a very substantial payload penalty on the direct Essendon-Perth route.

For this and other related traffic reasons, the airlines would probably schedule a stop with the Boeing or Trident at Adelaide. It is most unlikely, therefore, that the introduction of the heavy jets at Essendon will result in a regular direct flight from Melbourne to Perth, although it will be possible to make such a flight with a reasonable payload when temperatures and wind conditions en route are favourable.

- (4) While it is difficult, on the data now available, to assess objectively the noise likely to be made by heavy jet aircraft at Essendon, it is certain that they would create a worse noise problem than the one we now have in Sydney as a result of the operation of large international jets. At Essendon we would have a much higher frequency of jet operation (about six times greater), the adjacent residential suburbs are closer to the airport and more heavily built up, and there is no possibility of restricting operations, as has largely been done in Sydney, to daylight hours.

9. In summary, the consensus of airline and Departmental opinion about Essendon is that, provided we strengthen the pavements before the heavy jets arrive, then their operations can be conducted within established safety standards and with satisfactory regularity on the shorter inter-capital city flights. Payload restrictions on the longer direct flight to Perth from Essendon in critical temperature and en route wind conditions would be so substantial as to make such flights basically uneconomic but as mentioned earlier, satisfactory payloads could be carried when operating conditions were favourable. It is also generally agreed by all concerned that the noise nuisance problem at Essendon will be a very difficult one.

10. The Director-General believes that, provided the necessary aerodrome works are first carried out at Essendon, operation of a heavy jet aircraft of either the Boeing or Trident class can be safely permitted, but that no guarantee can be given about how serious the noise problems might be. If in practice it proved to be as serious as some experts predict, the position could probably be held by imposing payload restrictions on the aircraft. From the economic viewpoint, these restrictions could not be tolerated by the airlines as a permanent feature of their operations.

11. I believe, therefore, that we should proceed as soon as possible with the development of a new airport at Tullamarine. Until this airport is ready for use, the Director-General would be prepared to approve the operation of jets such as the Boeing or Trident at Essendon, although he believes, as I do too, that it would be desirable

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to expedite the construction of Tullamarine so that the jets are not required to operate at Essendon for any longer period than is reasonably necessary. A very preliminary order of costs for the development of Tullamarine to a standard suitable for both domestic and international jets is £10 million, unless of course, the international operators wanted to fly their aircraft direct from Melbourne to Singapore or Honolulu. In this event, the additional runway length required could increase this cost by about £500,000. In the long term, the airlines would also be faced with heavy re-establishment costs at Tullamarine, but for some time at least there seems no reason to believe that they could not use existing maintenance facilities at Essendon.

12. The aerodrome requirements involved in introducing jets of the Boeing or Trident class into domestic services are not restricted to Melbourne. It will be noted from Appendices "C" and "D" that the airlines want to use these aircraft at Sydney, Brisbane, Canberra, Adelaide, Perth, Mangalore (alternate) and Kalgoorlie (alternate). They want also to operate their Electra aircraft at Lae, Port Moresby, Cairns, Townsville, Mackay, Rockhampton, Coolangatta, Launceston, Hobart, Longreach, Mt. Isa, Alice Springs, Tennant Creek and Darwin. When they acquire a light jet in 1966/68 during the second stage of their re-equipment plan, they want to operate them, in addition to the aerodromes already listed above for the heavy jets, at Proserpine, Cocma, Mt. Gambier, Wynyard and Devonport. At this point they will also want to use 800 Series Viscounts, displaced from main routes, at Charleville, Maryborough, Leigh Creek, Oodnadatta and Katherine. The works involved at all these airports (including those mentioned earlier for Essendon) would cost about £5 million. Accordingly I asked the Director-General to discuss these requirements further with the airlines and, as a result, a programme has been worked out which reduces the cost to £1.5 million. Naturally this involved taking decisions not to go ahead with many aerodrome improvements requested by the airlines. This means that a number of locations cannot be served as proposed with heavier aircraft and also that fleet utilisation of such types will be reduced. However, the Director-General reports that the airlines are prepared to accept this situation. I mention it here so that Cabinet will appreciate that the proposals I intend subsequently to make will by no means satisfy fully either airline or public requests for improved air services. This will naturally create some further political pressures when the jets come into operation.

13. I think at this point that I should give some indication of the reasons why I support the airlines' preference to re-equip with two heavy jets first, followed by a third rather than to begin with light jets. On the aerodrome side, the light jet would, in the first instance, require somewhat fewer improvements to existing aerodrome facilities. However, it should be made clear at the outset that if heavy jets were

added to the fleet at a second stage of the re-equipment programme, as they undoubtedly would, then very little, if anything, would be saved in the way of aerodrome expenditure. To meet the airline requirements for the light jets on the same restricted basis suggested above the heavy jets would cost about £1 million, which compares with the reduced figure of £1.5 million for the heavy jets.

14. There would be some saving made at Essendon by beginning with the light jets, where the runway and taxiway pavements would then need no further treatment over and above that required for the existing Electras. However, in other important aspects, operations with light jets at Essendon would be just as difficult as with heavy jets. The performance of the light jet, for example, with two rather than three engines, is such that it needs about the same runway lengths as the heavy jets. Therefore, although it can operate within established safety standards it, like the heavy jet, does not have the additional safety margin characteristics of existing propellor-jet aircraft. Also, the noise nuisance problem with light jets could not be expected to be any better than with the heavy jets. The aircraft has a lower total power output from its two engines, and on that score alone it ought to be better. However, because of its performance, it may not climb away from the adjacent residential areas as quickly as the more powerful heavy jets. In addition, it would certainly have a higher frequency of operation as more light jets than heavy would be needed to carry available traffic on important routes such as Melbourne-Sydney. It is clear, therefore, that despite the immediate saving involved in not needing to strengthen the Essendon pavements for light jets, procurement of these aircraft does not alter the position in respect of Tullamarine. There would still be an urgent need to proceed with the construction of this airport.

15. The most important single weakness in any proposal to begin re-equipment with light jets is that such a fleet would not in any circumstance be able to fly direct from Melbourne to Perth, for I believe that the long haul route to Perth is one which gives more justification than any other for the introduction of jet aircraft. We have for some time been subjected to considerable criticism in the West about domestic air services to Perth, and although some of this criticism is at times unreasonable, there is a good case to be made for the use of jet aircraft on this route.

16. The British Aircraft Corporation's One-Eleven is really a short range jet airliner designed specifically to replace the Viscount. Realising the importance of meeting the added range requirement of the Perth route, the makers of this aircraft have succeeded in a very ingenious way in "stretching" the aircraft's performance so that it will operate from Adelaide to Perth. However, it will on this Adelaide - Perth route, still only carry, under comparable conditions, a little more than

half the payload of the Boeing or the Trident. This is really not satisfactory to the airlines, who would have to suffer the economic disadvantages of using more aircraft to perform a given task without compensatory gains in other directions. In short, there is little doubt that if we tried to make the light jet fit the long range Perth route, we would run into the same sort of operational problems, and the same sort of criticism from the travelling public, as we did when we attempted, with limited success only, to adapt the short range Viscount to the Perth route.

17.

Although the British Aircraft Corporation has somewhat ambitious long term plans to "stretch" the One-Eleven even further so that it could ultimately fly from Melbourne to Perth, it is certain that it could never do this from Essendon, as on the manufacturer's own estimates, this would need a runway nearly 9,000 feet long in Melbourne. Also the very considerable further development of the aircraft which would be required may or may not prove practicable.

18. Apart from the range deficiencies of the One-Eleven, the airlines have other strong objections to beginning re-equipment with light jets. They claim that introduction of the One-Eleven would tend to shorten both the working life of the Electra and its planned period of amortization; this in turn would cause for them unnecessary financial and operational difficulty. They also claim that with the light jet as their major fleet unit, they could not get the benefit of those economies which are traditionally accepted as being associated with the use of larger units in transport operations; in this case many more of the smaller One-Eleven units would be needed to carry available traffic. Also they say that the saving in time involved in using a One-Eleven rather than an Electra on a route like Melbourne-Sydney is so small as not to justify the large capital outlay involved in re-equipment. They also point to the fact that, pending the completion of Tullamarine, there will be occasions, and especially in winter, when it will be possible for the heavy jet to carry a reasonable payload direct to Perth from Essendon. Finally, they say that it must be obvious that even if they began re-equipment with the light jet, the traffic growth normally associated with the economic development of the country, and also the long range requirements of places like Perth, Darwin and New Guinea, will ultimately force them to purchase heavy jet aircraft.

19. In summary, I conclude that an aircraft re-equipment programme based on initial purchase of light jets, does not remove the urgency of the need for a new airport at Tullamarine; does not make possible even a satisfactory Adelaide-Perth service, and rules out completely any possibility of an Essendon-Perth flight; does not have anything but a temporary and comparatively minor effect on national aerodrome costs; and would be strenuously opposed by both domestic airlines. For all these reasons, I believe we should accept the plan submitted to me by the airlines to begin re-equipment with heavy jets, followed later by light jets.

THE NEED FOR A PROGRAMME OF NATIONAL AIRPORT DEVELOPMENT

20. Since I am recommending the construction of a new airport in Melbourne requiring an expenditure of about £10 million, I think I should also tell Cabinet at this time what I believe to be the really essential airport needs of the Commonwealth during the next five years.

