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Minister sidesteps VCAT - what rights do the rest of us have!

Wednesday, 3 October 2012

The Age
3 October 2012

"PLANNING Minister Matthew Guy has hatched a plan to avoid a Victorian Civil and Administrative Tribunal hearing days before it is due to start - by changing a law so the hearing cannot go ahead.

Mr Guy approved a plan for several houses to be built along the coast near Narrawong, near Portland.

This decision was appealed by environmental activist group Friends of the Surry, and a hearing was scheduled to begin on Monday.

But the group yesterday received a letter from Mr Guy - seen by The Age - that said he would change the Glenelg planning scheme so that these, and any developments in the area, would no longer require a permit...."

<http://www.theage.com.au/victoria/minister-sidesteps-vcat-20121003>

27031.html

Save Williamstown comment:

Just when residents think they know what planning schemes apply in their area - without any rationale Planning Ministers step in with INSTANT planning scheme amendments. Pt Gellibrand Former Port Phillip Woollen Mill Site has had 2 such ministerial moves C75 by Justin Madden and C86 by Matthew Guy and both were irrational.

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Conservative MPs threaten to derail BAE merger - Will a greater European stake move shipbuilding from Australia?

Sunday, 7 October 2012

The UK Telegraph
6 October 2012

"The proposed takeover of "raises a significant number of issues which have profound consequences for Britain", the letter says.....

.....Britain holds a golden share in BAE Systems, meaning Mr Cameron must give his approval before any merger can go ahead.

Under current merger plans, the French and German governments would get stakes in the new combined company.

Paris and Berlin are said to want up to 27pc of the new firm, something executives at the two companies have resisted.

....

<http://www.telegraph.co.uk/finance/newsbysector/industry/defence/9589549/Conservative-MPs-threaten-to-derail-BAE-merger.html>

Save Williamstown comment:

BAE is expanding at Williamstown but will this merger encourage shipbuilding to move from Williamstown to Europe where Spain and other countries in economic crisis may welcome new jobs? How much pressure can the shipyards withstand if new apartments at the Former Port Phillip Woollen Mill Site make complaints about nighttime noise?

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Spring Street's watchdogs mute and dysfunctional

Sunday, 7 October 2012

The Age
October 7, 2012
Farrah Tomazin

"THE Baillieu government has been accused of trying to avoid parliamentary scrutiny as committees designed to hold it to account are left barely functioning.

Six upper house committees were set up with bi-partisan support under the Brumby government two years ago to review legislation and probe the inner workings of departments and policies.

But Labor and Greens say the taxpayer-funded "Senate-style" system has become a joke, while some of Premier Ted Baillieu's MPs privately admit the groups are not functioning the way they should because they have barely enough work to do.

"The role of these committees was to provide scrutiny of government, and

of government departments and agencies, but this simply is not happening," said upper house deputy president and Labor MP Matt Viney, who also chairs one of the groups. "They have almost no work to do and are only called together to provide an opportunity for the government to close down the parliamentary sitting week on a Wednesday night. It's a joke..."

<http://www.theage.com.au/victoria/spring-streets-watchdogs-mute-and-dysfunctional-20121006-276iq.html>

Save Williamstown comment:

One of these committees is the environment and planning committee.. Say no more!

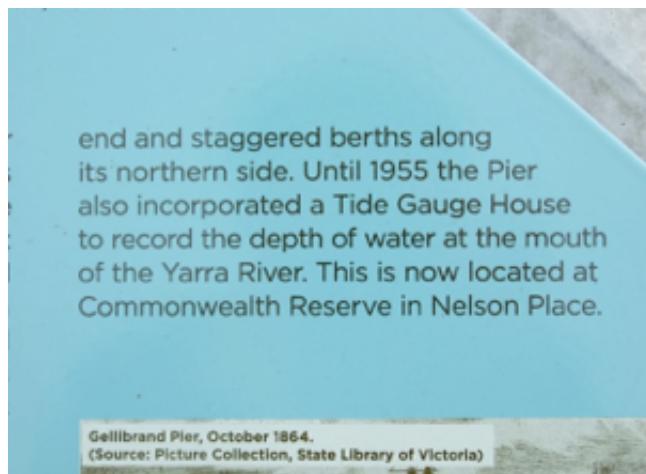
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Building rules to protect Yarra and Maribyrnong

Sunday, 14 October 2012

The Sunday Age
Farrah Tomazin October 14, 2012

"ALL new properties along the Yarra and Maribyrnong rivers will be subjected to mandatory height limits and environmental controls under a state government plan to protect Melbourne's key waterways. The city of Boroondara - which takes in Ted Baillieu's Hawthorn electorate - will be the first council to adopt the new rules, which will ban new riverside buildings more than nine metres high. Over the next few months, compulsory height controls will be fixed in other municipalities around the Yarra and Maribyrnong, along with strict rules on site coverage, vegetation removal and drainage.....
..... the changes will create mandatory state-level controls, in a bid to thwart encroachment and provide more consistent planning
'No one wants to see the banks of our rivers overdeveloped,' Mr Guy told

The Sunday Age. "Melbourne hasn't got the natural assets of Sydney. The ones we do have, we must work very hard to protect."....."

