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SAVE WILLIAMSTOWN



Mobil Community Bulletin - Update Port Gellibrand - No to Residential in Buffer

Wednesday, 1 September 2010

September 2010 Community Bulletin - distributed to letterboxes in Williamstown this week.

Local residents may have seen Mobil quoted in the local paper on the issue of the State Government's decision to rezone the site of the Former Port Phillip Woollen Mill at Nelson Place, Williamstown, from industrial to residential use.

Mobil has long held the view that this decision is inappropriate. The site is very close to the Mobil-operated Port Gellibrand dock and terminal, which the refinery uses for the storage and import/export of crude oil and petroleum products. Under the previous zoning the former mill site served as an effective and important buffer between industrial premises such as the dock, other industrial operators, and the nearby residential area.

Mobil maintains a safe and responsible operation at Port Gellibrand dock and aims to limit the facility's impact on its few surrounding neighbours. In our view the State Government should support the general principle that any development proposal that significantly increased residential population density in the neighbourhood immediately surrounding a petroleum handling/storage facility such as Port Gellibrand dock should not be accepted.

http://exxonmobil.com.au/Australia-English/PA/community_liaison_news.aspx

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SAVE WILLIAMSTOWN



Inconsistencies between the Minister's Press Release & the PPV advert?

Sunday, 5 September 2010

The advertisement in July for the Minister's Advisory Committee submissions and hearings stated that:

"The Minister for Planning has rezoned the Former Port Phillip Woollen Mills land to Residential 1 Zone as part of Amendment C75 to the Hobsons Bay Planning Scheme. A review of this rezoning will not be revisited by the Advisory Committee"

and yet in the Minister's press release on 28 May 2010 (see below), <http://www.premier.vic.gov.au/newsroom/10567.html> it stated that:

"Mr Madden said the Terms of Reference take in the former Woollen Mills site as well as part of Precinct 20 to the south of Nelson Place, following a request from Council to consider the adjoining Industrial 1 & 3 and Residential 1 zones."

This begs the question - what exactly is the Former Port Phillip Woollen Mill land? Is it purely that title held by the former Woollen Mills or does it include land which the developers have options on and which appear on the rezoning map in the Terms of Reference?

Reviewing the Submissions received by Planning Panels Victoria

<http://dsedocs.obsidian.com.au/planning/Former%20Port%20Phillip%20Woollen%20Mill%20Submissions/>

from:

Port of Melbourne,
EPA,
Worksafe and

Department of Transport (Freight Logistics Marine)

which are all State Government entities, reveals that they have all included statements about the inappropriate zoning of the land within industrial buffer zones. The Advisory Committee will clearly need to be considering the Residential 1 zoning of the Former Port Phillip Woollen Mill Site which is within the industrial buffer zones and which is 100m from the Shipyards and 300m from the Mobil leased land.

Therefore if the Advisory Committee is considering Government entities' views on the zoning then the advertisement to the community was ambiguous in saying that the Residential 1 zoning would not be revisited. Thus it could be argued that those in the community who have referred to inappropriate zoning should also have a strong case to be heard.

The Directions Hearing at Council Offices on Monday, 13 September could prove interesting to the government entities and the community.

TERMS OF REFERENCE SET FOR WOOLLEN MILLS
COMMITTEE

From the Minister for Planning
Friday, 28 May 2010

Planning Minister Justin Madden today appointed an independent Advisory Committee to consider design and development controls at the former Woollen Mills site at

Nelson Place, Williamstown.

Mr Madden said he had also approved the Terms of Reference for the committee after incorporation of feedback from Hobsons Bay City Council.

The Advisory Committee will consider matters such as appropriate heights, setbacks, urban design, traffic management, heritage asset protection, acoustics, open space requirements and the need for development contributions.

“The approval of the Terms of Reference means the Advisory Committee now has clear guidelines for determining the most appropriate future design and development controls for the site,” Mr Madden said.

“It is crucial that we provide certainty to the community, council and the proponent on the future of the site.

“I have consulted with Hobsons Bay City Council to ensure that the final Terms of Reference reflect the needs of the community and ensure that the process is fair, efficient and thorough.

“This is a key location that can make a contribution to our long-term plan for managing Melbourne’s growth and it is vital we get the right design and development controls in place now.”

