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# SAVE WILLIAMSTOWN



## Western rail passengers Melbourne's most unhappy

**Wednesday, 10 August 2011**

The Age

Reid Sexton

August 8, 2011

“PEOPLE in Melbourne's west are the most unhappy rail passengers in the city, while those who live in the east are the most satisfied with how the network performs, confidential data shows.

Customer satisfaction surveys obtained by The Age under freedom of information laws reveal that for several years Sydenham line passengers have on average rated the network far worse than other passengers.

This is in contrast to the ratings passengers through much of the eastern suburbs give the Metro network, with people who use the Glen Waverley line the most satisfied and the next top four

locations with happy customers all located in Melbourne's east or outer-east.

Daniel Bowen, president of the Public Transport Users' Association, said the eastern suburbs' much higher satisfaction levels was a reflection of the better quality service there.

"There's certainly cases of more frequent train service in the east than in the west," he said. "For example ... many stations on the Belgrave and Lilydale lines in peak hour get a train about every three or four minutes but very few stations in other areas of Melbourne get anywhere near that frequency....."

<http://www.theage.com.au/victoria/western-rail-passengers-melbournes-most-unhappy-20110807-1ihof.html>

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## SAVE WILLIAMSTOWN



### Have your say on improving Victoria's planning system

**Wednesday, 10 August 2011**

Media release

The Hon Matthew Guy MLC

Minister for Planning Thursday 14 July 2011

Have your say on improving Victoria's planning system

Planning Minister Matthew Guy today announced that the public submission process on ways to improve the planning system in Victoria is now open.

"I encourage anyone interested to take part in this significant overhaul of our planning system by making a submission to the Victorian Planning System Ministerial Advisory Committee," Mr Guy said.

"This is the chance for all Victorians to make their views known about what works and what does not work with the system and how it could be shaped for the future. This is a key commitment by the Coalition Government – to listen to the community."

The Advisory Committee, announced last month, is calling for submissions from any person wishing to make a comment about improving the Victoria Planning Provisions, planning schemes and the planning system generally.

Under the Terms of Reference the Advisory Committee is to:

- advise on ways of improving the planning system, including the legislative base, the structure of planning schemes - the structure of state and regional policy provisions - as well as regulations under the Planning and Environment Act 1987 and other relevant legislation;
- categorise the range of comments and issues to allow for further assessment in light of government planning policy;
- prioritise matters raised according to the frequency of raising and in light of Government Planning Policy;
- inform the government of the perceived efficiency of the planning system from the varied perspectives of the users; and
- recommend areas for further study and the preferred method for dealing with the issues arising from the findings.

Mr Guy said submissions should identify any issues of concern and suggest options for improvement and should be received by 31 August 2011.

Information about how to make a submission, together with the Terms of Reference, are available at [www.dpcd.vic.gov.au/systemreview](http://www.dpcd.vic.gov.au/systemreview) or from Information Victoria on 1300 366 356.

Advertisements calling for submissions will also be published in all major newspapers.

Media contact:Bronwyn Perry – 0408 221 963

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# SAVE WILLIAMSTOWN



## Talks on hazard buffer fine, but minister yet to set date

**Wednesday, 10 August 2011**

SW COMMENT: At least the buffer distances to major hazard facilities are now on the Minister's radar!

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Hobsons Bay Weekly  
10 Aug, 2011 12:00 AM

“PLANNING Minister Matthew Guy says he is ready to talk to Hobsons Bay Council about issues concerning appropriate buffer distances between residential development and major hazard facilities.

A recent council report showed there was no planning framework or legislation for residential development near these facilities. Hobsons Bay has eight of them: Mobil at four locations, Dow Chemical, Qenos, Caltex and Shell.

The council report notes that existing buffer distances apply only to industrial uses encroaching on land zoned residential and not vice versa.