<http://www.theage.com.au/victoria/building-rules-to-protect-yarra-and-maribyrnong-20121013-27jym.html>

Save Williamstown comment:

AN EAST-WEST WAR IS ON WITH PLANNING MINISTER MATTHEW GUY LEADING THE CHARGE ALONG THE YARRA RIVER!

The Yarra in the Eastern Suburbs and the Maribyrnong to where it joins the Yarra are to be protected but not along the Yarra banks of the Western Suburbs in Williamstown/Newport/Spotswood.

THE MINISTER is clearly being very biased against Williamstown. Are wealthy power-brokers pulling political strings in this irrational decision making? We have seen what happened in Ventnor Phillip Island. <http://www.theage.com.au/opinion/political-news/park-fix-to-island-zoning-row-20120924-26hlq.html>

Soon The Strand and Nelson Place could become like the Gold Coast with a wall of high rise as developers take advantage of lack of mandatory height protection on our Yarra banks.

Colleen Hartland for The Greens raised this issue in Parliament in September <http://vicmps.greens.org.au/content/will-yarra-west-be-protected-inappropriate-development>

The Hobsons Bay Weekly published an article about the same issue <http://www.hobsonsbayweekly.com.au/story/343121/williamstown-anger-minister-guy-gets-a-lesson-in-geography/>

Williamstown HAD mandatory height limits all along The Strand and Nelson Place until Minister Guy removed them earlier this year for the Former Port Phillip Woollen Mill Site.

Williamstown is not just a beautiful waterfront suburb but has additional issues - it has extreme heritage issues having been the first place settled in 1835 when it was going to be the capital, King Williamstown. However seeking more fresh water the site for the capital was relocated further up the river (YES the move was UP THE YARRA RIVER!). This is long before Ted Baillie's wealthy eastern suburbs were settled - yet it will benefit from a nine metres mandatory height limit from this week!

Williamstown should not be spoilt under the watch of this minister - we have nearly 2 centuries of history on the waterfront of Melbourne's most significant river. Our suburbs has a greater variety of river uses than any of the other suburbs up river which will be protected. Ignoring Williamstown

is the minister's way of justifying removal of height limits for residential towers of 50 metres or even higher at the Former Port Phillip Woollen Mill Site which will be clearly visible from the Yarra River. Boroondarah is going to be granted a height limit of 9 metres or 3 storeys straight away which was the existing Williamstown 3 storey mandatory height limit. The Minister for Planning Matthew Guy removed any limits from the Former Port Phillip Woollen Mill Site by edict earlier this year.

There is no question that the mouth of the Yarra is at Pt Gellibrand. Not only is there a plaque at Point Gellibrand near the Time Ball Tower referring to the historic water gauge at the "mouth" of the Yarra River but in the 1854 Constitution of Victoria the mouth of the Yarra River is defined by a line to Point Gellibrand (south eastern corner of the Parish of Cut Pawpaw).

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Minister acts to protect Melbourne's two major rivers **BUT**
NOT THE YARRA AT WILLIAMSTOWN!

Monday, 15 October 2012

Question on this Media Release Mr Guy - where is the City of Hobsons Bay with 3 suburbs fronting the Yarra River - Williamstown, Newport and Spotswood..... The bias against these inner western suburbs is highly discriminatory. WE DEMAND THE MINISTER TREATS US EQUALLY. Colleen Hartland MLC gave him the evidence of that the mouth of the Yarra River is at Point Gellibrand (it's even in the Victorian Constitution 1854). That was over a month ago but Mr Guy has obviously chosen to ignore this fact
<http://vicmps.greens.org.au/content/will-yarra-west-be-protected-inappropriate-development>

Media release

The Hon Matthew Guy MLC
Minister for Planning Sunday 14 October 2012

Minister acts to protect Melbourne's two major rivers

Planning Minister Matthew Guy has today announced major reforms to the State Planning Policy Framework to protect Melbourne's two major river corridors from encroaching development.

Amendment VC96 to the Victoria Planning Provisions introduces state wide policy reform to protect the Yarra and Maribyrnong River corridors from inappropriate development. It will be gazetted on Monday 15 October 2012.

In addition, Mr Guy has established a process for a staged approach that will see the corridors further protected across a number of municipalities and will clearly outline what can be built in areas that abut the river corridors.

"The Yarra and Maribyrnong rivers are Melbourne's two iconic rivers and they deserve protection from inappropriate development," Mr Guy said.