21. There are at present 145 aerodromes owned by the Commonwealth Government which are its sole responsibility to develop. A further 133 are owned by local authorities, and under our local ownership policy we have a responsibility to provide half the cost of any development we accept as being necessary. These responsibilities, apart from any provision for major projects, require an expenditure each year - and we believe it to be an essential minimum - of about £1.5 million on government aerodromes and about £300,000 on locally owned airports. In addition, we spend under our normal aerodrome vote about £.75 million on Departmental buildings such as operations centres, control towers, communication stations, navigation buildings, housing for staff, etc. This gives a total annual expenditure under our "aerodrome and buildings" vote and "local ownership" vote of about £2.5 million. The additions to this annual programme, if we accept heavy jet re-equipment, would require £1.5 million expenditure spread over the first three years of a proposed five year airport plan which I will elaborate later.

22. Cabinet has already approved in principle the development of Launceston at an estimated cost of £1.3 million, and of the extension of the north-south runway into Botany Bay in Sydney, at a preliminary order of cost of £3.1 million. Both these essential projects will shortly be submitted for the consideration of the Parliamentary Works Committee. It is not unlikely that more detailed consideration of the Sydney runway extension could raise the cost of about £4 million.

23. Other major projects under consideration include the construction of a permanent international terminal complex in Sydney, the development of a civil aviation area in Darwin so that we may ultimately evacuate the R.A.A.F. buildings now occupied there, and the development of a new terminal area and building in Brisbane. Also the development of Canberra airport facilities has been under consideration for some time but it presents unusual, and as yet unresolved, planning difficulties.

24. All these are important and necessary developments but they are also very expensive projects. It is obviously impossible to accommodate them all in a five year plan which includes a project as large as Tullamarine. Therefore, I have only included the Sydney international terminal building in my draft five year plan, and this I would like to discuss further.

CONFIDENTIAL

.../9

25. As the domestic operators have recently rehabilitated their terminal buildings in Sydney to a standard suitable for another seven to ten years, I do not believe any provision needs to be made for any further development of the domestic facilities there in the next five years. However, I do believe that we must do something about the international terminal facilities at Sydney. The present "temporary" wooden structure is not only an eyesore, but there are some who doubt its structural stability. In addition, all the international operators who use it and all the Government Departments who are required to be accommodated in it for the purpose of providing customs, health and immigration services, are unanimous in their view that the building is unsatisfactory. Furthermore, neither the building nor its associated road pavements can continue to cater much longer for the rapidly expanding traffic at Sydney.

26. I realise that a separate submission must be made in respect of the need for this building, but on the facts now available, it would not be realistic to ask Cabinet to consider any plan of airport development for the next five years without making provision for a new building and terminal area in Sydney. My Department, in conjunction with the airlines, now has a design plan for the location and layout of the building area which I hope to bring to Cabinet shortly. As stated earlier, this building would for some time only accommodate the international airlines.

27. I have had drafted at Appendix "E" a draft five year plan of airport development for which I seek approval in principle. A number of important associated matters relating to work capacity and funding will naturally have to be worked out in collaboration with other interested Departments. However, I think it is essential that we face up to a programme of this sort if we are to go ahead - as I believe we must - with jet re-equipment. It involves a total expenditure - excluding about £. 5 million for local ownership and provision for any possible increase in the cost of the runway extension in Sydney - of £27.40 million over five years. It would result at the end of this period in the completion of Tullamarine to big jet standard; the development of Launceston; the extension to 7,500 feet of the north-south runway at Sydney; the construction of an international terminal complex at Sydney; and the necessary development of our general airport system to take domestic jets and to accommodate in a limited way the redistribution of Electras and Viscounts. It would also, of course, provide for the normal annual development of our very extensive national airport system. It does not provide for any major development of Canberra, Brisbane, or of the civil aviation facilities at Darwin.

CONFIDENTIAL

28. Because I do not see how there can be any orderly development of our civil aviation system, and in particular how jets can be accommodated into that system, without an approval being given by Cabinet for at least a five year programme of national airport development, I urge strongly that the most serious consideration be given by Cabinet to the programme I have suggested.

CONSTRUCTION OF ACCESS ROADS TO TULLAMARINE

29. If maximum advantage is to be taken of a major national airport facility such as that proposed for Tullamarine in Melbourne, it is essential that it be connected by the best possible freeway to the heart of the city it serves. Provision has been made in the planning for the development of Melbourne for such a freeway but it is not expected to be completed for a number of years. My Department, in correspondence with the interested State authorities, has consistently made it clear that this freeway is not a financial responsibility of the Commonwealth. Notwithstanding this, the Victorian Government formally approached the Commonwealth in 1961 (see Appendix "F") with a proposal that the Commonwealth accept the very heavy financial responsibility of the order of £2 million involved in the construction of part of this freeway. Although we have indicated (see Appendix "G") our unwillingness to accept this responsibility, we have not yet had a satisfactory response from the State Government. This attitude is hardly consistent with the concerted public pressures that the State Government have applied to get the Commonwealth to go ahead with what they regard as the urgently required new airport facility at Tullamarine, for without the access road, such a facility is greatly reduced in value. This is very much the case when one has regard to the fact that the time interval between Sydney and Melbourne will be reduced by the jets to not more than one hour.

30. I believe that as a condition of committing ourselves to the Tullamarine project, we should get from the Victorian Government an assurance that it will expedite the construction of the planned freeway and that, apart from that section within our airport boundary which is properly our responsibility, it will carry out the work at their own expense.

RECOMMENDATIONS

31. I recommend -

- (1) That subject to compliance with the Airlines Equipment Act 1958, the airlines be authorised to purchase two heavy jet aircraft each for introduction after 1st July, 1964;

CONFIDENTIAL



- (2) That a decision be made and announced that the Government intends to develop the Tullamarine site as expeditiously as possible for the use of domestic and international jet aircraft;
- (3) That the year 1967 be accepted as the target date for the completion of those facilities at Tullamarine necessary for the transfer of jet operations from Essendon;
- (4) That approval be given for the use of Essendon by domestic jet aircraft as an interim measure until Tullamarine is developed for this purpose;
- (5) That approval in principle be given for the five year programme of airport development listed at Appendix "E", it being a condition of such approval that the Sydney terminal building project be brought separately to Cabinet for specific approval as soon as possible; and
- (6) That it be made clear that the Commonwealth decision to go ahead with Tullamarine is conditional upon the Victorian Government giving the necessary assurances that it will expedite the construction of the planned freeway to this new airport and that it will do so at its cost.

(Shane Paltridge)  
Minister for Civil Aviation

November, 1962

page 11/10/88

# Domestic Airline Airport Facilities Expressions of Interest

The Federal Airports Corporation owns and operates Australia's major airports at Sydney, Melbourne, Adelaide, Brisbane, Perth, Coolangatta, Launceston and Hobart; together with secondary airports in the capital cities. (Negotiations are taking place for additional airports.)

In October, 1990 economic deregulation of Australian domestic aviation occurs and new entrants will be able to compete on interstate trunk routes. Access to airport facilities is a key aspect of deregulation and, under long-term terminal leases with the existing airlines, there is provision for access of other operators. Additionally, it is open to the FAC to make provision for facilities for new entrants.

While the FAC does not make any offer nor undertake to provide the facilities requested, nor any facilities, at any airport, it now seeks expressions of interest from potential airline operators who may wish to have access to airport, terminal, support and other facilities at Federal airports.

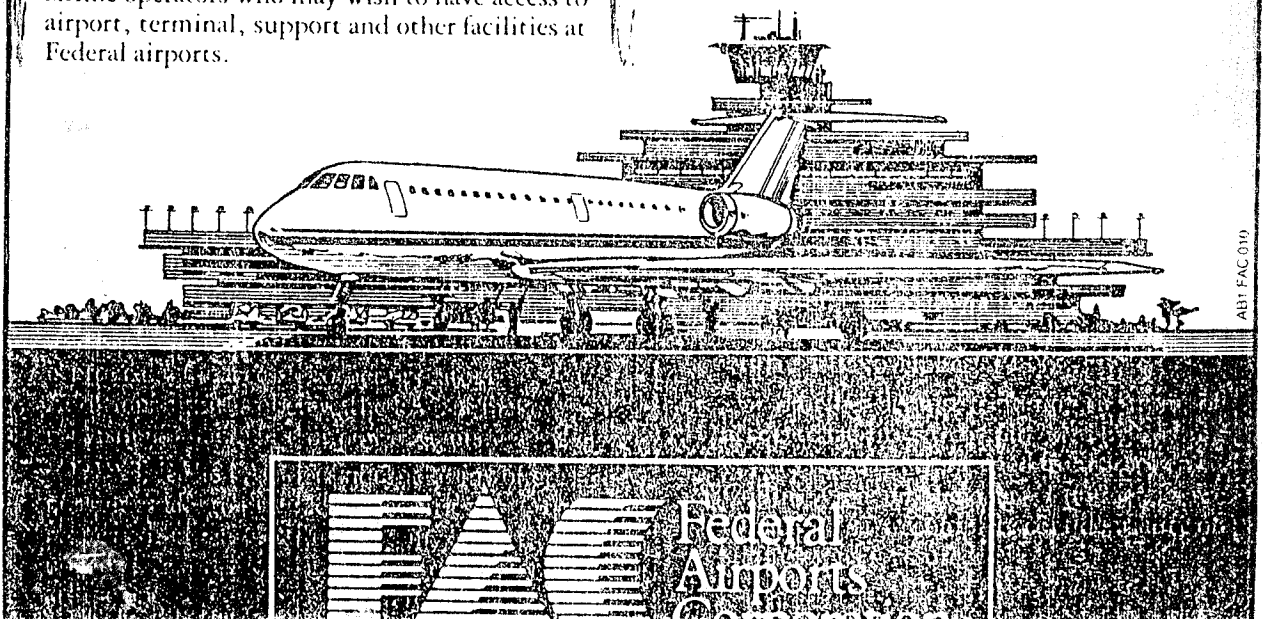
At this preliminary stage, indicative details of facilities envisaged, aircraft types, numbers, frequencies and airports to be used should be supplied; to assist with airport planning and to assess demand.