The issue of "appropriate" buffer distances was hotly contested in recent panel hearings for the proposed residential development of the former Port Phillip Woollen Mills site, which is next to Mobil's tank farm and BAE's military shipyard at Williamstown.

Mr Guy is yet to release a panel report containing recommendations for the proposed Williamstown development. He told the Weekly he was happy to talk about the issues, but did not say when. "I understand the community and the council have concerns and we are happy to have a face-to-face meeting about this important issue." .....

<http://www.hobsonsbayweekly.com.au/news/local/news/general/talks-on-hazard-buffer-fine-but-minister-yet-to-set-date/2253980.aspx>

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## SAVE WILLIAMSTOWN



### Williamstown gasometer site regret

**Wednesday, 10 August 2011**

SW COMMENT: For existing population traffic and parking in the Williamstown Major Activity Centre are huge issues. Opportunities to enhance parking have been wasted and yet more residential development is being encouraged. Council should never have sold the gasometer land.

-----

Hobsons Bay Weekly

BY GOYA DMYTRYSHCHAK 10 Aug, 2011 12:00 AM

“HOBSONS Bay deputy mayor Tony Briffa says the council should never have sold the former Williamstown gasometer site, which was earmarked for public parking in a council report. The council sold the Stevedore Street gasometer site in 2001 for \$1.25 million.

It has since been sold twice, in 2009 and 2010.  
Last December, the 3583-square-metre site was sold to an investor for more than \$3.5 million.  
It remains undeveloped after the council refused a proposal for an 86-dwelling five-storey residential development in 2004.  
Another proposal for 57 dwellings lapsed.  
The council has requested more information on the latest application to build 27 dwellings on the land.....”

*<http://www.hobsonsbayweekly.com.au/news/local/news/general/williamstown-gasometer-site-regret/2253976.aspx>*

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# SAVE **WILLIAMSTOWN**



## High-density living could be unhealthy

**Wednesday, 17 August 2011**

The West Australian

BEATRICE THOMAS, August 15, 2011, 2:25 am

“The shift to high-density living has come under the spotlight with research finding it had the potential to affect people’s health and longevity while increasing crime and social isolation.

..... the research suggests there could be downfalls including exposure to traffic and poor air quality.

The research was carried out by the UWA School of Population Health on behalf of the Heart Foundation. Presenting the initial findings at a Planning Institute of Australia WA breakfast last week, population health researcher Billie Giles-Corti said increasing housing density had benefits such as reduced car use, more affordable housing and reducing the city’s footprint.

However, it was easy to get wrong and its success depended on factors such as location, building design, the socio-economic and cultural make-up of residents and quality and amenity of the neighbourhood environment.

"It's about maximising the benefit to health but minimising harm," Professor Giles-Corti said.

Among key challenges were the potential impact of high-density housing on mental health and longevity, as well as respiratory health and chronic disease, as residents were exposed to environmental stressors; such as noise from neighbours and traffic, poor air quality and traffic pollution....."

<http://au.news.yahoo.com/thewest/a-/newshome/10037539/high-density-living-could-be-unhealthy/>

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## SAVE WILLIAMSTOWN



### “Coode Island disaster: A timeline” -- to the Minister’s decisions of Ports and Environs

Thursday, 18 August 2011

Hobsons Bay Weekly  
17 Aug, 2011 12:18 PM

“August 21, 1991: Just after 2pm, chemical storage tanks owned by Terminals Pty Ltd explode, sending toxic smoke over the city. Nearby homes are evacuated. The fire burns for two days.

August 27, 1991: Then-Premier Joan Kirner appoints Coode Island Review Panel (CIRP) to investigate long-term storage of hazardous chemicals at ports.

April 20 1994: The federal and state governments announce plans to shift the Coode Island facilities to Point Lillias, Geelong.....