"Protection of the Yarra and Maribyrnong river corridors will be a lasting civic legacy for future generations of all Victorians.

"These planning reforms will provide the strongest ever level of planning protection for Melbourne's two major river corridors by any state government.

"These reforms are the most significant set of environmental protections within the state planning policy framework since the introduction of the Upper Yarra Valley and Dandenong Ranges Regional Strategy Plan in 1982."

"VC96 is proof that while the previous government talked about river protection, the Victorian Coalition Government is prepared to act," Mr Guy said.

For the Yarra River the amendment is the first stage of a three stage approach to protecting these corridors. The first level of protection will apply to the **City of Boroondara**, with the second stages applying to the cities of **Yarra, Stonnington and Banyule** and the third and final stage applied to the **City of Manningham and the Shire of Nillumbik**.

Boroondara will have controls applied immediately due to the high level of strategic work already completed and the existing Environmental Significance Overlays already existing within the municipality.

The amendment includes mandatory height controls of 9 metres (two stories, plus attic), strict controls in relation to site coverage, vegetation removal, and drainage requirements as well as clearly discouraging development that intrudes on existing private and public open space adjacent to the river.

The Coalition Government will also initiate strategic planning work to

ensure the future of the Maribyrnong River is appropriately protected with similar controls to be examined and implementation expected in the first half of 2013. These controls would be considered for the municipalities of **Maribyrnong, Moonee Valley, Brimbank and Hume**. The amendment also recognises the two rivers' importance to Victoria through official state planning policy recognition of their environmental, landscape and cultural values as well as their aesthetic, open space, recreation and tourism assets.

Today's announcement complements the Coalition Government's \$1 billion worth of works over four years across the state's waterways to improve the health of the Yarra River and Port Phillip Bay through the A Cleaner Yarra River and Port Phillip Bay plan.

The billion dollar plan launched last week by Environment Minister Ryan Smith has four key priorities such as:

clearer, more responsive management;

preventing pollution and reducing litter;

providing user-friendly, accessible information; and

support for Victorians to care for and protect our iconic river and bay, including litter prevention and clean up.

Details of VC96 can be found at www.dpcd.vic.gov.au/planning

Media contact: Rachel Obradovic 0400 916 830

rachel.obradovic@minstaff.vic.gov.au....."

<http://www.premier.vic.gov.au/media-centre/media-releases/5119-minister-acts-to-protect-melbournes-two-major-rivers.html>

SW Comment:

Why does the minister constantly discriminate against Williamstown?

Is it convenient for the minister to deny that Williamstown is on the Yarra River so that his decision only a few months ago to REMOVE existing mandatory height limits against the recommendation of his independent Port Phillip Woollen Mill Advisory Committee.

Similarly, he denied that the Port of Melbourne Major Hazard Facility at Point Gellibrand should be included as a Port Zone rejecting the advice of the Ports and Enviros Advisory Committee and signing Direction 14 with the Legend totally covering Pt Gellibrand.

As far as Matthew Guy is concerned the financial benefits to Evolve (owned by Ron Walker and Ashley Williams) of unconstrained high rise residential towers are more important than protecting the Yarra River banks at Williamstown. The Williamstown community are disgusted with this continual irrational bias.

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Minister acts to protect the Maribyrnong River **maybe**
EVOLVE has no plans for high rise on the Maribyrnong!

Monday, 15 October 2012

Question on this Media Release Mr Guy - is adding the Maribyrnong River a ploy to say you are looking after western suburbs in response to Colleen Hartland's questions, whilst denying the fact that the western suburbs of Williamstown, Newport and Spotswood are on the Yarra River. Fortunately one term governments do not get the opportunity to rewrite the Constitution of Victoria.

<http://vicmps.greens.org.au/content/will-yarra-west-be-protected-inappropriate-development>

Media release

The Hon Matthew Guy MLC
Minister for Planning Sunday 14 October 2012

Minister acts to protect the Maribyrnong River

Planning Minister Matthew Guy has today announced the Victorian Coalition Government will act to protect the Maribyrnong River corridor from inappropriate development.

Complementing similar plans for the Yarra River, the Coalition Government will commence work on tight planning controls governing height, river setbacks, sight coverage and vegetation removal which will provide lasting protection to one of Melbourne's two iconic rivers. The planning controls will be the strongest ever level of planning policy for the two river corridors put in place by any state government and will be a lasting civic legacy for future generations to enjoy.

"The Maribyrnong River is the greatest natural asset of Melbourne's western suburbs and it must be protected from inappropriate development," Mr Guy said.

"The Coalition Government believes that the state planning system is one of the most important tools to protect the current and future amenity of the Maribyrnong River, and strict controls will be essential to ensure that future growth does not compromise the river nor its banks.