Submissions should be sent to:

Federal Airports Corporation,  
Head Office  
77 Dunning Avenue,  
ROSEBERY, NSW 2018

marked: "Expression of Interest - Airport Facilities", to arrive before close of business Friday 4th November, 1988.

Further details, including the terms of access to facilities to be provided by existing operators, may be obtained from Stephen Collins, General Manager - Commercial on (02) 697 7474. Complete confidentiality of submissions is assured.



327

Jeff Morgan  
National Operations Manager

**Hertz Australia Pty. Limited**  
6th Floor 10 Dorcas Street  
South Melbourne Vic 3205  
Australia  
Telephone (03) 698 2444  
Telex AA32911  
Facsimile (03) 690 3561

17th July 1989

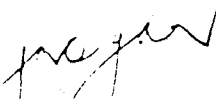
Mr. T. Roper,  
Minister for Planning & Environment,  
235 Queen Street,  
Melbourne Vic 3000

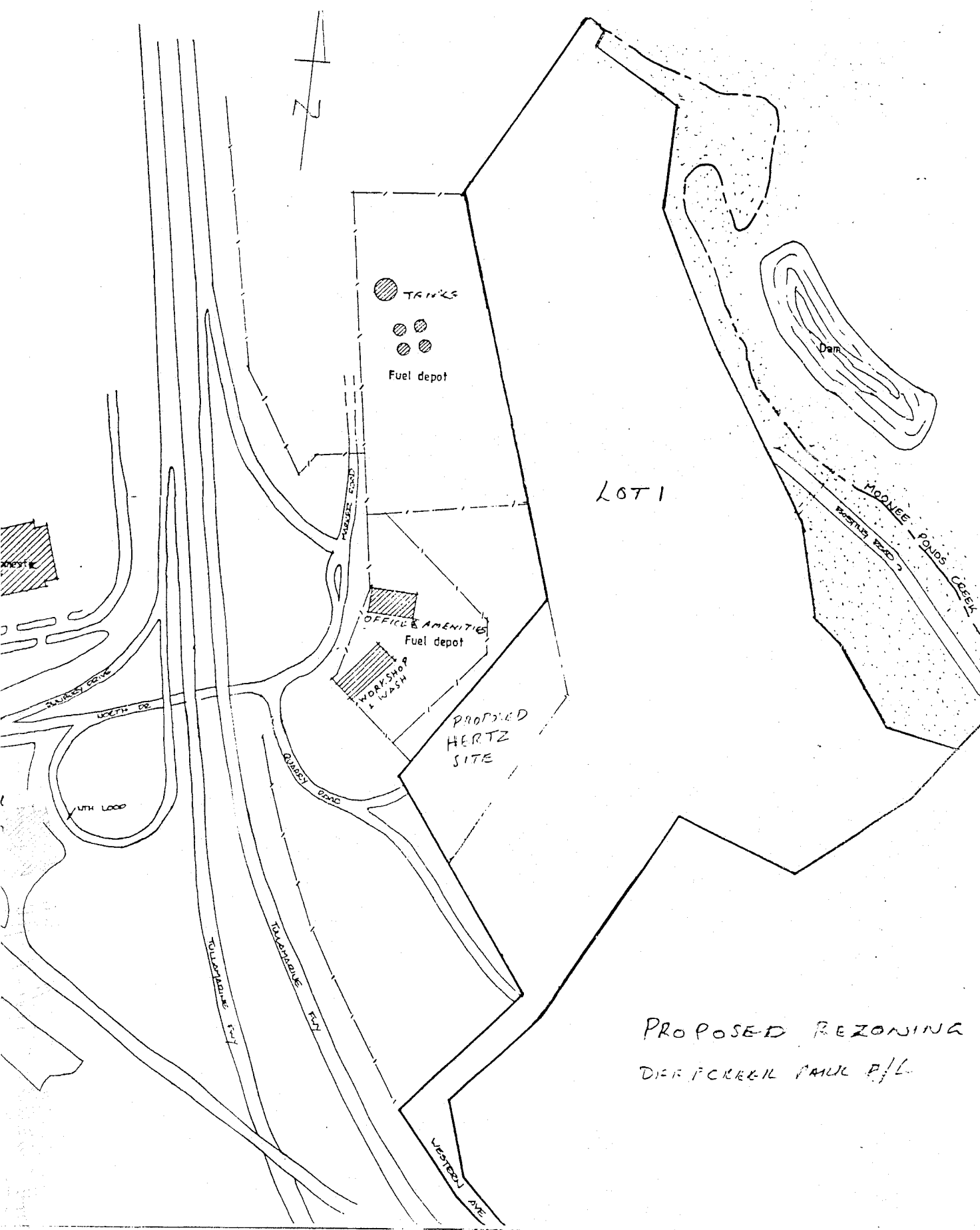
Dear sir,

RE: PROPOSED RE-ZONING OF LAND DESCRIBED IN CERTIFICATE OF TITLE  
VOLUME 8875 FOLIO 055

In relation to Mr. McLaughlin's application for re-zoning of the above land, I confirm that our company has an option to purchase the above property for use as a car wash and maintenance facility to provide the necessary functions in order to operate our car rental operation at Tullamarine Airport.

Yours faithfully,

  
Jeff Morgan  
National Operations Manager



PROPOSED REZONING  
DICK CREEK PAUL P/L

"G" 2 General  
Correspondence  
1997 to 2003

Our Ref. TS9/7/13

~~Your Ref. 111321307~~

JP  
28/6/88

MINISTRY FOR PLANNING  
AND ENVIRONMENT

2-AUG 1988

FILE No. /



Federal Airports Corporation  
MELBOURNE AIRPORT

PO Box 116  
Melbourne Airport, 3045  
Fax (03) 339 2628  
Phone (03) 338 2211

29 July, 1988

Regional Manager,  
Ministry for Planning and  
Environment,  
Metropolitan Northern Region,  
P.O. Box 2240T,  
MELBOURNE. VIC. 3001

REC...

3 AUG 1988

METRO NORTH

C6985C

26 APR 2001

D.O.I.

Dear Sir,

REZONING REQUEST - WESTERN AVENUE, TULLAMARINE

The following comments are provided in reply to your letter regarding the above, dated 28/6/88.

Since our last correspondence further discussions between Mr. McLaughlin and the Corporation have taken place.

Mr. McLaughlin advised that extensive sand deposits exist on this land, which we understand he intends to extract.

It is presumed that the current Special Extractive A Zone would still be appropriate.

Yours faithfully,

B. Mason,  
MANAGER TECHNICAL SERVICES

V160/8/15

## Note for File:

The following is an assessment of the additional cost Hertz would incur if access to the airport via Quarry Road was denied.

## Travel distance (one way)

- via Quarry Road - 1.15km
- via Western Ave and freeway - 6.75km
- 5.6km difference
- extra cost per trip @ 40 cents/km - \$2.24

## Travel time (one way at average speed indicated)

- via Quarry Road - 100 seconds (approx 40km/h)
- via Western Ave and freeway - 300 seconds (approx 80km/h)
- 200 seconds difference
- extra cost per trip @ \$10/hr - \$0.56
- Total extra cost per trip - \$2.80

## Estimate number of trips per day

- gross turnover of Hertz 1986/87 approx \$3,500,000
- using average charge of \$50 per vehicle per day and average hire period of three days gives 63 hirings per day.

## Estimate of extra costs per year

- at 63 trips/day - \$64,386
- at 50 trips/day - \$51,100
- at 75 trips/day - \$76,650

These figures do not allow for return of vehicles that are dropped off at the airport. This could affect the figures by up to 100% extra, but the analysis is rough in the first place.

T.M. CULLINAN  
Acting Superintendent of  
Business & Property

349B

**REPORT  
OF  
THE  
MELBOURNE AIRPORT LAND USE  
STUDY  
COMMITTEE**

June 1992

## FOREWORD

### MELBOURNE AIRPORT LAND USE STUDY COMMITTEE

Following the adoption in December 1990 of the Melbourne Airport Strategy, the Land Use Study Committee was set up by the Department of Planning and Housing to pursue some of the further actions identified in the Strategy.

#### Terms of Reference

The terms of reference of the Committee were to:

- (a) Recommend the introduction of planning controls to limit the development of noise-sensitive land uses in certain areas around the airport.
- (b) Recommend areas within which noise attenuation features may be a requirement in building construction.
- (c) Recommend areas of land which would be suitable for airport related commercial and industrial development.

#### Membership

Department of Planning and Housing	Robert Lee (Chairman) * Marianne Richards
Australian Mayoral Aviation Council	Henry Cruise
Shire of Bulla	John McKerrow David Turnbull
City of Broadmeadows	John Karageorge
City of Keilor	Bill Nicol Don Miller
Shire of Melton	David Kirkland
Federal Airports Corporation	Don McDonald Brien Mason
Vic Roads	Simeon Christoff

*\*In the latter part of the study the Chairmanship was funded by the Federal Airports Corporation.*



## 6.2 Western Avenue Land

Land around Western Avenue and between Mickleham Road and the Tullamarine Freeway was purchased by the Commonwealth some years ago to protect the approaches to the proposed new east west runway. The land which is currently zoned Proposed Public Purposes-Commonwealth is being offered for sale as part of the Government's asset realisation scheme.