June 24, 1997: The state government announces the proposed chemical storage site at Point Lillias will not go ahead due to environmental and Aboriginal heritage issues. **A taskforce comprising representatives from WorkCover Authority, the Environment Protection Authority and the Melbourne Port Corporation set up to investigate long-term risks.....**

September 2009: Then-Planning Minister Justin Madden releases terms of reference for Ports and Environs Committee to discuss land use close to the port. Submissions heard in 2010last year. **Final report yet to be released..”**

<http://www.hobsonsbayweekly.com.au/news/local/news/general/coode-island-disaster-a-timeline/2261645.aspx>

#### SEE ALSO

Coode Island disaster: Smoke puff heralded city's biggest blaze  
<http://www.hobsonsbayweekly.com.au/news/local/news/general/coode-island-disaster-smoke-puff-heralded-citys-biggest-blaze/2261647.aspx?storypage=0>

#### AND

Coode Island disaster: 20 years on  
<http://www.hobsonsbayweekly.com.au/news/local/news/general/coode-island-disaster-20-years-on/2261648.aspx>

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*SAVE WILLIAMSTOWN MADE PRESENTATION AT THE PORTS AND ENVIRONS ADVISORY COMMITTEE ON BEHALF OF THE WILLIAMSTOWN COMMUNITY. THE COMMITTEES REPORT AND ALSO THE REPORT OF THE PORT PHILLIP WOOLLEN MILL ADVISORY COMMITTEE HAVE BEEN HANDED TO MINISTER MATTHEW GUY BUT NOT DECISIONS HAVE YET BEEN MADE BY THE MINISTER.*

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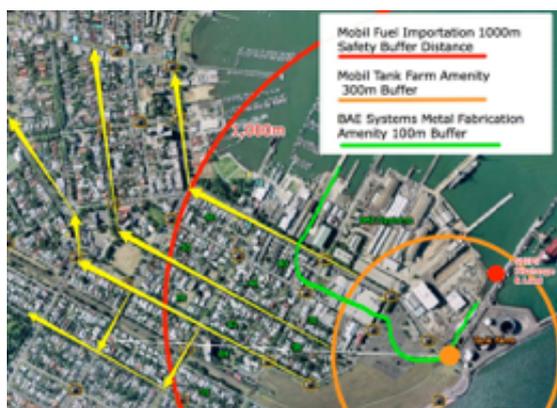
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# SAVE WILLIAMSTOWN



## Coode Island disaster: 20 years on

Thursday, 18 August 2011

Hobsons Bay Weekly  
17 Aug, 2011 12:19 PM

“RESIDENTS who lived in the west on August 21, 1991, will never forget the day disaster unfolded on their doorstep at Coode Island.

A tank at a storage site operated by Terminals Pty Ltd caught fire, sending toxic smoke billowing across Melbourne.

The fire burned for two days and all but destroyed a number of tanks in a large storage area.

This Sunday marks 20 years since a chemical storage tank exploded at Coode Island.....”

....With a growing population on Coode Island’s doorstep, it raises the question: could it happen again?.....

.....Greens upper house MLC Colleen Hartland was a member

of the Hazardous Materials Action Group when Coode Island blew up. They had been campaigning for two years about the site.

“The local community didn’t know what was stored and used there,” she said.

“It was sickening that it could happen,” she said. “People had no warning and no way of avoiding being in the area.”

Ms Hartland agreed Coode Island was a vastly different place, but issues around buffers and warning systems still needed to be addressed, she said.

“Neither of those have happened and we have Docklands 1 kilometre away and houses, retail and industrial [premises] built quite close .”

Member for Williamstown Wade Noonan said the Coode Island explosion was one of the reasons he takes a “conservative approach” toward maintaining appropriate buffers between these operations and residential communities.

Control over those buffers and land use close to major hazard facilities could undergo major changes.

**Planning Minister Matthew Guy will soon release a report with recommendations that could be a game changer.....**

...“It is going to be an issue that’s going to have greater prominence in the future I suspect, because there’s going to be greater numbers of people in areas that have traditionally been industrial, so those areas will need to have certainty.”

