

Councillor Question Time

Question from Councillor Pearl:

Can officers provide any details on the impact of the proposed third runway at Melbourne Airport, and the impact on Port Phillip residents? Is Council making a submission to the consultation process?

Response:

Based on publicly available information on the proposed third runway, a low to very low noise impact is predicted for the Port Phillip area.

Melbourne Airport's plan to build a third runway is on formal public exhibition, with the community invited to provide feedback until 16 May 2022. The proposal includes impacts from a prospective fourth runway to be constructed by 2046.

The new 3000-metre third runway will run parallel to the existing north-south runway and will increase the airport's capacity by allowing for simultaneous arrivals and departures. Melbourne Airport expects annual passenger numbers will grow to more than 76 million by 2042.

If approved, it is estimated the construction and operation of the third runway will create 37,000 jobs throughout Victoria and contribute an additional \$4.6 billion per annum to gross state product by 2046. It is hoped that at least some of this benefit will flow through to City of Port Phillip but more details are yet to be made publicly available.

Potential impact on City of Port Phillip (CoPP) Residents

In its current state, Melbourne Airport impacts CoPP in Port Melbourne only, with less than 10 events per day of noise readings above N60 – which is described as normal conversation noise levels. No noise events reaching N70 are anticipated in CoPP under the proposal - which would be approximately the noise of a car travelling at 60km if standing 7m from the vehicle.

Using the Third Runway MDP Flight Path and Noise Tool (found [here](#)) we are able to gauge the impact on residents based on three options for management of arrivals and departures. For each option they show noise contour levels with the current airport, 2026 with three runways, and 2046 with four runways. Melbourne Airport is only seeking feedback on options to manage arrivals and departures, not on the need for, or the layout of the runways themselves.

Option 1 assumes two of the three runways are used for departure and the other consistently used for arrivals, Option 2 assumes the three runways are used on alternate days for departures and arrivals to reduce community impact, with the third option being a mixture of options one and two. Modelling diagrams for Option 1 and 2 are included below.

Option 1 – two of three runways regularly used for departure and the other regularly used for arrivals

Changes when compared to current noise levels

- 2026 - low to very low impact on Middle Park, Albert Park, South Melbourne, St Kilda West and St Kilda, medium noise events off shore from Middle Park Beach, an area which currently have zero noise events.

- 2046 – very low impact on Wirraway and Garden City only (other suburbs no longer impacted)

Option 2 – three runways used in rotation, with the arrivals and departures runway alternating day to day

Changes when compared to current noise levels

- 2026 - very low to low impact on Middle Park, Albert Park, South Melbourne and St Kilda West
- 2046 - reduced impact with very low impact in Wirraway and Garden City (other suburbs no longer impacted). Mixed – runways used simultaneously for take-offs and landings
- Impacts assumed to be a combination of Option 1 and 2 – tool does not highlight N60 events

Noise levels in CoPP appear to remain low in all scenarios, but there is some increase on current levels caused by the proposals. Both options have zero impact during night period in CoPP 11pm to 6am. Of the options, Option 2 has less noise events in CoPP.

Key

Very Low – 5- 9 noise events per day

Low – 10-19 noise events per day

Medium - 20-49 noise events per day

**Please note: answers to any questions in Public Question Time and Councillor Question Time which were answered at the meeting are included in the minutes of that meeting.*