*Despite the proximity of existing houses the Committee believes this land should be rezoned to permit only commercial or light industrial uses.*

## 6.3 Attwood Land

This land which is located on the eastern approaches to the existing east west runway extends approximately 4 kilometres from the eastern end of the runway and represents a very substantial area which has been withheld from development due to noise impacts. Parts are zoned Corridor and General Farming and adjacent to Moonee Ponds Creek land which has been purchased for park purposes.

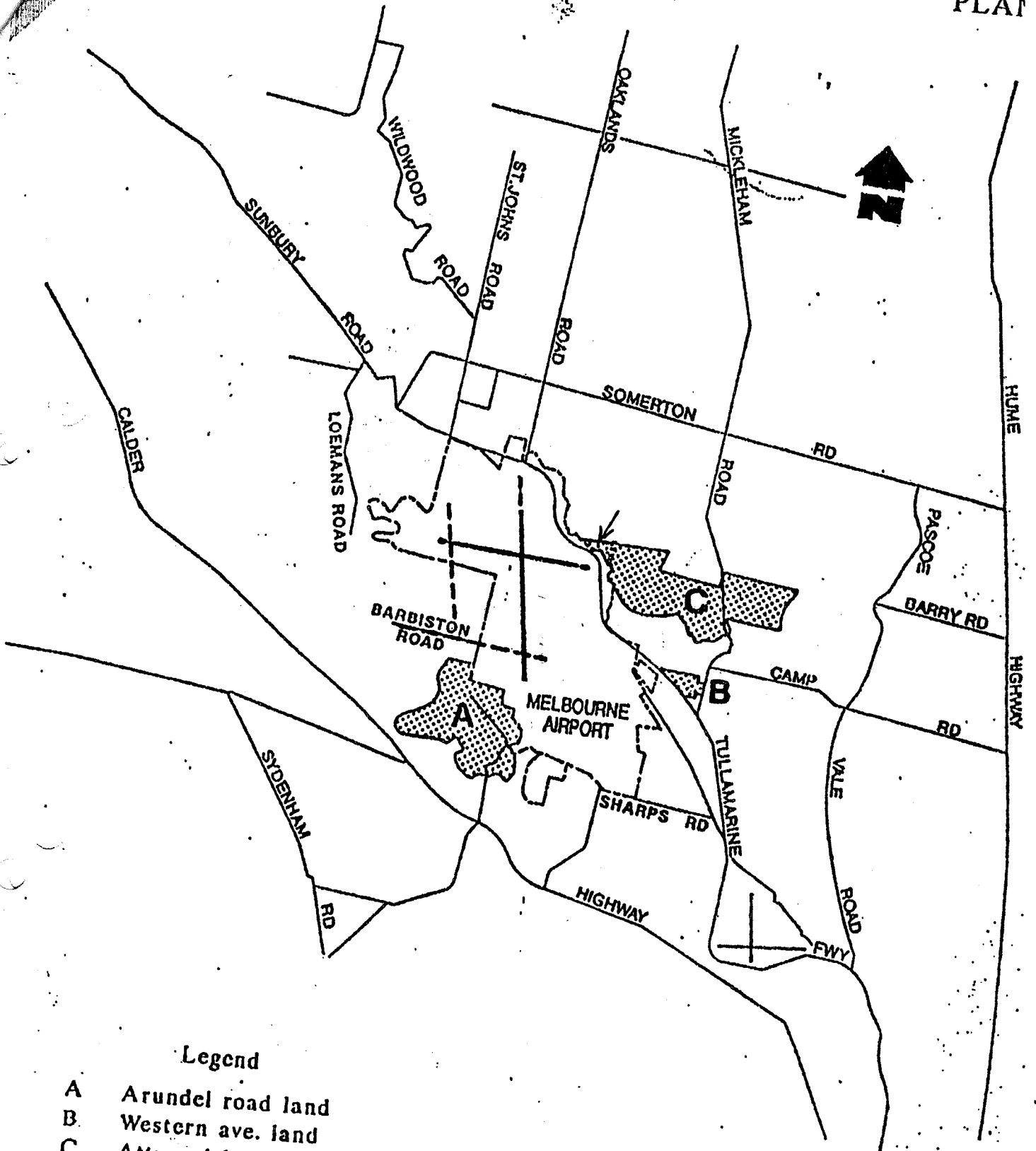
The western end of the land is separated from the Airport by the Tullamarine Freeway although an underpass serves an exit ramp from the freeway for southbound traffic to enter the Airport.

In view of its proximity, the Committee considers that this land could ultimately be rezoned to allow commercial and industrial uses associated with the Airport. Before this can occur questions of access across the Tullamarine Freeway must be resolved. The Melbourne Airport Access Planning Committee is urged to address this question. It is understood that a connection to Barry Road to the east has previously been mooted by the Shire of Bulla and this could serve the subject land as well as providing a valuable connection to the Airport.

*It is recommended that the Melbourne Airport Access Planning Committee should consider access issues and, if appropriate, the Land Use Committee be asked to provide input to access considerations.*

Prepared by Robert E Lee for and on behalf of the Melbourne Airport Land Use Planning Committee.

2 June 1992.



Legend

- A Arundel road land
- B Western ave. land
- C Attwood land

AIRPORT RELATED COMMERCIAL  
AND INDUSTRIAL SITES

358  
6-1

**MELBOURNE AIRPORT TRADE PARK,**  
**9 GARDEN DRIVE,**  
**TULLAMARINE. VIC. 3043.**  
**Phone/Fax: 330 2411.**

**FACSIMILE TRANSMISSION SHEET**

**Date:** 5.8.93    **Time:** 3:15pm    **Pages:** (inc. this cover) 1

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**Attention:** Fiona Trudgen  
Hon R Maclellan

Fax: 628.5132

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**From:** Mr Keith McLaughlin

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Ministry for Planning,  
G.P.O, 2240T,  
MELBOURNE. VIC. 3001.

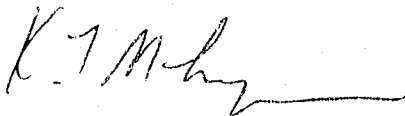
Dear Sir,

Re: Late submission to panel hearing F.A.C.

I have been seeking to negotiate with the F.A.C. since 1988 with regard to the use of Quarry Road which goes to our property and they are refusing to negotiate, as they have stated we would be competition to them.

I would request Mr Maclellan for you to direct the panel sitting at the moment to hear our submission.

Yours faithfully,



Mr K.T. McLaughlin.

2/01/93  
GAM Show on to Bob Young  
APPOINT FAL. ACCESS NOT

15  
INTERESTED IN ASSISTING IN ANY  
SHAPE OR FORM!

357

62 Western Avenue Land

Land around Western Avenue and between Mickleham Road and the Tullamarine Freeway was purchased by the Commonwealth some years ago to protect the approaches to the proposed new east west runway. The land which is currently zoned Proposed Public Purposes-Commonwealth is being offered for sale as part of the Government's asset realisation scheme.

Despite the proximity of existing houses the Committee believes this land should be rezoned to permit only commercial or light industrial uses.

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It is recommended that the Melbourne Airport Access Planning Committee should consider access issues and, if appropriate, the Land Use Committee be asked to provide input to access considerations.

Prepared by Robert E Lee for and on behalf of the Melbourne Airport Land Use Planning Committee.

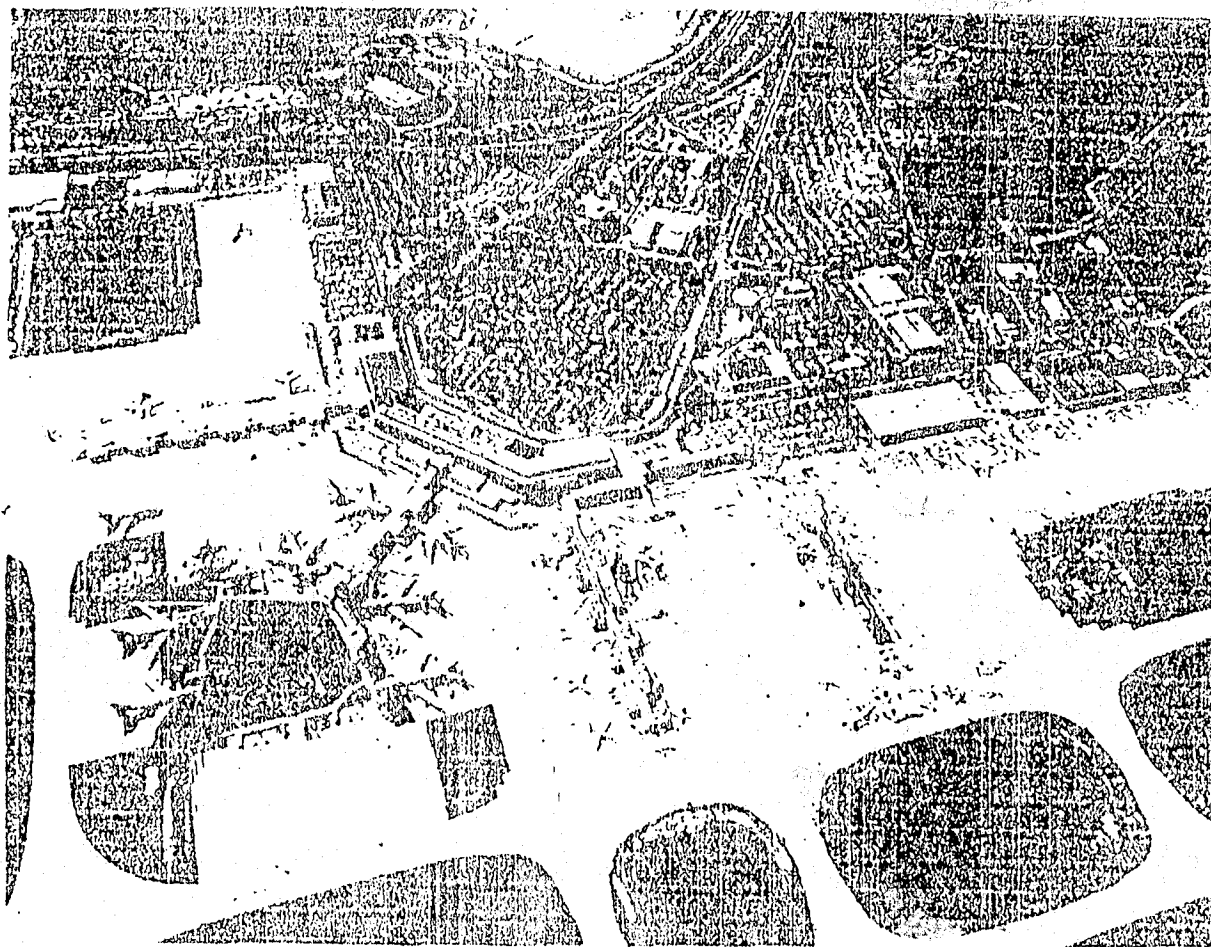
2 June 1992.

