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SAVE WILLIAMSTOWN



Apartment rents tipped to fall after glut dilutes market

Monday, 4 June 2012

The Age

4th June 2012

“LANDLORDS who own a Melbourne apartment face the prospect of falling rents over the next three years as the market moves into oversupply, analysts say.

This financial year, 7700 apartments are expected to be completed.

Over the next three years, a further surge in supply may squeeze rents by up to 15 per cent, economic forecaster BIS Shrapnel said.

"Anyone who has an established apartment will have to discount their rental to be competitive against the new stock that is coming online,"

BIS senior analyst Angie Zigomanis said.

Advertisement: Story continues below

Melbourne's overall vacancy rate in April was 3.1 per cent. A year ago, during the same month, it was 2.7 per cent, according to SQM

Research.

In the CBD, the vacancy rate has almost doubled (4.9 per cent) from a low of 2.6 per cent in the same month in 2006.

Southbank and Docklands have similar high rates, 4.2 and 4.5 per cent respectively.....”

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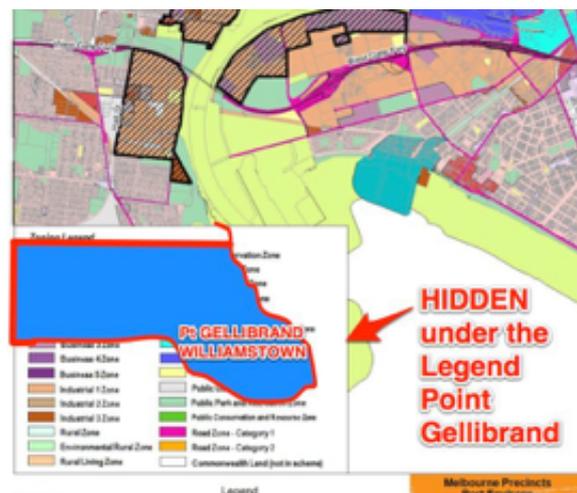
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SAVE WILLIAMSTOWN



The Legend of the missing Point Gellibrand. **Developers are profiting by the Minister's legendary omission!**

Monday, 11 June 2012

Save Williamstown notes that the Minister seems pleased to announce that Port of Melbourne land at Point Gellibrand no longer exists.... Mysteriously the Department of Planning chooses to cover the entire Point Gellibrand port facilities including land owned and leased by Port of Melbourne to Mobil's Major Hazard Facility, the fuel importation docks (not commercial with 70% of Victorian Fuel arriving here!) and the Williamstown Shipyards (protection of which is specifically mentioned in the Planning and Environment Act 1987) with a BIG Legend box.

MR GUY, MINISTER FOR PLANNING, THIS IS AN INSULT TO THE PEOPLE OF WILLIAMSTOWN AND THEIR RIGHT TO BE

TREATED EQUALLY WITH ALL OTHER PORT ENVIRONS. When something is so strange look for the financial motive. Developers are profiting by the minister's legendary omission!

How is it that one person can exercise such powers and ignore such a large number of existing residents, workers and future residents if the residential development of the Former Port Phillip Woollen Mill Site is allowed. IT IS MORALLY WRONG.....

Read Ministerial Direction No 14 (our highlights in red to show the lunacy of this omission) Page 5 is the Port of Melbourne Map. Note how in areas such as Yarraville and Spotswood the Port Environs Zone extends into adjoining residential areas.

Gazetted 31st May 2012

http://www.dpcd.vic.gov.au/__data/assets/pdf_file/0018/107721/Ministerial-Direction-No.14-Ports-Environs-31-May-2012.pdf

Planning and Environment Act 1987

Section 12 (2) (a)

DIRECTION NO. 14 PORTS ENVIRONS

Purpose

1. The purpose of this Direction is to ensure that any planning scheme amendment in the environs of a commercial trading port has regard to protecting the operations and development of the port from the encroachment or intensification of sensitive uses described under section 3 of this Direction.

Application

2. This Direction applies to the preparation of a planning scheme amendment affecting land in the environs of the Ports of Melbourne, Hastings, Geelong and Portland.

Definitions

3. In this Direction:

“port environs” means the land identified on the maps attached to this Direction

“sensitive use” means a residential use, accommodation, a child care centre, a pre-school centre or a primary school.