“It may have some very significant recommendations which will be long term in terms of their application, in terms of their impact but again I’ll obviously wait and see what my department recommends.”.....”

<http://www.hobsonsbayweekly.com.au/news/local/news/general/coode-island-disaster-20-years-on/2261648.aspx>

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# SAVE **WILLIAMSTOWN**



## Parking provisions review - Submissions invited by 7 October 2011

**Monday, 22 August 2011**

The Department of Planning and Community Development has drafted changes to the car parking provisions. The draft provisions propose to replace Clause 52.06, remove its associated schedule, and introduce a new Parking Overlay with associated schedule. The Car Parking Advisory Committee 2011 has been established to review the proposed changes.

### Call for submissions

The Car Parking Advisory Committee 2011 is seeking submissions about the draft parking provisions by 7 October 2011.

The draft provisions and submissions about them will be considered by the advisory committee before the provisions are

finalised.

The proposed changes

Draft Clause 52.06

Proposed changes to Clause 52.06 include:

Removing the need for a permit when a change of use does not increase demand for car parking to that of the existing use.

Revised car parking rates to better reflect current car parking demand.

Reduced car parking rates in business zones and the Activity Centre Zone.

Clearer decision guidelines about matters to be taken into account before car parking requirements are reduced.

Land use terms in the car parking table being aligned with standard VPP definitions.

Greater emphasis on urban design matters including additional design guidelines.

Draft Parking Overlay and schedule

The proposed parking overlay will allow local variations to the standard provisions in Clause 52.06 where strategically justified. A planning authority will be able to use the overlay to:

Revise parking rates and provisions for a local area.

Localise design requirements and decision guidelines for car parking plans.

Implement clearer and more transparent 'cash-in-lieu' arrangements where parking requirements cannot be met on the land.

Require a permit to exceed a specified parking rate.

Identify the local area on a planning scheme map.....”

<http://www.dpcd.vic.gov.au/planning/theplanningsystem/improving-the-system/planningreviews/parking-provisions#prop>

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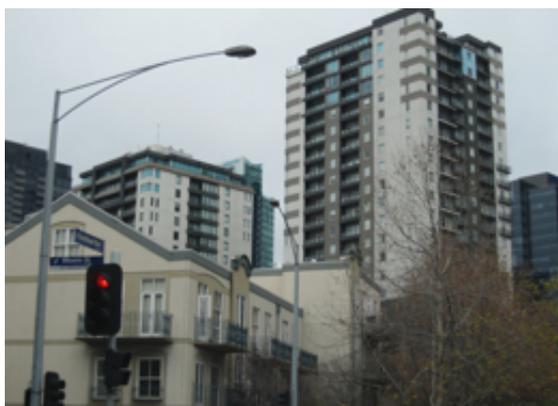
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# SAVE WILLIAMSTOWN



## Citizens in Australia's major cities are becoming increasingly unhappy

**Sunday, 28 August 2011**

Online opinion  
Save our Suburbs  
by Tony Recsei

23 August 2011

Citizens in Australia's major cities are becoming increasingly unhappy about what they perceive as the escalating deterioration in their quality of life - traffic congestion, overloaded public transport, unaffordable housing for young people, increases in the costs of basic services and overcrowding. There is little doubt that recent election results and unfavourable opinion polls are partly an expression of this dissatisfaction.

'Save Our Suburbs' believe that these adverse trends are the result of high-density policies that have been imposed onto communities by state governments. Due to the misleading

misinformation that has accompanied these policies, the public may not fully realise the connection between these policies on the one hand and deteriorating standard of living on the other. It is only when one sweeps the propaganda veil aside that one realises how shallow, trivial and sometimes downright deceptive the spin has been.