91-93



State Government  
of Victoria

# MELBOURNE INTERNATIONAL AIRPORT TERMINAL AND PRECINCT STUDY

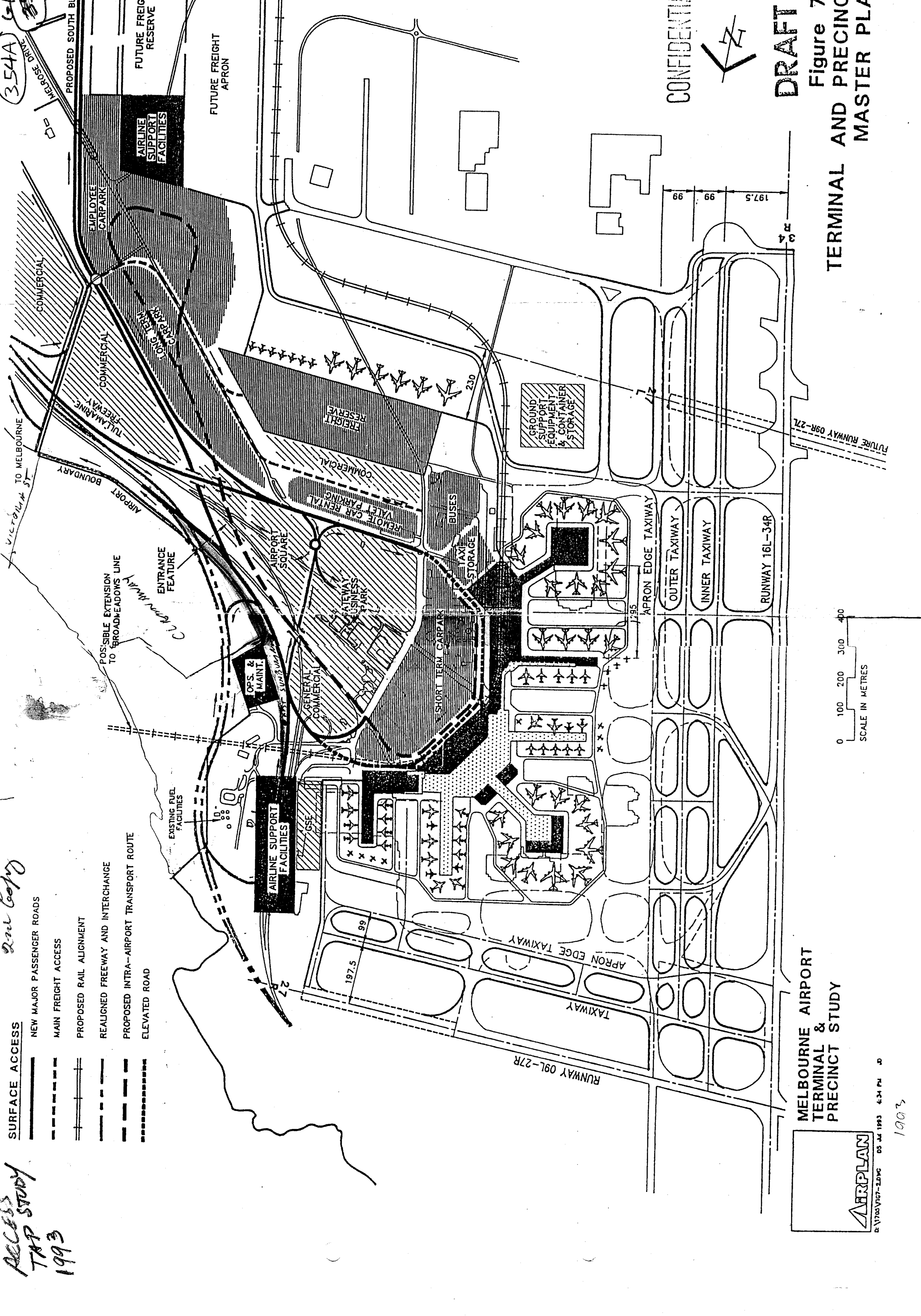


EXECUTIVE SUMMARY

September 1991

Access  
TAP Study  
1993

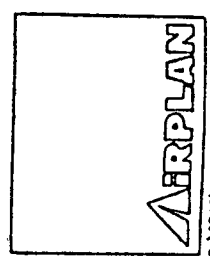
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354A

- SURFACE ACCESS**
- NEW MAJOR PASSENGER ROADS
  - MAIN FREIGHT ACCESS
  - PROPOSED RAIL ALIGNMENT
  - REALIGNED FREEWAY AND INTERCHANGE
  - PROPOSED INTRA-AIRPORT TRANSPORT ROUTE
  - ELEVATED ROAD

MELBOURNE AIRPORT  
TERMINAL &  
PRECINCT STUDY



17005/007-2096 05 JUL 1993 4:34 PM JD

1993

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SCALE IN METRES

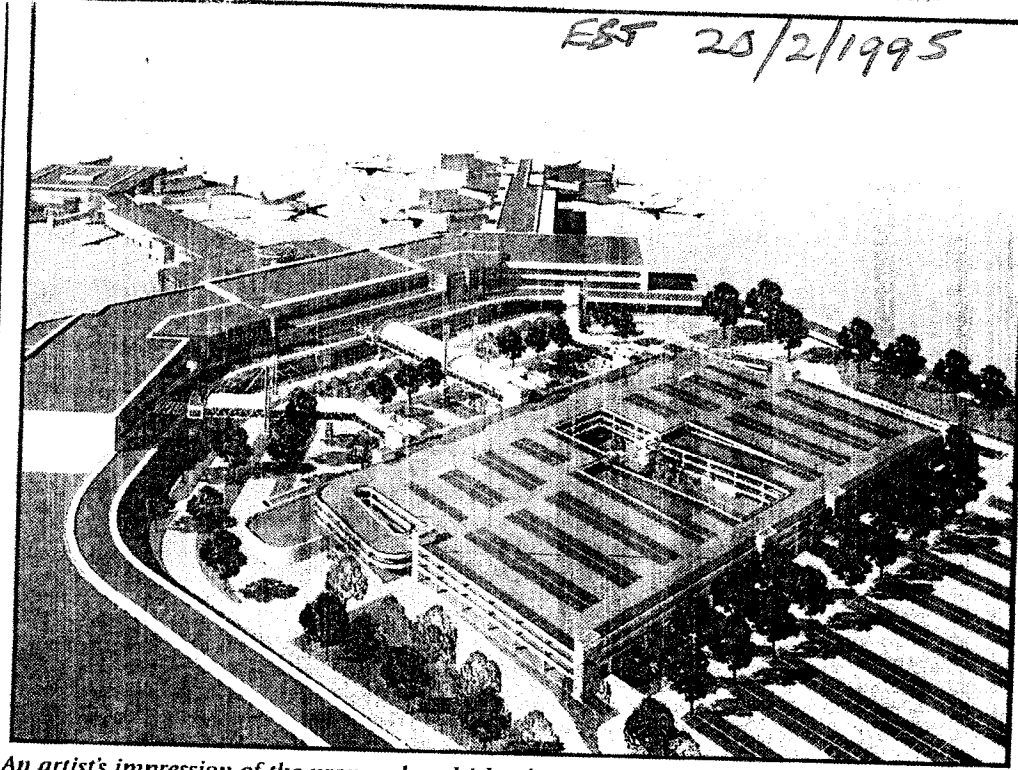
CONFIDENTIAL



DRAFT

Figure 7  
TERMINAL AND PRECINCT  
MASTER PLAN

EST 20/2/1995



An artist's impression of the proposed multi-level car park at Melbourne Airport, which would increase the number of short-term parking spaces by 60 per cent.

# Tullamarine car park set for \$55m upgrade

By BRUCE TOBIN, transport reporter  
A \$55 million multi-level car park has been proposed for Melbourne Airport, with provisions for a hotel complex and underground rail link.