Mr Madden said the Terms of Reference take in the former Woollen Mills site as well as part of Precinct 20 to the south of Nelson Place, following a request from Council to consider the adjoining Industrial 1 & 3 and Residential 1 zones.

“We will continue to work closely with Hobsons Bay City Council, nearby residents and interested parties on the future design and development of the site,” he said.

The independent Advisory Committee will hear submissions from adjoining landowners and the council. The Council will have the opportunity to review all of the submissions received during the consultation process.

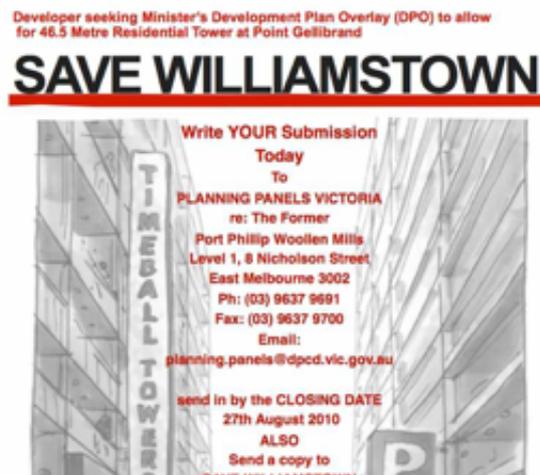
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SAVE WILLIAMSTOWN



Outrage over plans

Tuesday, 7 September 2010

The Star

By Vanessa Chircop

7th September 2010 11:06:44 AM

“OUTRAGED residents have sent 143 submissions to the Nelson Place Advisory Committee.

The proposed 13-storey redevelopment of the former Port Phillip Woollen Mill has sparked much debate with many residents believing the design is not appropriate for the Williamstown site.

MP Wade Noonan, along with former Victorian Premier Joan Kirner and Williamstown architect Shelley Penn have released a submission of their own.

“Our opposition is directed towards any poorly designed, high-density residential use which conflicts rather than

integrates with the surrounding area,” Mr Noonan said.

“Protecting local industry and highly-skilled jobs must be a priority in this process. Placing a high-density residential development within touching distance of a large scale shipbuilding site is not a good match.”

The 183-page submission included 17 recommendations to the advisory committee.

Among the recommendations the submission advised that any plans for the site recognise the history and heritage of the site and that 10 per cent of the site be reserved for affordable housing.....”

A Directions Hearing will be held on Monday 13 September at 11am to hear requested submissions to the committee.

<http://www.starnewsgroup.com.au/story/94313>

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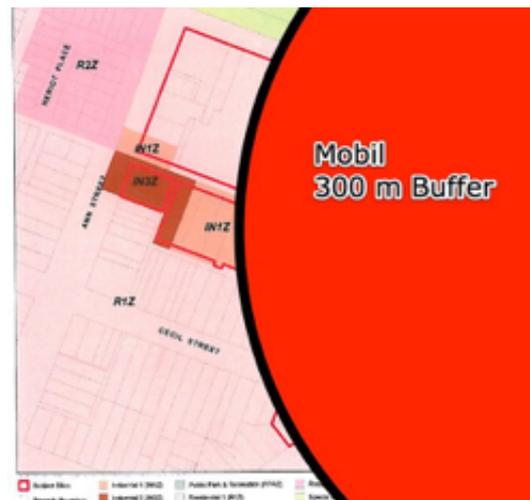
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SAVE WILLIAMSTOWN



Hobsons Bay Leader report under-emphasizes BUFFER ISSUES

Tuesday, 7 September 2010

The journalist report in today's Hobsons Bay Leader is an oversimplification. The 200-250 dwellings mentioned in the submission is part of an alternative approach penned by Shelly Penn (Architect) complete with concept drawings of 3 models covering the whole 2.8 hectare site.

HOWEVER the first part of the submission by WADE NOONAN MLA emphasises the same BUFFER ZONE restrictions must be considered to protect the national/state significant Shipbuilding Industry and principal state energy provider Mobil. The same need for limitations were submitted to the Minister's Advisory Committee by four government department, the EPA, Department of Transport (Freight), Worksafe, and Port of Melbourne, as well as Mobil and BAE Systems. The 300m Buffer Zone from Mobil and the 100m Buffer of the Shipyards both need to be considered - this will reduce the SAFE part of the site for

residential to about 30% (see diagram above). Using the concept work of Shelly Penn relating to heritage and urban design, that means that a maximum of about 80 dwellings where people sleep overnight should be allowed.