What does the Direction do

4. The Direction requires a planning authority to satisfy itself that an

amendment to a planning scheme will not introduce a sensitive use or will not intensify existing sensitive uses in the areas designated as port environs, if the use prejudices the operation of the port.

How a planning authority must satisfy itself

In preparing an amendment affecting land in the port environs, a planning authority must ensure that the current curfew free operations and future development of the port, identified in the relevant Port Development Strategy will not be prejudiced. This includes arterial road and rail transport connections.

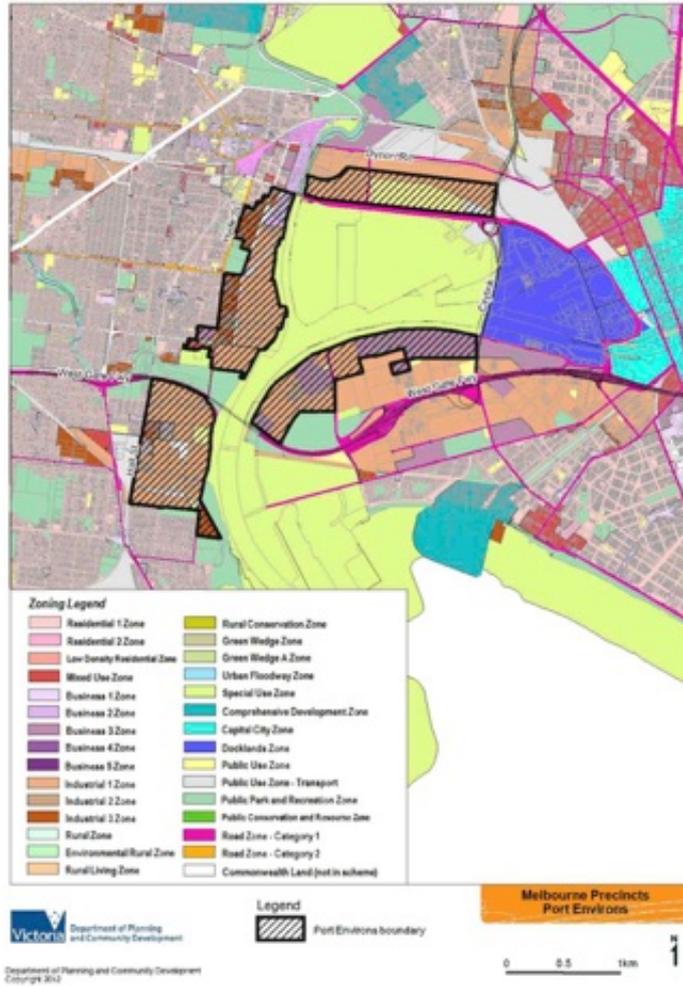
The planning authority must consider the views of the Minister for Ports and the relevant port manager.

Exemption by Minister

7. The Minister may grant an exemption from the need to comply with this Direction in relation to a particular amendment.

MATTHEW GUY MLC MINISTER FOR PLANNING

Date: 17 May 2012



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SAVE WILLIAMSTOWN



Oh dear Justin, have you suddenly realised what developers are trying to destroy!

Sunday, 17 June 2012

Brisbane Times
15th June 2012

It's open slather for building out and up

“Local residents, including former planning minister Justin Madden, show their opposition to a potential development at Moonee Valley. LANDOWNERS are bingeing on state government messages that they are now permitted to build Melbourne out and up.

In a month when growth boundaries were expanded so that metropolitan Melbourne will stretch as far north and west as it does south, the owners of an Essendon shopping centre, 10 kilometres from the CBD, have proposed a landmark complex with three towers, the tallest with apartments rising 17-levels.

A project of such height has not made it to the Moonee Valley region

despite recent ambitious proposals along Keilor and Mount Alexander roads - both bigger, busier roads serviced by trams.

Advertisement: Story continues below

The tallest proposed apartment towers in the Moonee Valley area, at 20 levels and ear- marked as part of the racecourse redevelopment near Puckle Street, are being op- posed by local member and former planning minister Justin Madden.

Mr Madden personally funded the anti-development boards prominent on the front fences of homes in Moonee Ponds and Bomberland.