The four-level car park, providing 3200 spaces, would be built on the existing short-term car park site, with extra parking at the rear.

The work, which is subject to Federal Government approval, is scheduled to start in July and finish in April 1997.

The car park would be linked to the domestic and international terminals by undercover pedestrian walkways.

The Federal Airports Corporation plans to finance the project after a lack of interest from investors in a hotel and office complex that would have included the car park.

The project follows the \$180 million redevelopment of the airport's international terminal, which will be finished in December.

The general manager at Melbourne Airport, Mr John Taylor, said the car park would boost short-term parking capacity by 60 per cent.

He said the existing car park was often congested at peak times, forcing motorists to park in overflow areas in the long-term car park.

The acting Premier, Mr

Gude, who has been lobbying the federal Transport Minister, Mr Brereton, and the FAC for a new car park at Tullamarine, said the car park would cement Melbourne's place in the airport big league.

"The future for Tullamarine as a facility of great international standing is assured."

Mr Gude said the car park proposal illustrated that the FAC recognised that future access to Melbourne Airport would be via private cars and the Tullamarine Freeway.

"This strengthens the Government's case for widening the freeway," he said. The Government would only consider an airport rail link after the freeway had been widened.

Mr Gude believes Melbourne should be the first airport to be leased under the Federal Government's privatisation program.

He recently held talks with interested bidders, including the British Airports Authority and the French airport operator Aeroports de Paris.

Details of the car park were announced yesterday as the parliamentary standing committee on public works heard submissions in Melbourne on the proposal. The committee will report to the Federal Government and a final decision is expected in a few months.

The secretary of the Public

Transport Users Association, Mr Paul Mees, said the \$55 million should be used to build a rail link to the airport. He said the car park could be illegal as no environmental effects statement had been prepared.

"The proposed car park will lock in the existing trend for private transport to be virtually the sole access mode to the airport, and for rapid growth in car travel. It will delay for many years, if not forever, the possibility of a public transport link," he said.

The multi-storey car park would be built in two stages and a temporary car park built to ensure sufficient spaces during construction.

An international hotel complex could be built between the terminal and the car park, and an underground rail link connected to the Broadmeadows line. Several overseas investors have examined building a hotel at Tullamarine.

Melbourne Airport, rated the seventh best airport in the world — ahead of Sydney — by *Business Traveller* magazine last year, processed more than 11.1 million passengers in 1993-94.

FAXED  
913/99



Ref: 17710

9 March 1999

Comito & Co.  
PO Box 1021  
THORNBURY VIC 3071

AIRPORT MANAGEMENT  
LEVEL 2  
INTERNATIONAL TERMINAL  
MELBOURNE AIRPORT

LOCKED BAG 16  
GLADSTONE PARK  
VICTORIA 3043 AUSTRALIA

TEL (61 3) 9297 1600  
FAX (61 3) 9297 1886

Dear Sir,

**RE: MR K MCLAUGHLIN**

We refer to your letter of 1 March 1999.

We confirm that the only rights of access to Mr McLaughlin's property are via Western Avenue. If there are other aspects of the 1996 correspondence on which you require further information please advise.

We reject your claim that your client has any rights over access via Quarry Road. Following the failure by your client to undertake reinstatement works requested by us in our letter of 22 January 1999, we commenced those works on 23 February 1999. At all times the work was undertaken in a safe manner and all works were carried out on our property. We also erected safety mesh around the area in which we have been working – located within our property. We therefore reject your claim that there are "hazardous and dangerous situations".

There is no easement of drainage on the airport title in relation to your client's property.

We are continuing to undertake the reinstatement work that we requested be done by your client and we will recover the costs of these works from your client.

Yours faithfully

**Tim M Cullinan**  
Manager Property



(B)

## STATEMENT OF GROUNDS

To be completed by the Responsible Authority, Referral Authorities and Objectors

To: The Principal Registrar  
Victorian Civil and Administrative Tribunal  
Ground Floor, 55 King Street  
Melbourne 3000

Re: Lot 1 Western Avenue WEST MEADOWS VIC 3049	VCAT Reference No: P3261/2002
---	-------------------------------

- I wish to be heard in relation to the Application.

- I intend to rely on the following grounds at the hearing of the application:

(set out a brief but precise summary of grounds, attach additional sheets as required)

- Earthworks and filling of the subject land by the Applicant which has been carried out in breach of the Section 173 Agreement dated (18 September 1997) between the applicants and Hume City Council, has caused and continues to cause adverse effects to Melbourne Airport property.
- In December 2001, Melbourne Airport wrote to Hume City Council (copy attached) objecting to approval of the development plan for this site until action was taken on certain matters. To date, no action appears to have been taken to address those issues.

↓ THE FOLLOWING MUST BE COMPLETED - I certify that I have served a copy of this Statement of Grounds

- On the Applicant ☒ (tick box) on 16 / 1 / 03 (insert date)
- On Hume City Council ☒ (tick box) on 16 / 1 / 03 (insert date)

Failure to serve a copy of your Statement of Grounds on BOTH the Responsible Authority and the Applicant may result in your being unable to appear at the Tribunal or have your objections considered.

Your Name: Bob Jones

Address: Melbourne Airport, Locked Bag 16  
GLADSTONE PARK, VIC 3043

Telephone No. during business hours: 9297 1060

Signature: Bob Jones

Date: 16/01/03

Office of the Chief Executive

**vic roads**

ABN 61 760 960 480  
60 Denmark Street  
Kew Victoria Australia 3101

Tel: (03) 9854 2029  
Fax: (03) 9853 0512

David.Anderson@roads.vic.gov.au

Mr  
Acting Chief Executive Officer  
Melbourne Airport  
Locked Bag 16  
**GLADSTONE PARK VIC 3043**

Please Quote **GN74421.3 &  
74543**

Dear

## **PROPOSED INTERCHANGE – TULLAMARINE FREEWAY**

I refer to your letter dated 17 February 2003, addressed to the Minister for Transport, regarding the proposal to construct a new interchange on the Tullamarine Freeway in the vicinity of Victoria Street. Your letter has been referred to me for reply.

I am also replying to your similar letter to me of 17 February 2003, copied to Mr Brian Negus, Regional Manager – VicRoads Metropolitan North West Region.

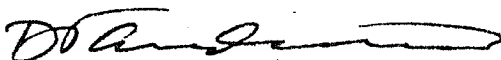
The current proposal has previously been discussed at meetings attended by staff from Melbourne Airport, VicRoads Metropolitan North West Region, Hume City Council and the prospective developers on the north side of the freeway. These meetings considered both the proposed design of the interchange and alternatives, which included a connection from the land on the north side to and from the freeway.

I understand that VicRoads officers have expressed concern regarding the inadequate standards of the proposed design of the interchange and have requested further work to produce a more acceptable design.

In addition I am advised that there are a number of planning issues to be addressed within the airport and in relation to the land to the north. The form of the interchange will also impact on accessibility in the area. These issues need to be resolved prior to the detailed design phase.

I appreciate the need to finalise this matter at an early date. I have therefore asked Mr Negus to convene a meeting of the relevant parties to progress the matter. He will contact you shortly to arrange a mutually convenient time for the meeting. If you require any further assistance please contact Brian on Tel: 9313 1111.

Yours sincerely



**DAVID ANDERSON  
CHIEF EXECUTIVE**

17/3/2003



Our File: 303760  
Enquiries: Rates Office  
Telephone: 9205 2688



1079 PASCOE VALE ROAD  
BROADMEADOWS  
VICTORIA 3047

Postal Address:  
PO BOX 119  
DALLAS 3047

Telephone: 03 9205 2200  
Facsimile: 03 9309 0109  
[www.hume.vic.gov.au](http://www.hume.vic.gov.au)

Wednesday 29 September 2004

K T MCLAUGHLIN & N A MCLAUGHLIN  
1-3 PRIORSWOOD WAY  
SUNBURY VIC 3429

Dear Ratepayer

Re Western Avenue / Tullamarine Freeway

Melbourne Airport is proposing to construct a new entry road into the Airport from the western side of the Tullamarine Freeway, followed at some later time with a new exit road.

The Airport wishes to advise landowners adjoining the Freeway of these proposals and have approached Hume Council for the necessary address details. Council is unable to provide such details due to privacy restrictions but has agreed to forward the Airport's letter to you (see enclosed).

Any questions or comments on the road proposals should be addressed to the Melbourne Airport contacts listed in their letter.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Don Pratt', written over a horizontal line.

Don Pratt  
Revenue Administrator

27 September, 2004

AIRPORT MANAGEMENT  
LEVEL 2  
INTERNATIONAL TERMINAL  
MELBOURNE AIRPORT

LOCKED BAG 16  
GLADSTONE PARK  
VICTORIA 3043 AUSTRALIA

TEL: (61 3) 9297 1600  
FAX: (61 3) 9297 1886

[www.melbourne-airport.com.au](http://www.melbourne-airport.com.au)

Dear Resident/Landowner

### **Tullamarine Freeway Connection**

Melbourne Airport is proposing to construct a new Airport Entry Road on the west side of the Tullamarine Freeway.

The Entry Road is intended to:

- provide secondary access to the main terminal for emergency vehicles during times of traffic congestion; and
- provide direct access for Airport-bound taxis to the taxi holding area.

The Airport is also considering construction of a new Airport Exit Road on the east side of the Freeway in due course in the vicinity of your property.