Residences in Buffer Zones are not supported by Wade Noonan's part of the report nor by Joan Kirner's. Nor does the Williamstown community support high density dwellings in buffer zones.

see

<http://hobsons-bay-leader.whereilive.com.au/news/story/make-williamstown-estate-half-size-bid-says-joan-kirner/>

and add your comments!

HAVE YOUR SAY: Make Williamstown estate half size, says Joan Kirner

Hobsons Bay Leader

7 SEP 10 by JAMES TWINING

“SOME of the strongest voices opposing a high-density apartment tower development in Williamstown have revealed their alternative vision.

Former premier Joan Kirner, Williamstown state Labor MP Wade Noonan and local architect Shelley Penn have condemned a developer's plan to build a 451-apartment village with four towers up to 47m tall on the Port Phillip Woollen Mill site.

The trio has instead recommended 200-250 dwellings, with a mix of two to three-storey buildings and a small amount of “carefully considered and well-designed five-storey” buildings, within the centre of the main site bounded by Nelson Place and Ann, Aitken and Kanowna streets.....”

“...Mr Noonan, speaking on behalf of the three Williamstown residents, said the developer's proposal was not a good fit.

“Our opposition is directed towards any poorly designed, high density residential use which conflicts rather than integrates with the surrounding area,” he said.

“Protecting local industry and highly-skilled jobs must be a priority in this process.

“Placing a high-density residential development within touching distance of a largescale shipbuilding site is not a

good match.”

This was echoed by naval ship builder BAE Systems, which is worried its noise emissions would conflict with new residents.....”

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SAVE WILLIAMSTOWN



Anger grows over towers plan (proposed in industrial buffer zones)

Thursday, 9 September 2010

Hobsons Bay Weekly (Previously The Advertiser)

BY GOYA BENNETT

08 Sep, 2010 12:00 AM

<http://www.maribyrnongweekly.com.au/news/local/news/general/anger-grows-over-towers-plan/1936594.aspx>

“GLOBAL oil and military giants, four state government authorities and prominent political figures are among those who have condemned the Williamstown towers proposal, with 142 submissions pouring in.

An analysis by lobby group Save Williamstown showed that of the 142 submissions, less than a handful support the Nelson Place Village proposal for the former Port Phillip Woollen Mill site.

New plans show four residential towers, the tallest of which has increased in height to

47metres - up there with the iconic Timeball Tower.
The amended proposal also includes two-to-three-storey townhouses in existing streets and four new streets within the site bounded by Nelson Place, Ann and Kanowna streets; four towers from seven to 13 storeys; and 451 new homes.

The submissions, representing 220 groups or individuals, will be considered by an advisory committee appointed by Planning Minister Justin Madden, who controversially rezoned the site for residential development in March. Former premier Joan Kirner, together with Williamstown MP Wade Noonan and former Victorian Government associate architect Shelley Penn, made a joint 183-page submission condemning the proposal.

Mr Noonan, who visited Sydney's Garden Island to examine the impact of residential development on shipyard operations, said the towers had evoked a bigger and more hostile response than any electorate-based issue since he was elected in 2007.

Ms Penn said the height was really inappropriate for Williamstown.

"There are alternative ways - you don't have to build towers to support density increases.".....

.....Port of Melbourne, the Environment Protection Authority, WorkSafe, Department of Transport (Freight Logistics Marine), Mobil and BAE Systems made submissions against the development.

Save Williamstown and others are calling on the advisory committee to rezone the land to mixed use, noting the 300-metre buffer zone required by Mobil and 100-metre buffer from the naval shipyard would render two-thirds of the site unsafe or unsuitable for living."

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SAVE WILLIAMSTOWN



Giant 18m tower next door in Williamstown (telecommunications towers now!)

Tuesday, 9 September 2010

Hobsons Bay Leader

BY 24 AUG 10 James Twining

<http://hobsons-bay-leader.whereilive.com.au/news/story/giant-18m-tower-next-door-in-williamstown/>

“A WILLIAMSTOWN resident is about to get an unwanted 18m tall neighbour, courtesy of the state’s transport department.