"The previous Labor Government made all sorts of empty promises for Melbourne's west, but it is the Coalition Government that is acting to preserve the Maribyrnong's natural environment for future generations."

Amendment VC96, to be gazetted on Monday 15 October, will insert the Maribyrnong and Yarra Rivers in the state planning policy framework as the two key inland waterways of Melbourne and afford state recognition and planning protection for them.

"VC96 will recognise the environmental, landscape and cultural values of the Maribyrnong River as well as its aesthetic, open space, recreation and tourism importance," Mr Guy said.

"Strategic planning work for implementation by local government will commence shortly and is expected to be finalised by mid 2013.

"These planning controls complement the Coalition Government's \$3.6 million announcement earlier this year to clean up the Maribyrnong River."

Media contact: Rachel Obradovic 0400 916 830
rachel.obradovic@minstaff.vic.gov.au

<http://www.premier.vic.gov.au/media-centre/media-releases/5120-minister-acts-to-protect-the-maribyrnong-river-.html>

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Guy adds weight to objections over Armadale complex

Monday, 15 October 2012

The Canberra Times
October 15, 2012 - 12:16PM
Michelle Griffin

"The volume of objections to new developments should be taken into account when considering planning applications, the Victorian Planning Minister Matthew Guy has said.

A decision in the Victorian Civil and Administrative Tribunal said "the number of objections to the proposed development was an irrelevant consideration" in regard to plans for a Lend Lease apartment development at 590 Orrong Road, Armadale, which include four 12-storey towers.

The decision is being challenged in the Supreme Court by Stonnington Council, which argues that the tribunal "failed to give due regard to significant community input and has made a decision that is not supported by the local community or council".....

....In an interview on the ABC radio station 774 this morning the Planning Minister said twice that, in his opinion, the volume of opposition "should be" taken into consideration by the tribunal.

.... (the objectors) have a passionate view about the city and they are expressing it through the legal channels to do so."...."

<http://www.canberratimes.com.au/victoria/guy-adds-weight-to-objections-over-armadale-complex-20121015-27m47.html>

Save Williamstown comment:

In 2009 a petition of over 3000 signatories was presented to parliament about the community objecting to the residential high rise high density redevelopment of the Former Port Phillip Woollen Mill Site.

Nearly 200 people wrote lengthy submissions against this development to the Port Phillip Woollen Mill Advisory Committee.

The developer is manipulating planning applications and refusing to co-operate with Council for a master plan so that the community is now faced with 17 planning applications for the one site.

No-one pays the community for the hard work in objecting to bad planning but VCAT refuses to consider objections by groups of persons insisting to be a valid objection they must each write distinctly different objections.

Lets hope the Supreme Court forces VCAT and responsible authorities to take notice of communities and their views about impact on EXISTING lifestyle.

We do not believe the Minister to be a friend of the community.... judging by the actions of Matthew Guy regarding the Port Phillip Woollen Mill Site, the minister speaks in many tongues and is clearly influenced by the wealthy developer community which is seeking to destroy our town.

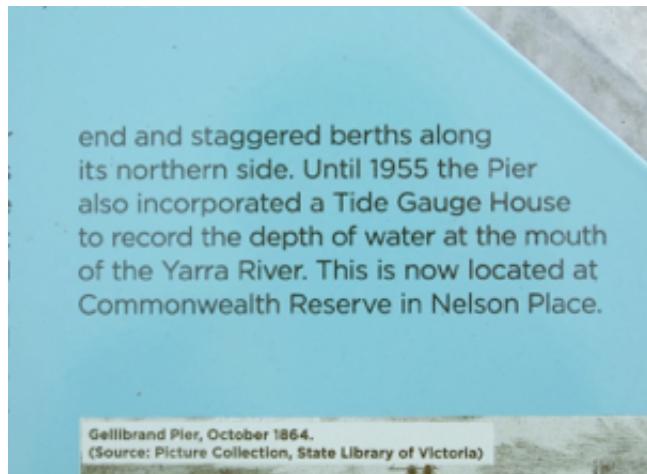
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New rules set to block Yarra apartment development in Hawthorn

Monday, 15 October 2012

Herald Sun
October 15, 2012 - 12:16PM
Andy Burns

"NEW mandatory state controls for projects along the Yarra look set to shred a developer's plans to build luxury apartments on a controversial river site....

....Planning Minister Matthew Guy has effectively blocked the proposal with his new "river corridors" clause, which restricts new buildings to nine metres in Booroondara municipality.

The clause, which also includes the Maribyrnong River, calls for buildings to be set back from public view and vegetation to surround the project.... Municipalities that come under the new clause include the cities of Stonnington, Yarra, Banyule, Manningham, Nillumbik, Maribyrnong, Moonee Valley and Brimbank.

Yarra Mayor Geoff Barbour said it was a victory for the Yarra River...."