We should start out by making it clear that we have no issue with anyone that prefers living in a high-density area or with the free market construction of buildings to fulfill this preference. The issue we have is with the enforced imposition of high density housing upon the bulk of Australians that don't want it. The premise behind this government totalitarianism is that high-density living is better for the environment. They say that people will use their cars less and that greenhouse gas emissions will be greatly reduced. While these two propositions sound very much like commonsense the unfortunate fact is that the data does not bear them out. An idealised Melbourne study currently being quoted assumes that people, no matter where they live, will drive to the central business district daily. This is a completely unrealistic assumption. Only 9.9 per cent of employment in Melbourne is in the CBD. The majority of destinations for most people in the suburbs lie close to where they live and they do not in fact make daily trips to the CBD. To get a better understanding we should look at the Australian Conservation Association's Consumption Atlas, which shows greenhouse pollution per person in each postal code. The underlying research shows that the actual travel energy used by dwellers in inner Sydney suburbs is more than those in the outer suburbs, even when air travel is excluded.

When domestic energy is added to travel energy, the energy total for people in the inner suburbs is 22 per cent more than those living in the outer suburbs. This is because of energy needed in high-rise buildings for communal lifts, scores of individual clothes driers and ever-present security lighting in foyers and garage spaces.

While we do concede that private transport generates somewhat higher greenhouse gas emissions than public transport, the difference is not nearly as much as people think. Greenhouse gas emissions per passenger kilometre on Sydney City Rail are 105 gm. The figure for the average car is 155 gm. It is much less for modern hybrid vehicles, being a mere 70 gm.

Furthermore, a study of Melbourne areas shows that the people squeezed into newly converted dense areas did not use public transport to any greater extent and there was little or no change in their percentage of car use compared to living in the previous low-density.

In fact, traffic congestion increases whenever high-density policies are imposed wherever you are in the world. Any slight increase that may occur in the proportion of people using public transport is overwhelmed by the greater number of people squeezed into that area. The resulting congestion causes higher fuel consumption and dangerous exhaust emissions. The authorities fail to admit that many people still require their cars for getting to the many workplaces, sporting facilities, and relatives and friends homes not easily reached by public transport and for transporting items that are impractical or illegal aboard public transport such as weekend recreation equipment and the family pet.

High density advocates claim that high-density saves money. This is palpable nonsense. We are all acutely aware that high-density policies have resulted in a dramatic rise in the price of housing, due to the government enforced infill policy causing land scarcity, thereby locking out an entire generation of young people from the housing market. We are also conscious of substantial rises in the cost of services such as electricity, water and sewerage due to the incredibly inefficient modifications required to increase capacity in areas originally designed for lower densities.

A tragic and often overlooked failure of high-density policies is the adverse effect on human health, especially mental health. There is a considerable body of peer-reviewed research proving the link between density and ill health. An article published on 23 June 2011 by eleven authors in the prestigious scientific journal, *Nature*, states that the incidence of schizophrenia in city dwellers is double that of people living in less crowded conditions. This article has received worldwide media attention. In view of the serious mental health situation existing in our society, those forcing high-density onto communities that do not want it, should hang their heads in shame.

We reiterate that we have no issue with those of us that prefer living in a high-density area or with the free market construction of buildings to fulfill that limited demand. What we object to, is having draconian high density policies based on demonstrably faulty premises forced upon the 83 per cent of people that Australian research shows prefer to live in a free-standing home.

This is especially so when the result is maddening traffic congestion, more greenhouse gases, a creaking and overloaded infrastructure, the young and disadvantaged unable to afford their own home and poorer health outcomes.

Dr Tony Recsei has a background in chemistry and is an environmental consultant. Since retiring he has taken an interest

in community affairs and is president of the [Save Our Suburbs](http://www.sos.org.au/) community group which opposes over-development forced onto communities by the New South Wales State Government. You can find the Youtube site [here](http://www.youtube.com/user/Wildhiland); and the blog [here](http://www.sosnsw.blogspot.com/).

<http://www.onlineopinion.com.au/view.asp?article=12504>

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