John Stewart, a former local fruit shop owner, was told last Monday a new communications tower would be built on railway land opposite his Railway Place house.

The site is only 400m from the Williamstown Beach.

The tower is part of a metro-wide upgrade to eliminate train radio blackspots.....

.....The council’s planning director, Peter Gaschk, said they told VicTrack and Department of Transport the proposed

Williamstown Beach site “wasn’t an appropriate location”.
“We had advice back that they had taken our comment into account,” Mr Gaschk said.....

.... The department does not require a council planning permit for the tower because it would be built on railway land.”

Save Williamstown comments - what else will be built on RAILWAY LAND!

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SAVE WILLIAMSTOWN



Save Williamstown was successful in requesting an adjournment of the Directions Hearing to after Ports & Environs decisions

Monday, 13 September 2010

At the Directions Hearing for the Former Port Phillip Woollen Mill Advisory Committee, Save Williamstown together with WNSRA and residents of Cecil, Ann, Kanowna and Aitken Streets, presented reasons why the Public Hearings of the Advisory Committee should be deferred and also asked that hearings be held in Williamstown.

Deferring the Port Phillip Woollen Mill Advisory Committee hearings was important because the government is currently reviewing Port Overlays and Buffers Zones for the state of Victoria. They are being reviewed by another advisory committee. That committee, the Ports and Environs Advisory Committee is holding its hearings from mid September to late September and is expected to finalise its recommendations to the government by the end of October.

As one of the “Key Issues for Consideration” of Ports and Environs includes Port Phillip Woollen Mills, there was the potential for confusion as to the appropriate planning overlay, referral requirements and buffer zones.

Charmian Gaud presented the request on behalf of Save Williamstown. Other speakers followed including Mobil , WNSRA and the developer’s legal representative. All speakers agreed that a deferral from the proposed date of 16 October for Public Hearings would allow the Ports and Environs matters to be decided upon by the state government. The Port Phillip Woollen Mill Advisory Committee would then be able to deal with appropriate matters within its terms of reference and not need to engage in debate amongst submitters as to what buffer zone may apply.

The Committee Chairman John Kearney and member Bob Evans considered and agreed with our request, and it was decided to adjourn the Directions Hearing until 10 November at 10am at Council Chambers, to allow the recommendations of the Port and Environs Committee to be considered by the State Government.

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SAVE **WILLIAMSTOWN**



Melbourne's burgeoning west outgrows its backwater image - a need for local jobs

Tuesday, 14 September 2010

The Age

Elizabeth Harman

September 13, 2010 - 6:53AM

“Providing the right jobs is crucial as ever more people move westward.....

.....Those of us who live and work in the west have witnessed extraordinary and rapid change over the past decade - gentrification and rising expectations in the inner suburbs, intermingled with media debates about "how to fix" the trucks.

.....But the transformation of the economic landscape is not matching the needs of those who now live in the west. There is a serious mismatch between people, skills and jobs. Across the region, there are more people who want jobs than there are positions available at the skill levels they have. The employment terrain is patchy and difficult to

navigate. Manufacturing jobs have fallen away as logistics and warehousing take over.

Professionals who live in the inner west travel to the city or elsewhere to work. Most new jobs have been in areas driven by population growth such as property and business services, education and health.....”

<http://www.smh.com.au/opinion/society-and-culture/melbournes-burgeoning-west-outgrows-its-backwater-image-20100912-156vf.html>

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SAVE WILLIAMSTOWN



Asciano mooted expansion at Webb Dock threatens view of the City from The Strand

Tuesday, 14 September 2010

In a bid to get Williamstown Residents to make submissions to the Ports and Environs Advisory Committee which has its final hearings on September 30, Asciano is hoping Williamstown residents will support the car importation docks moving to Geelong. However, Port of Melbourne may move containers into Webb Dock if that happens.

Read:

The Leader

14 SEP 10 @ 07:00AM BY JAMES TWINING

“Non-stop cranes - that could be the Williamstown view...

Asciano says a \$1.3 billion Webb Dock expansion would see Newport and Williamstown city views from The Strand blocked by up to 70m cranes on the wharf, with 14m diesel

cranes stacking containers up to three high. It claims this would happen 24 hours a day, under floodlights at night, almost every day of the year, and has released a photomontage of what it would look like. Asciano, which owns rail freight giant Pacific National and Patrick Stevedores, has put forward a bold alternative, which includes moving Melbourne's port operations from Swanson Dock to expanded ports at Geelong and Hastings by 2040...."