<http://www.heraldsun.com.au/news/victoria/new-rules-set-to-block...a-apartment-development-in-hawthorn/story-e6frf7kx-1226496185731>

Save Williamstown comment

WHY IS HOBSONS BAY COUNCIL not being consulted when they have 3 suburbs with banks on the Yarra River.

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A chance to respond on ABC 774 & explain how the Planning Minister appears to be biased against Williamstown

Wednesday, 17 October 2012



ABC Radio 774 Jon Faine Morning Programme

Planning Minister takes on VCAT process, Yarra development,....
October 15, 2012

Monday morning, and host Jon Faine....

Planning Minister, Matthew Guy also talks about height restrictions for development on the Yarra River, and rejects Jon's suggestion that the Liberal Government is just protecting the interests of its well-heeled heartland living large along the river. Mr Guy insists that the restrictions are also in place in Maribyrnong, which is not traditional Liberal-voter territory.

Yarra River height limits don't apply in Williamstown
October 17, 2012

Sally Warhaft is in the hot seat filling in for Jon Faine.....

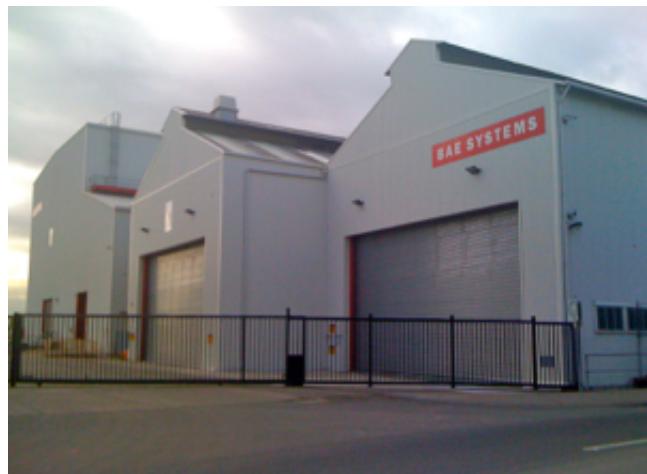
.....Also, following on from Jon's chat with Planning Minister Matthew Guy this week, Williamstown residents have a bone to pick over Yarra River development height limits. While the Yarra winds right through their suburb, they say the Minister's not enforcing height restrictions there - and Save Williamstown spokeswoman Charmian Gaud is not happy.

Save Williamstown is concerned that although Williamstown is at the mouth of the Yarra River, and has enjoyed existing height limits of 2 and 3 storeys, the removal of height limits by the Minister on the Former Port Phillip Woollen Mill Site sets a precedent and the minister seems to be manipulating the fact that Hobsons Bay Council has land on the banks of the river at Williamstown Spotswood and Newport which need similar protection to further up the river. The bias against Williamstown has been displayed only a few months ago when the minister issued Direction 14 concerning Port Zone land and the maps of Port of Melbourne deliberately had the legend drawn over Williamstown thus ignoring the Port of Melbourne land and Mobil's major hazard facility at Williamstown in any protection of ports. We were delighted to have some airtime on the ABC morning show to explain issues at Williamstown.

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One Hull of an Arrival

Wednesday, 17 October 2012

<http://www.hmascanberra.com/history/nushipcanberra.html>

Department of Business and Innovation
October 17, 2012

"It's as high as the Rialto Towers, is the largest ship built by the Royal Australian Navy, and will create 900 jobs for Victoria. Melbourne, get ready to welcome Canberra.

Due to arrive in to Port Phillip Bay next week, Canberra is a 230 metre, 27,000 tonne ship or, more specifically, a Landing Helicopter Dock – or LHD.

Canberra's arrival will be on the back of the massive transporter ship, the Blue Marlin, and both its arrival, and its capabilities promise to be impressive.

The massive LHD can carry more than 1,100 personnel, 100 armoured

vehicles and 12 helicopters. Meanwhile, four ANZAC class frigates could fit on its flight deck

It is a multipurpose ship with the ability to help support natural disaster response and humanitarian relief missions. It even contains a hospital with two operating theatres, an intensive care ward, and laboratory and X-ray facilities. The Australian Navy will be getting two of these ships.

Lascelles Wharf in Geelong will be Canberra's first stop, where it will be prepared for its release from the Blue Marlin.

A week later, the ship will go back into the depths of Port Phillip Bay where it will be released from the Blue Marlin, allowing the LHD hull to float off and be tugged to Nelson Pier at the BAE shipyard in Williamstown.

BAE will then commence the installation of the 'superstructure'. This includes four modules, each weighing over 300 tonnes, which house the combat, communications, and ship management systems.

BAE will also do the final fit-out of all operational compartments. The work is expected to continue until early to mid 2014.

