

# Melbourne Airport Environs Overlay

## Fact Sheet

### **What is the Melbourne Airport Environs Overlay (MAEO)?**

The Melbourne Airport Environs Overlay (MAEO) is a planning control introduced by the Victorian Government in 2007, with requirements to limit noise-sensitive uses and the impacts of aircraft noise on development in areas close to Melbourne Airport.

The MAEO can limit the number of households, schools, child-care centres and other sensitive uses in areas exposed to moderate and high levels of aircraft noise, to ensure land use and development remains compatible with the 24-hour, 7 day a week operation of Melbourne Airport.

### **Why is the MAEO needed around the airport?**

The MAEO minimises the number of people exposed to aircraft noise and protects Melbourne Airport's current and future flight paths from further urban encroachment.

Early identification of the need for planning controls around Melbourne Airport has meant that Melbourne has avoided many of the problems experienced in other cities, such as Sydney, where people living and working near major airports experience high levels of noise.

The MAEO identifies areas that will be subject to moderate to high levels of forecast aircraft noise, based on the Commonwealth-approved Australian Noise Exposure Forecast (ANEF).

The MAEO is one of many planning controls that may apply to your property, and forms part of the planning scheme.

### **Can the MAEO be updated?**

In the past, the MAEO has been updated to reflect the current approved ANEF for Melbourne Airport, endorsed for technical accuracy by Airservices Australia and included in the Melbourne Airport Master Plan. The current MAEO is based on the 2018 Melbourne Airport Master Plan. Under the Commonwealth Airports Act 1996 Melbourne Airport is required to produce a new Master Plan every five years. When Melbourne Airport produces this Master Plan it incorporates a new ANEF.

The updated MAEO provides certainty by identifying areas with land use and development requirements around the airport for Melbourne Airport's future four-runway layout.

### **Where does the MAEO apply?**

Since 1992, planning controls for airport noise have applied to land in the Cities of Brimbank, Hume, Melton and Moonee Valley. With the introduction of the MAEO in 2007, land in the City of Whittlesea was also included.

The latest update to the MAEO applies to more properties than before, including some in the City of Merri-bek.

You can check if the MAEO applies to your property by searching for your address using the interactive map at: <https://www.planning.vic.gov.au/policy-and-strategy/airports-and-planning/maeo-update>.



### **What does it mean if the MAEO applies to my property?**

Existing homes are not required to make changes.

If the MAEO applies to your property, it may affect what you are able to use or develop your land for. The MAEO applies in addition to other planning controls that already affect your property.

The MAEO means you may need a planning permit to use, develop or subdivide your land. The MAEO may also prohibit what you can use or develop your land for. For example, the MAEO has particular requirements for building or extending a house.

If you are planning a new use or development on your land, you should speak to your local council about the MAEO and how it affects your proposal.

### **What do the MAEO “schedules” mean? What is the difference between MAEO Schedule 1 and MAEO Schedule 2?**

The MAEO has both general and specific requirements under each of the two schedules. MAEO Schedule 1 (MAEO1) identifies areas that will be subject to high levels of aircraft noise. MAEO Schedule 2 (MAEO2) identifies areas that will be subject to moderate levels of aircraft noise.

Due to the forecast high levels of aircraft noise, MAEO1 is more restrictive and prohibits a range of new land uses and limits the number of houses on your lot to one.

In both MAEO schedules, where new buildings require a planning permit, they must meet the noise reduction measures required by Australian Standard AS 2021-2015.

### **My property has been removed from the MAEO, will I continue to experience aircraft noise?**

Even if the MAEO does not apply to your land, you may still experience aircraft noise.

The MAEO identifies land subject to forecast aircraft noise exposure of moderate (MAEO2) and high (MAEO1) levels for land use planning purposes. However, the National Airports Safeguarding Framework and Australian Standard AS 2021-2015 recognises that aircraft noise does not stop at the property boundary or the MAEO boundary.

This means that areas not covered by the MAEO may still experience aircraft noise, just not at a level that requires the MAEO to be applied. This is where contours known as ‘N’ contours or ‘number above’ contours are used by airport operators like Melbourne Airport, to indicate potential daily noise exposure from a single aircraft.

The MAEO could be updated again in future to reflect endorsed ANEFs in future Melbourne Airport master plans. Some properties that are not affected by the current version of the MAEO may be affected by future ANEFs. Decisions made under the planning scheme must consider the most recently endorsed master plan ANEF.

More information about the impacts of aircraft noise associated with Melbourne Airport, including its ‘N’ contours, can be found using Melbourne Airport’s Noise Tool, available at <https://www.melbourneairport.com.au/corporate/noise-tool>

## What do I do if I'm concerned about aircraft noise?

Airservices Australia is a Federal Government agency and is responsible for ensuring that flight departures and arrivals are designed to minimise noise; provide information about aircraft noise; monitor aircraft noise around major airports, and; provide a national Noise Complaints and Information Service. To find out more about Airservices Australia go to <https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>.

The Federal Government has established the Office of the Aircraft Noise Ombudsman to provide independent review of noise complaints. More details are available at <http://ano.gov.au/>.

The state government supports the ongoing operation and management of Melbourne Airport. Melbourne Airport has a responsibility to help manage aircraft noise and works closely with Airservices Australia on airspace design now and for future growth at the airport.

The Community Aviation Consultation Group (CACG) is an advisory group that supports Melbourne Airport to carry out community engagement in all areas of its planning and operations. The group enables local residents, local councils and other agencies to raise issues on behalf of the community.

## Other useful resources

Department of Transport and Planning website – Airports:

<https://www.planning.vic.gov.au/guides-and-resources/guides/all-guides/airports>

Department of Infrastructure, Transport, Regional Development, Communications and the Arts website – The National Airports Safeguarding Framework:

[https://infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/index.aspx](https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/index.aspx)

Airservices Australia website:

<http://www.airservicesaustralia.com/>

## Need more information?

Find out more about the government's initiatives at [dtp.vic.gov.au](http://dtp.vic.gov.au)