Both the Entry Road and the Exit Road will relieve congestion around the Airport terminal area from freight vehicles, long-term car park patrons and Airport employee vehicles.

A concept layout for those roads is shown on the attached Drawing No C006. Both VicRoads and Hume City Council have endorsed the concept layout plans and we are about to commence the detailed design for the Entry Road project. We hope that construction will commence before Christmas this year.

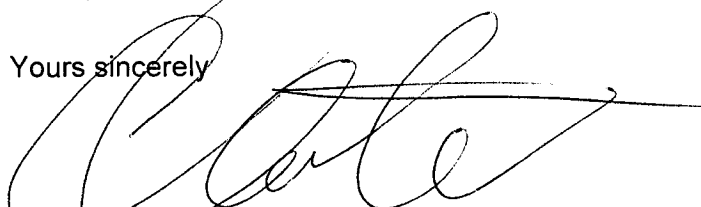
The timing of the Exit Road project will depend on traffic demand and the proposed up-grade of the Calder-Tullamarine Freeway interchange.

Both projects will be contained within the boundary of the Airport and accordingly the Airport does not expect that you will be inconvenienced during construction. Construction is to be funded entirely by the Airport.

On the concept layout plan there is dotted a connection between the Exit Road and Western Avenue. This has been shown at the request of VicRoads and Hume City Council to demonstrate that a connection is physically possible, but at this stage there has been no negotiation concerning the use of or payment for such a connection.

If you have any questions or comments please contact me on 92971348, or my Planning Manager, Bob Jones on 9297 1060.

Yours sincerely



**Christine Carter**  
**General Manager Environment Strategy and Planning**





JOHN RANGLES & ASSOCIATES PTY. LTD.  
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PHONE (03) 5428 3266

FAX (03) 5428 4800 MOBILE 0417 548 402  
E-mail :- johnrandles.jr@tpg.com.au

DATE :- 16/11/04

OUR REF. :- 445077

YOUR REF. :-

## FACSIMILE TRANSMISSION

TO : Keith McLaughlin

FAX NUMBER : 0330 2411

NUMBER OF PAGES (Including this one) : 1

Should you not receive all pages please phone (03) 5428 3266

Dear Keith,

Re: Link road from Western Avenue to Freeway (extension of Victoria Street).

I have spoken to Don Purdue from VicRoads (Sunshine office) regarding your desire to build the link road. He made it clear that the link would only be built at the benefitting land owners expence. Plans would need to be approved by VicRoads and Hume Council. If the link from the freeway commenced on Commonwealth land, APAM approval would be required also.

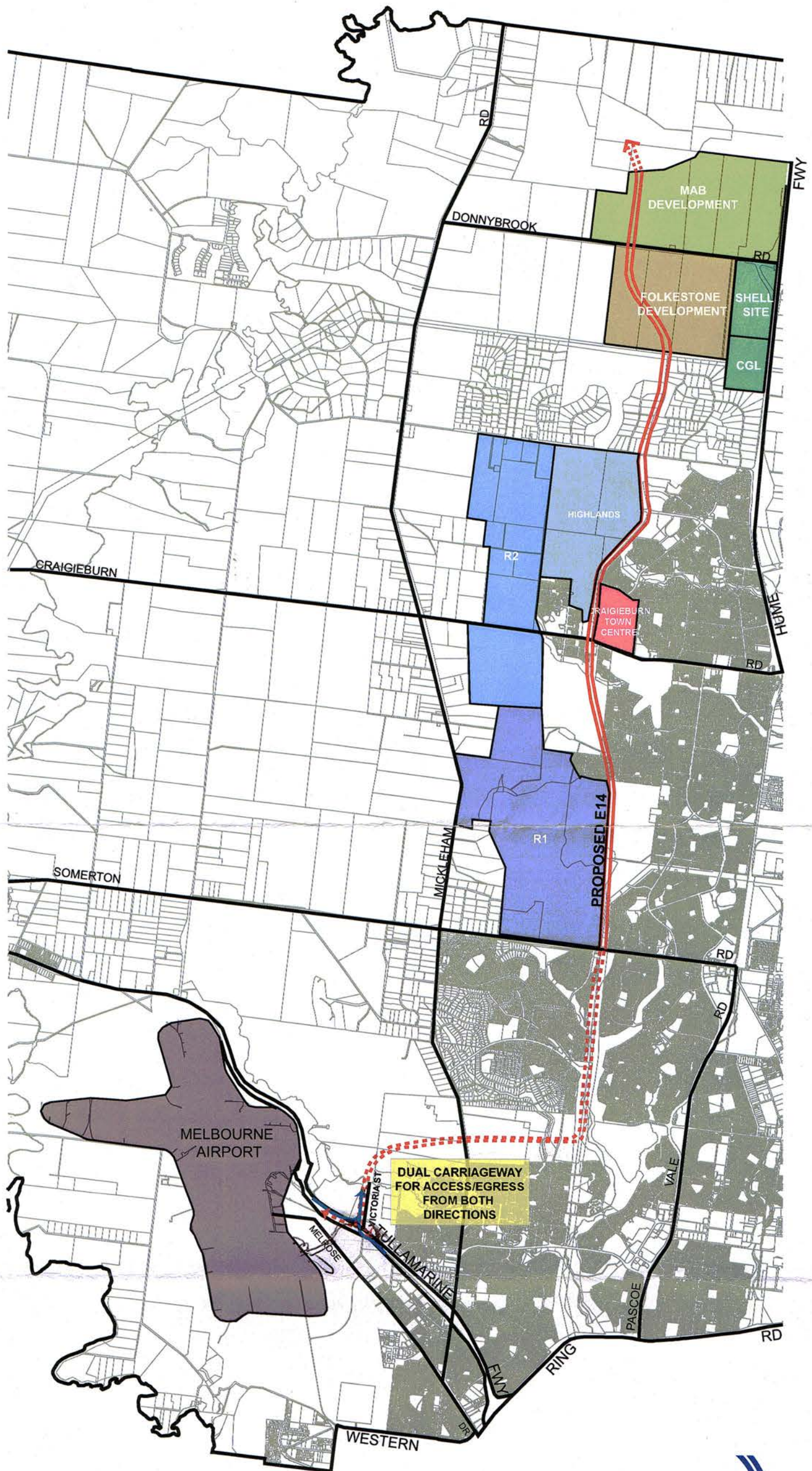
He stated that APAM may not be building the overpass for some time. When it is built, if there is a benefit to landowners, APAM may seek a contribution from the benefitting landowners.

As yet I have not spoken to Michael Sharp from Hume Council.

Regards,

John Randles





## AITKEN BOULEVARD (E14) ALIGNMENT









MELBOURNE AIRPORT

## GROUND TRANSPORT PLAN



## MELBOURNE AIRPORT GROUND TRANSPORT PLAN

### Please Note

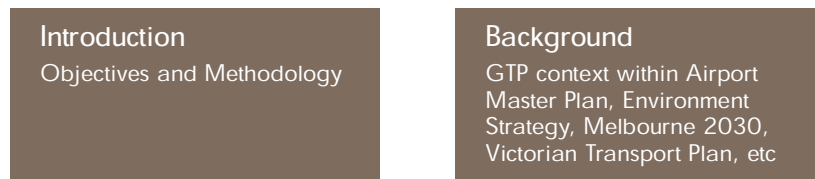
This Ground Transport Plan was prepared based on the *Melbourne Airport Master Plan 2008* and *Melbourne Airport Environment Strategy 2008* and should be read in that context.

Recommendations in this Ground Transport Plan are based on certain assumptions and forecasts that have been prepared by Australia Pacific Airports (Melbourne) Pty Ltd to assist it in the strategic planning process. Therefore, any assumptions and forecasts should not be used or relied upon by any person for any other purpose.

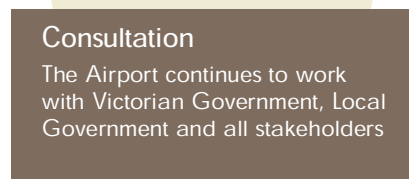
This Ground Transport Plan reflects conditions of July 2009 and is subject to change. Accordingly, the recommendations detailed in it are indicative only, and their inclusion is not to be read as an assurance that any, or all of them, will occur.