The Victorian Government has provided support to the Williamstown shipyard in securing naval shipbuilding work which has resulted in the creation of 900 jobs since 2008.

The project is also providing supply chain opportunities for many small and medium enterprises across Victoria's manufacturing industry.

Keep a look out on Port Phillip Bay for the Canberra's arrival during the week of 15 October."

<http://www.theage.com.au/victoria/spring-streets-watchdogs-mute-and-dysfunctional-20121006-276iq.html>

Save Williamstown comment:

If the Victorian government is proud of these large shipbuilding contracts and how they benefit the Victorian economy - why do they allow the Planning Minister to jeopardise them with new encroaching high rise residential dwellings. Port industry needs protecting. If residents sleep is disturbed, the port industries can be told to stop night time operations. We will be fighting the developer at VCAT in December trying to prevent demolition of the Former Port Phillip Woollen Mill Site buildings until absolutely necessary. The Woollen Mills buildings provide a good sound buffer between the shipyards and existing residential streets. Existing residents in Cecil, Kanowna, Aitken and Ann Streets should not have to suffer because of the selfish actions of the developer. They should be forced to do a masterplan and minimise the time when the site lies fallow.

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Save Williamstown supporters have their voices heard in the media about the protection of our Yarra River

Sunday, 21 October 2012

Sunday Age
21 October 2012
Letters to the editor

THE BIG ISSUE: PLANNING

PLANNING Minister Matthew Guy's decision to limit the height of residential housing along the Yarra River to nine metres is duplicitous ("Building rules to protect Yarra and Maribyrnong", 14/10). He omits to mention that the river's lower reaches, at suburbs such as Newport, Spotswood and, significantly, Williamstown, are excluded from this control.

Why? Is it because he wants to maximise the profits of the developers who are planning exclusive high-rise apartment blocks for the Port Phillip Woollen Mill site land, against the wishes of the locals? It is ironic that Williamstown actually had mandatory nine-metre (or three-storey)

height limits all along The Strand and Nelson Place until Mr Guy removed them earlier this year for the development of the mill site. We would really like politicians to speak the truth and the whole truth, not just the part that fits their image.

TED SMITH, Williamstown

Gem of the west at risk

THE government and Matthew Guy continue to put at risk one of Melbourne's most charming tourist precincts. The minister has ignored his planning department by failing to scotch fellow Liberal Ron Walker's plans for the mill site in historic Williamstown. The minister's role should be to help save Williamstown, not ruin it.

TONY KEUNEN, Newport

Gold Coast on Yarra?

THE Strand and Nelson Place could become like the Gold Coast, with a wall of high-rises as developers take advantage of the lack of protection on our Yarra banks. People living in the west deserve the same protection from overdevelopment as residents in other suburbs.

BRIAN TYRRELL, Williamstown

Also, in The Age Letters on 19th October

Playing favourites

IS IT politicians' bias to favour the leafy inner-eastern suburbs with the largest expendable income, namely the City of Boroondara, over the inner-western suburbs such as Williamstown, when it comes to preserving Victoria's heritage? You are right, Mr Guy, "No one wants to see the banks of our rivers overdeveloped." Williamstown is the mouth of the Yarra River. So why has Williamstown been excluded from the new planning laws to keep buildings to a maximum height? I don't see filmmakers flocking to Boroondara to capture the look and feel of Victoria's history. Soon they won't be able to come to Williamstown to do so either.

Rebecca Lennon, Newport

<http://www.theage.com.au/national/letters/planning-minister-omits-pertinent-facts-20121020-27ybk.html>

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UPDATE: Out of the Bag - Developer's Option 1 for Port Phillip Woollen Mill Site is to yield 816 Dwellings 2000 people

Friday, 19 October 2012

Back in 2009, an outrageous proposal came to Hobsons Bay Council for 412 dwellings in high rise high density towers up to 50 meters high - the proposal was on land in the Government Survey Heritage area of Williamstown which had strict heritage controls and a 3 storey limit. There followed extensive public consultation in the Minister's Port Phillip Woollen Mill Advisory Committee which made an important note about the safety of the site

Zoning of the land

The Committee notes that while many submissions have opposed the rezoning of the land to Residential 1 (preferring a Mixed Use Zone), it is clear that its Terms of Reference specify that this is not part of its tasks. However, the findings of the Committee on the issues of risk, safety and interface as discussed in this report logically raise doubts as to the zoning of the land.

The Committee notes that one of the most defining elements in its consideration is the WorkSafe Advisory Note which was only issued in September 2010, about five months after the decision to rezone the land to residential. Armed with that advice, and mindful of its other

recommendations, it seems to the Committee that an alternative outcome might have been for a 'skin' of lower intensity commercial premises facing onto Kanowna Street and possibly parts of Nelson Place adjacent to the Titanic theatre restaurant. These premises could include some small retail, community, commercial or health related facilities.