As minister, Mr Madden aggressively implemented the Bracks-Brumby government's contentious Melbourne 2030 planning policy, which current Planning Minister Matthew Guy scrapped, but which developers and agents claim is still alive today.....”

<http://www.brisbanetimes.com.au/business/its-open-slather-for-building-out-and-up-20120615-20fk6.html>

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SAVE WILLIAMSTOWN



Developer applies to alter the old Britannia Hotel with associated demolition works and waive parking

Sunday, 17 June 2012

Hobsons Bay Council Greenlight
Planning Application: PA1224762

No Master Plan for the site but the planning applications for individual parts of the site have started....

Britannia Hotel
14 Kanowna Street
Williamstown VIC 3016
also addressed as 2-10 Nelson Place because it used to be owned by
Tennix Shipbuilders

APPLICATION DESCRIPTION:

Use of the building for the purpose of a display/marketing suite,

alterations to the existing building with associated demolition works and a waiver of the statutory parking requirement.

Documents to download:

https://greenlight.e-vis.com.au/hbcc/public/main.aspx?frm=uc_submission.ascx&appTypeId=1&mlId=110&AppId=143097

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SAVE WILLIAMSTOWN



Wonder if Shipping Insurers would be disturbed by the lack of commercial water-based firefighting on Port Phillip Bay

Monday, 18 June 2012

Every day Port of Melbourne Docks accept many large container ships and tankers. At Point Gellibrand, oil tankers arrive which are up to 280m long and can be carrying 150 million litres of Petrochemicals such as petrol or crude. The Port of Melbourne has no dedicated fire-fighting which is water based to cope with fires and explosions on such commercial vessels. In January we saw 4m “fire-fighting” tinnies trying unsuccessfully to put out a fire on a recreational vessel at Docklands amid a cloud of smoke and fumes across the city.

[http://www.theage.com.au/opinion/editorial/fire-on-the-bay-the-spectacle-we-dont-need-20120102-1pi9c.html#ixzz1iLljSTbv.](http://www.theage.com.au/opinion/editorial/fire-on-the-bay-the-spectacle-we-dont-need-20120102-1pi9c.html#ixzz1iLljSTbv)”

For large commercial vessels there is no dedicated firefighting ship but only an arrangement for 2 tugs which can be operating somewhere in the Bay to fight any fire on board ship but a full scale

tanker fire would be unapproachable.

Interestingly on another issue elsewhere in the world, the shipping insurers have been called on to withdraw insurance. We wonder whether shipping insurers would reconsider their risks if they were aware of the lack of water-based firefighting capability on the bay for large commercial vessels. Escalation of a major incident at Pt Gellibrand would have a devastating effect on the people of Williamstown.

See The Age 18/6/12 "UK's task to prevent lethal cargo reaching Syria"

<http://www.theage.com.au/world/uks-task-to-prevent-lethal-cargo-reaching-syria-20120617-20i75.html>

".....The MV Alaed is thought to be sailing across the North Sea after allegedly picking up a consignment of munitions and Mi-25 helicopters from the Russian port of Kalin- ingrad.

Washington has asked London to help stop the Alaed deliver its alleged cargo by us- ing sanctions legislation to force its London-based insurer to withdraw its cover.....

....Withdrawal of a ship's insurance cover would make it difficult for it to dock legally and could force it to return the cargo to port...."

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SAVE WILLIAMSTOWN



Former Fairfax chair Ron Walker backs Gina Rinehart in rejecting editorial independence...

Wednesday, 20 June 2012

Save Williamstown believes this might explain why there was no report in The Age back in 2009 covering a rally of over 1,000 residents in Williamstown against Ron Walker's high rise high density residential development at the Former Port Phillip Woollen Mill. He was Fairfax chairman at the time and according to this recent report in the Australian he like Gina Rinehart doesn't believe in the currency of editorial independence.

At the Fairfax AGM in November 2009 after Ron Walker resigned as Chairman the new Chairman Roger Corbett responded to a question from a Williamstown resident and shareholder that there was editorial bias in not reporting this huge rally by saying there was a strict policy of editorial independence but maybe that was just a post Walker response.

The Australian

Wednesday, 20 June 2012

<http://www.theaustralian.com.au/media/former-fairfax-chair-ron-walker-backs-gina-rinehart/story-e6frg996-1226401738610>

“FORMER Fairfax Media chairman Ron Walker has strongly backed Gina Rinehart's push for representation on the board of the media company and questioned whether a decades-old, written editorial charter of independence still has any relevance for Fairfax directors.....