<http://hobsons-bay-leader.whereilive.com.au/news/story/non-stop-cranes-that-could-be-the-willi-view/>

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SAVE WILLIAMSTOWN



Submission by the Office of the Government Architect now on PPV website

Tuesday, 14 September 2010

For Save Williamstown supporters have been reading the submissions for to Port Phillip Woollen Mill Advisory Committee on the Planning Panels Victoria (PPV) website, a submission has just appeared which we recommend you read. The Office of the Government Architect in the Department of Premier and Cabinet gives a very clear and welcome analysis of how development at the Former Port Phillip Woollen Mill Site needs to fit into the existing heritage and consider adjoining industries.

“

Existing built form and heritage remnants

The heritage overlay and existing buildings on the site should extend the analysis of context to thoughtful consideration of adaptive reuse, and the potential in enhancing the site by weaving a contemporary history through valued remnants of an existing built environment.

We do not see any evidence of this process of consideration....

.....The OVGA acknowledges that the subject site is important - it melds heritage, a rare working port use and a coastal condition with values public open space amenity...”

Submission 144 on

<http://dsedocs.obsidian.com.au/planning/Former%20Port%20Phillip%20Woollen%20Mill%20Submissions/>

http://dsedocs.obsidian.com.au/planning/Former%20Port%20Phillip%20Woollen%20Mill%20Submissions/144_office_of_vic_government_architect.pdf

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SAVE WILLIAMSTOWN



Madden to appear before Windsor inquiry

Wednesday, 15 September 2010

The Age
DAVID ROOD
September 15, 2010 - 3:00AM

“PLANNING Minister Justin Madden will face a public grilling over the Windsor Hotel scandal just months out from November's state election.

Mr Madden has agreed to appear before an upper house inquiry into the \$260 million redevelopment of the hotel, challenging the opposition-controlled committee to hear his evidence this week.

Yesterday, the committee resolved to call the minister to appear, with opposition planning spokesman and committee member Matthew Guy seeking to quiz Mr Madden on court evidence given by a senior adviser to Premier John Brumby last week detailing the government's media planning.

Mr Guy said Victorians should know whether the

government's master media plan included information about the Windsor Hotel and whether it was seen by Mr Madden or Premier John Brumby.

The Windsor scandal was triggered by a media plan for Mr Madden, accidentally leaked in February, that was written by his then press adviser. It suggested a sham consultation plan for the redevelopment. Media plans for individual ministers are used to compile the master media plan, on which cabinet is briefed.....”

<http://www.theage.com.au/victoria/madden-to-appear-before-windsor-inquiry-20100915-15b3c.html>

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SAVE WILLIAMSTOWN



Port Phillip Woollen Mill: Residents win deferral

Wednesday, 15 September 2010

The Hobsons Bay Weekly (prev. The Advertiser)

BY GOYA BENNETT

15 Sep, 2010 12:00 AM

“PUBLIC hearings on the Port Phillip Woollen Mill development have been deferred until November so that the Port of Melbourne's future can be decided first.

Submissions on the 47-metre towers development at Nelson Place, Williamstown, were meant to be heard by an advisory committee on Monday, but two residents' lobby groups successfully sought a deferral.

Save Williamstown and Williamstown Newport Spotswood Residents Association argued that the hearings should not happen before the Planning Department's ports and environs advisory committee hearings had concluded.

Urbis, acting for developer Nelson Place Village, is arguing that its development site should be excluded from the port

environs.

Save Williamstown spokesman Godfrey Moase said thousands of jobs were at stake and workers' future should be guaranteed first.

The lobby group argues that the military shipbuilders and marine crude oil storages are of the highest strategic importance to Australia's defence and Victoria's energy supplies.

"The government needs to consider the recommendations of the committee before considering a private developer's request for high-rise high-density dwellings at the former Port Phillip Woollen Mill site," Mr Moase said.

"At Port Gellibrand, next to the former woollen mills site, two state-significant port-based industries are growing. Firstly there is BAE Systems shipbuilding, which accounts for up to 1500 local jobs, up from 300 jobs two years ago.