The Committee appreciates that these observations are outside its Terms of Reference but it brings them to the attention of the Minister for Planning in light of the numerous submissions on this issue and on the change in circumstances since the land was rezoned.

Evolve Development owned by Ron Walker and Ashley Williams seems to have totally ignored the context of this site with heritage, safety and infrastructure constraints which should all be taken into account. They have not modified and delimited their plans to reflect these important constraints, but have now nearly doubled the number of dwellings and the number of people who will reside here.

The developer has refused to participate in a Master Plan process with Hobsons Bay Council for the whole site and is now seeking 17 individual applications in what should have been a single consolidated planning application as referred to in the Design and Development Overlay of C86.

Hobsons Bay Council website Greenlight now has a number of planning applications relating to the site with the developer seeking piecemeal development in 2 demolitions plans, a display suite application to convert the heritage Britannia Hotel and 3 of 14 building lots plans. The 2 demolitions, the hotel conversion and the first 3 building lots are already in Council's pipeline with 60 days before the developer can send the applications to VCAT. The demolition of the Former Port Phillip Woollen Mill buildings and the Britiania Hotel alterations both refused by Hobsons Bay Council have already been taken by Urbis to VCAT.

The required Emergency Evacuation Plan for the area has not been provided even though it will clearly inform decision makers how many people should be accommodated on this vulnerable peninsula. The UK Heath and Safety Executive which provides the research basis for Worksafe decisions in Australia has specifically set out criteria for residential densities and occupational by vulnerable people up to 400m from the Major Hazard Facilities bunding walls as an outer safety zone.
ie SAFETY CONSTRAINTS FOR ALL THE SITE EXCEPT THAT FACING ANN STREET.....

HOWEVER the Developer has sent the Construction Management Plan to Council. This document accompanies all the 3 building lot applications and it reveals the enormity of the total application. A total of 765 apartments and 51 townhouses.

Appendix 1 - Site Layout (Option 1 list of dwellings)

Lot 1 - 7 Townhouses

Lot 2 - 80 Apartments

Lot 3 - 50 Apartments

Lot 4 - 60 Apartments

Lot 5 - 50 Apartments

(partly in the Worksafe MHF advisory buffer)

Lot 6 - 112 Apartments & 8 Townhouses

Lot 7 - 112 Apartments & 8 Townhouses

Lot 8 - 104 Apartments

(partly in the Worksafe MHF advisory buffer)

Lot 9 - 36 Apartments

(In the Worksafe MHF advisory buffer)

Lot 10 - 15 Townhouses

Lot 11 - 104 Apartments & 10 Townhouses

(partly in the Worksafe MHF advisory buffer)

Lot 12 - 43 Apartments & 3 Townhouses

(In the Worksafe MHF advisory buffer)

Lot 13 - Britannia Hotel - display suite for off-the-plan sales

(In the Worksafe MHF advisory buffer)

Lot 14 - 14 Apartments

350 of these dwellings (highlighted in red) are in lots subject to the Worksafe Advisory Zone - a further 379 ie a total of 729 dwellings would be included in the 400m OUTER ZONE of the UK Health and Safety Executive advisory safety area. According to UK HSE and Worksafe, ability of persons to evacuate such a zone is crucial. If Mobil's safety criteria of 10 x the tank size were to apply then a 400m buffer zone would also include lots 3, 4, 6, 7, 10 and 14. In fact only lots 1 and 2 are outside the 400m zone which interestingly was the only part of the site which was identified in the Industrial Land Management Strategy Precinct 20 as suitable for residential development.....
[Industrial_Land_Management_Strategy240608.pdf](#)

What about the new residents with disabilities, young babies, school age children, elderly seeking lower maintenance housing (one of the potential customers highlighted by the developer).... What temperatures would a fire/explosion on a ship at Pt Gellibrand generate and how would people know what to do? AND what about the 3000 existing residents and workers in the peninsula.

The Ports and Environs Advisory Committee recommended that Pt Gellibrand Williamstown be a Port Zone (page 155) which would have provided protection for port industries from new residential encroachment BUT Minister Matthew Guy rejected this part (page 1/5) of the Advisory Committee report issuing Ministerial Direction 14 with a map of Port of Melbourne facilities which had the legend totally obscuring Williamstown Pt Gellibrand (see last page Melbourne Precincts). The minister's comment was that safety on the peninsula was already included in his planning scheme amendment C86.

The Environmental Significance Overlay will apply over areas within the environs of the ports identified by the Committee except for the Port Gellibrand precinct (as per 11), which currently has a Design and Development Overlay applying to the land.

Well Mr Guy we don't think the developer has taken any notice of protecting the port if 729 dwellings and about 1800 new residents are going to be living within the safety buffer zones of a Major Hazard Facility and fuel importation by ship.