## Strategic context



## Engaging with others



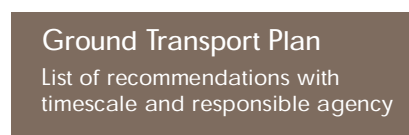
## Existing situation



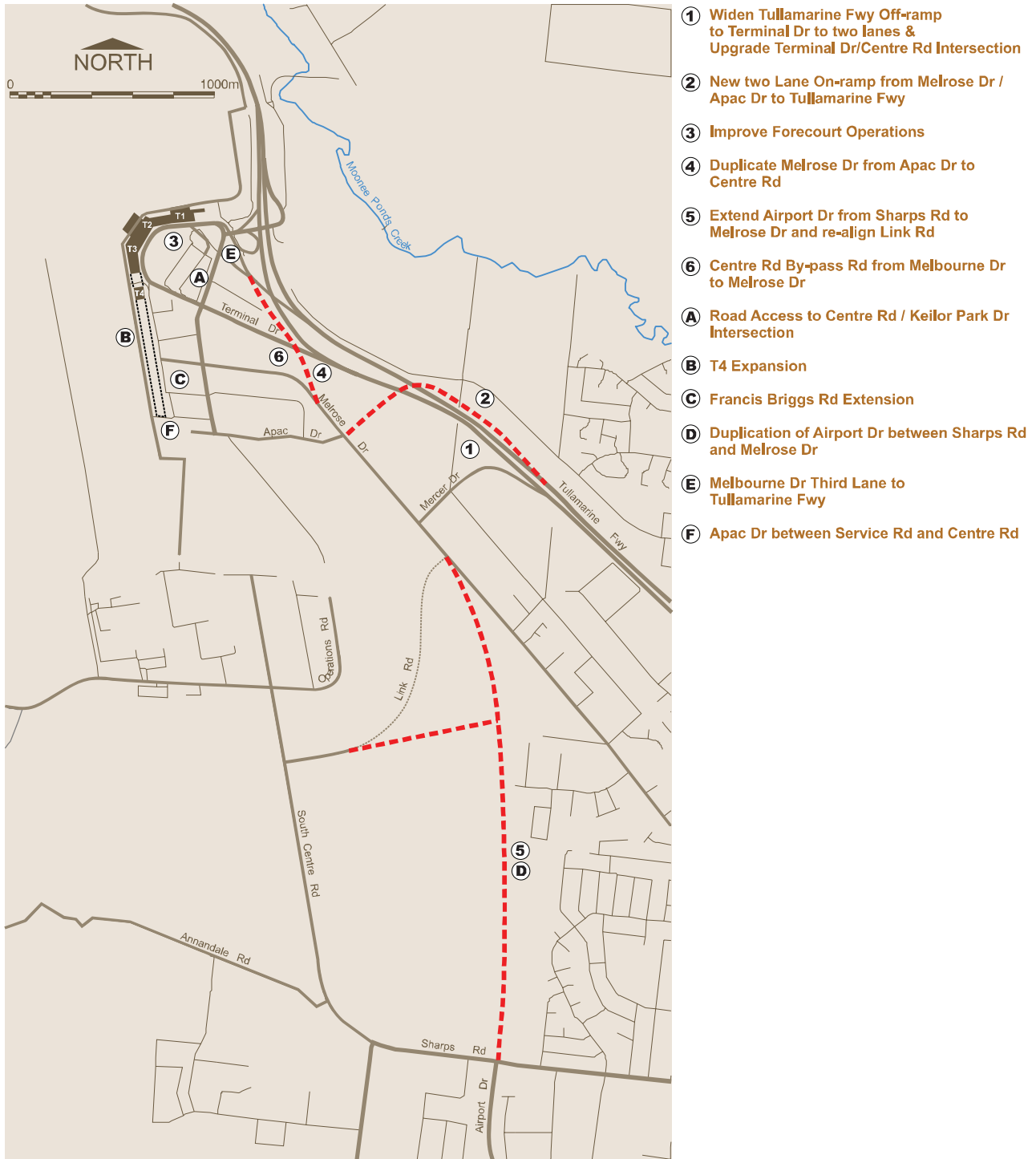
## Transport network analysis



## Identification of initiatives



## TRANSPORT NETWORK IMPROVEMENTS



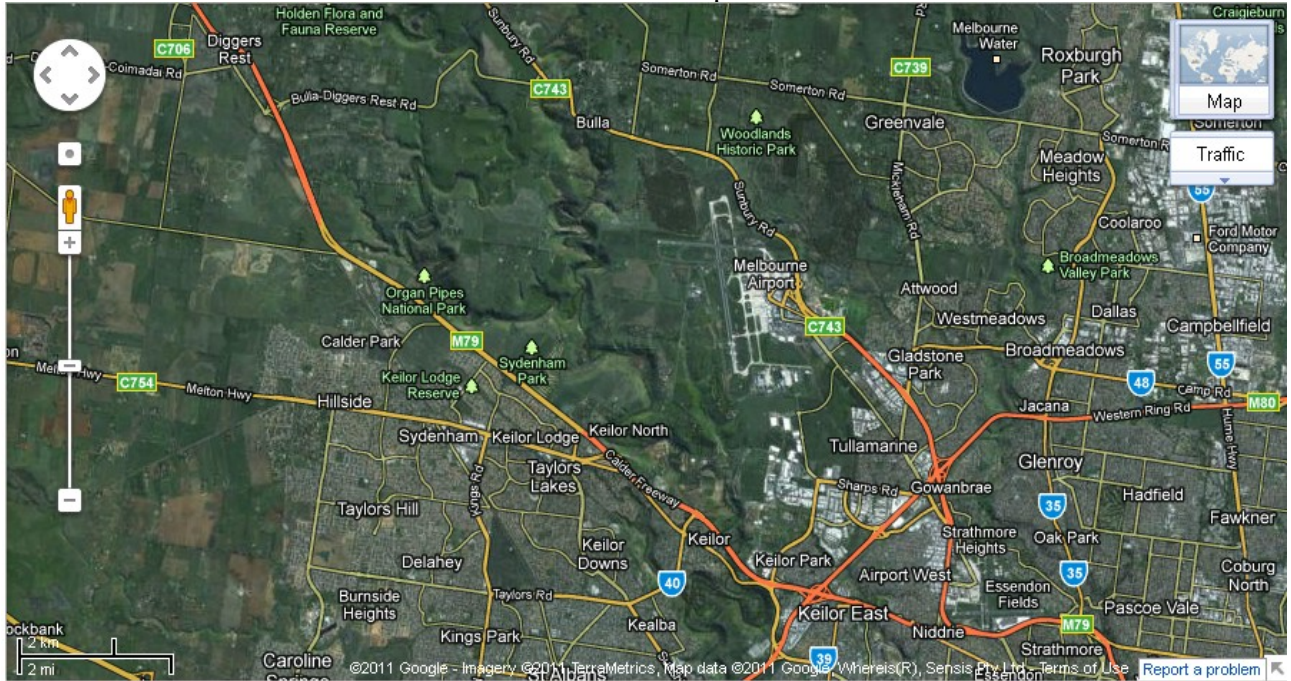
**Figure 5.2: Proposed Internal Road Network Improvements**



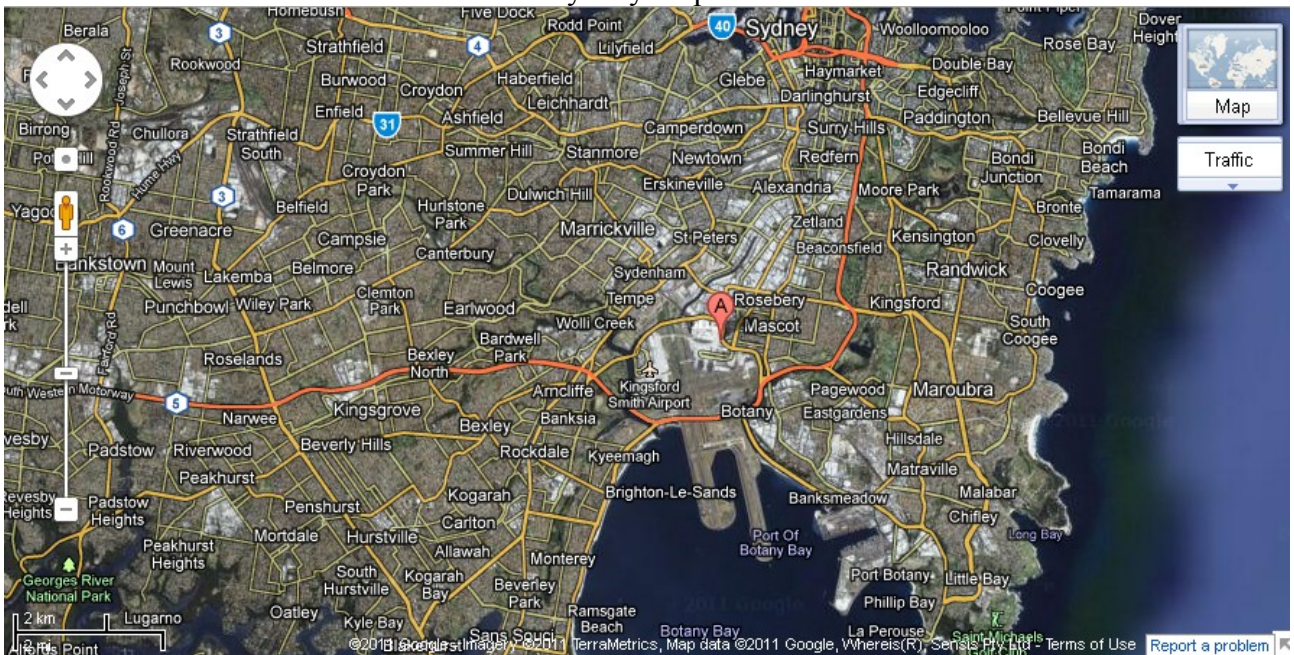
# MELBOURNE AIRPORT / SYDNEY AIRPORT

## GREENFIELDS OR CBD PRICES?

Melbourne Airport



Sydney Airport





## Commonwealth Consolidated Acts

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### AIRPORTS (TRANSITIONAL) ACT 1996 - SECT 57

#### Simplified outline

The following is a simplified outline of this Part:

- If an [airport lease](#) is granted to a [company](#), certain [employees](#) of the FAC will be transferred to the [company](#).
- A [transferred employee](#) will have terms and conditions of employment that are similar to those he or she had before the transfer.
- Those terms and conditions can be varied in accordance with relevant awards etc.
- Before being transferred, [employees](#) will be given statements setting out particulars of accrued benefits.
- Special provision is made for:
  - (a) mobility rights; and
  - (b) long service leave; and
  - (c) superannuation; and
  - (d) the application of the [Safety, Rehabilitation and Compensation Act 1988](#) .

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