..... He said that when he became Fairfax chairman in 2006, the board was asked to sign a charter of independence "which they refused on the grounds that their word should be their bond".

"The board therefore verbally committed that they would not materially interfere with editorial and they were taken by the journalists at their word and correctly so.....

.....But a Fairfax spokesman last night hit back, claiming the charter still had full force today. "It was a resolution of the board, agreed and adapted in 1992. It has never been revoked and it applies to all newspapers. There has never been a need to sign a document. All directors are unambiguously aware of it," the spokesman said.....”

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SAVE WILLIAMSTOWN



Land advice 'ignored' by minister

Tuesday, 26 June 2012

Save Williamstown is concerned that the same public servants have been involved in briefing the minister contrary to the recommendations of advisory committees about the Former Port Phillip Woollen Mill Site and Port of Melbourne Port Zones.

The Age
26th June 2012

“PLANNING Minister Matthew Guy rezoned farmland at Phillip Island despite having been advised by his department not to do so, a tribunal has heard. It has also emerged that Mr Guy ordered his department to change its advice to him after he rejected its original recommendation. A senior Department of Planning official, David Hodge, yesterday told the Victorian Civil and Administrative Tribunal that Mr Guy's decision

to rezone 23 hectares of farmland for housing in the coastal hamlet of Ventnor was an "entirely different out- come" to the initial recommendation made to him....

....The revelations came during a hearing in which opposition planning spokesman Brian Tee is appealing against a government decision to suppress documents containing the department's original advice to Mr Guy, following a developer's request to re- zone the farmland, near Cowes....

....Yesterday, Mr Hodge confirmed that the first version of the recommendation was "unreconciled" to the final course of action. He also admitted the reformulation of the initial advice was based on orders from the minister's office. "It was an instruction from the minister," he said. "The Minister for Planning or the minister's office ... can instruct the department to do whatever the minister deems legal within the act."....."

<http://www.theage.com.au/opinion/political-news/land-advice-ignored-by-minister-20120625-20ylz.html>

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SAVE WILLIAMSTOWN



Mobile blackspots fix critical to Emergency Alert

Friday, 29 June 2012

Save Williamstown is concerned that the use of mobile phones in emergencies may work in bushfires and flooding situations but what about a huge petrochemical fire impacting residents. Has the Baillieu Government considered if Mobile Phones would even work in Pt Gellibrand Williamstown in the event of a major incident, fire or explosion at the Major Hazard Facility on Port of Melbourne land or piers where 280m shipping tankers are berthed and Mobil operates a tank farm. No mobile phone will operate in the sort of heat that would be generated.....

Media Release
Deputy Premier
Peter Ryan
29th June 2012

“Deputy Premier and Minister for Police and Emergency Services Peter Ryan today called on the Commonwealth to urgently improve mobile phone black spots in bushfire and flood prone regional areas. Raising the issue at the Standing Council of Police and Emergency Management (SCPEM) meeting in Melbourne, Mr Ryan said the Commonwealth – as the relevant authority – was obliged to improve telecommunications services and eradicate mobile black spots.

“Mobile telecommunications play a critical role in the provision of warnings and information during emergencies,” Mr Ryan said.

“The Victorian Coalition Government is leading the charge in the development of a national emergency warning system Emergency Alert ahead of summer with the world first technology to be available to Telstra customers from December 1.”

Mr Ryan said the Emergency Alert service would soon be able to send messages to mobile phones based on location, which would be crucial during emergencies.

Emergency Alert currently delivers voice messages to landline phones in a geographic area and SMS messages to mobile phones based on the service address information of the mobile phone subscriber.

“Emergency Alert has the potential to save many lives in the event of an emergency,” Mr Ryan said.

“Currently, because of a lack of action by the Commonwealth, the Emergency Alert system will not benefit those communities where there are mobile phone black spots.

“Victoria is undertaking comprehensive work to determine the extent of locations at risk and the needs of those communities. The onus is now on the Commonwealth to partner with Victoria to move this work forward,” Mr Ryan said.

Since it became operational Emergency Alert has issued more than 7 million messages.....”

www.premier.vic.gov.au

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