There are other issues too with the developer's proposals:

- Parking will be less than one car spot per dwelling and parking will be below the water table. BUT there are 1500 workers at BAE Systems requiring parking, there are major events at Seaworks requiring parking; there are the visitors to the Heritage town of Williamstown who are the lifeblood of our restaurant and tourist facilities, nearly all the residential streets in the peninsula have restricted 2 hour parking BUT this developer wants to encroach on what little street parking exists.
- The Heritage Oriental Hotel is to be demolished which the National Trust has an interest in as it represents a 19th century example of a 3 storey corner pub in the Government Survey Heritage area.
- The impact on schools and infrastructure of 2000 new residents will be enormous on a suburb which already has postcode plus street name criteria for enrolment.

See current applications on Hobsons Bay Council website:
Greenlight https://greenlight.e-vis.com.au/hbcc/public/main.aspx?frm=uc_search_Completed_Open_Applications.ascx&appTypeId=1&mld=103

and search for Williamstown 3-39 Nelson Pl
Application Nos
PA1124005 Demolition Former Port Phillip Woollen Mill Site - refused by

Council and subject to VCAT review
PA1224762 Modify Britannia Hotel - refused by Council
PA1225139 Demolition works and a fence
PA1225060 LOT 3 Buildings and works - 46m up Nelson Place from Ann St
PA1225059 LOT 3 (Alternative) Buildings and works - ditto
PA1225056 LOT 2 Buildings and works includes demolition of Oriental Hotel
PA1225057 LOT 1 Buildings and works adjacent to Telegraph Hotel

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Newport children's centre set to close

Tuesday, 30 October 2012

Hobsons Bay Leader
30 October 2012
James Twining

"A CHILDCARE centre at Victoria University's Newport campus is poised close at the end of this year. Parents have been told the Newport Children's Centre in Champion Rd is likely to shut, as VU relocates its building and construction courses to Sunshine. A letter sent to parents suggests they look for alternative child care at another centre run by VU, or seek help from a government website. The closure is not officially confirmed, but the university said it was engaged in a "formal change planning process" with centre staff and a final decision would be made "as soon as possible"...."

<http://hobsons-bay-leader.wherelive.com.au/news/story/newport-childcare-centre-set-to-close/>

Save Williamstown comment - the community infrastructure in Williamstown Newport is being further compromised at a time when existing residents find it difficult to obtain child care places. How can we be expected to cope with a 20% increase in the Williamstown population with the development at the Former Port Phillip Woollen Mill Site

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BAE Systems expand production - will new residents at
Former Port Phillip Woollen Mill Site complain about noise

Wednesday, 31 October 2012

WELCOMED TO WILLIAMSTOWN 29 October 2012

The hull of the first of two amphibious assault ships (also known as Landing Helicopter Docks or LHDs) being built for the Royal Australian Navy has been delivered to Williamstown for integration of the superstructure and other critical fitout work.

The LHDs are the largest ships ever built for the RAN.

The hull was constructed in Spain by shipbuilder Navantia and took around nine weeks to complete the voyage to Australia. It has now been unloaded from the MV Blue Marlin and moved by tug to the BAE Systems' shipyard at Williamstown, Victoria.

BAE Systems is the Prime Contractor for the LHD project and is managing the overall project in cooperation with subcontractors Navantia, Saab and L-3 Communications.

The introduction into service of these ships will mark a significant change in the way the Australian Defence Force (ADF) deploys its land forces and conducts amphibious operations..."

http://www.defence.gov.au/dmo/Newsitems/29oct12_williamstown.cfm

Save Williamstown comment - with the increased production at BAE Systems particularly night work, industry is seriously disadvantaged by the planning minister not making Point Gellibrand a Port Zone. Such a zone like an Airport Zone would have protected important state and nationally significant industries from noise, emissions and lightspill complaints by new residents in apartments and townhouses adjacent to the Former Port Phillip Woollen Mill Site.

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Port Phillip Woollen Mill: Consultants warn of site's lethal neighbours

Wednesday, 31 October 2012

Hobsons Bay Weekly
By GOYA DMYTRYSHCHAK
Oct. 31, 2012, 9:58 a.m.

"AN EXPERT report has warned that people living on the proposed Port Phillip Woollen Mill development site in Williamstown could die in the event of a vapour cloud explosion (VCE) at Mobil's Gellibrand tank farm.

Its authors, explosion and dispersion consultancy GexCon Australia and Williamstown's chemical engineers and expert witnesses IF Thomas & Associates, recommend detailed investigation into development of the mill site after finding that "loss of life and considerable property damage" could result from a VCE caused by fuel leakage....."

<http://www.hobsonsbayweekly.com.au/story/480899/port-phillip-woollen->

mill-consultants-warn-of-sites-lethal-neighbours/?cs=1455

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