"Secondly, Save Williamstown understands that Mobil has plans to expand its operations.

"That's why the impact of the shipbuilding and petrochemicals buffer zones on the woollen mill site should be settled prior to any public hearings, especially since the matter of zoning is beyond the scope of the former Port Phillip Woollen Mill advisory committee's remit.".....

<http://www.maribyrnongweekly.com.au/news/local/news/general/port-phillip-woollen-mill-residents-win-deferral/1942475.aspx#>

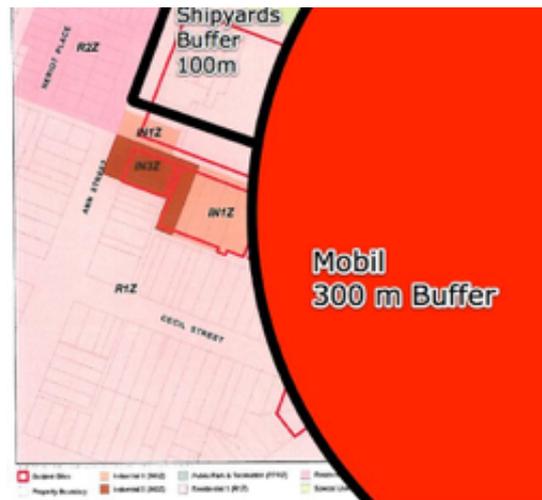
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SAVE WILLIAMSTOWN



Cautioned about new Williamstown buffer zone

Tuesday, 21 September 2010

Hobsons Bay Leader

21 SEP 10 @ 07:00AM BY JAMES TWINING

“A THREE hundred metre buffer zone between marine crude oil storages and a proposed apartment village in Williamstown may force higher densities, a developer has warned.

A Port of Melbourne Corporation suggestion to measure the existing 300m buffer zone for its tanks on Gellibrand Pier tanks from Battery Rd would find the proposed apartments on the eastern boundary of the Port Phillip Woollen Mill site unsafe. Two of four proposed apartment towers, ranging between 33m and 47m, would encroach this buffer zone.

But developer Nelson Place Village wants the buffer to be measured from floating roof fuel tanks on Gellibrand Pier, not Battery Rd, and for the protection distance to be 185m - making its apartments an acceptable distance from the storage tanks. A protected area for the Mobil site has not been finalised and is

being discussed as part the Port Environs Advisory Committee.....

NPV director Ashley Williams said.....

.....“If the port pushes for reduced density at that end, it does open the path for more density in the middle of the site and west.”

This comes after residents groups Save Williamstown and Williamstown Newport Spotswood Residents Association had the Port Phillip Woollen Mills Advisory committee directions hearing adjourned on September 13.....”

<http://hobsons-bay-leader.whereilive.com.au/news/story/cautioned-about-new-williamstown-buffer-zone-1/>

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SAVE WILLIAMSTOWN



Pure Serendipity - Save Williamstown has impromptu meeting with Minister Madden

Thursday, 23 September 2010

Save Williamstown appeared and presented at the Public Hearing today of the Ports and Environs Advisory Committee. We presented a compulsive case for appropriate port buffer zones around the Shipyards and the Mobil Facility at Point Gellibrand, including safety around transferring Mobil's feedstock from tanker vessels to the pipelines for the refinery. We explained how Nelson Place Village's high-rise high-density residential proposal which would house 1000+ new residents was totally inappropriate and would compromise the buffer zone protections provided for existing residents.

In exiting the Planning Panels Victoria building, 8 Nicholson St, Save Williamstown representatives, including our expert witness on safety issues relating to vessels carrying petro-chemicals and our legal representative, were able to speak personally with the Minister for Planning who, by serendipity, was just arriving.

It wasn't quite as we expected. We had requested a meeting to discuss alternative concepts for the Former Port Phillip Woollen Mill Site back in 11 November 2009. Greens MLC Colleen Hartland had put the request as an adjournment matter in the Legislative Council and we have been waiting for 10 months for that meeting to no avail.

However, after introductions and handshaking, and with his adviser looking on, we asked that the Minister meet and discuss the safety issues with Save Williamstown. Citing it as inappropriate to meet with Save Williamstown and the community, the Minister, Justin Madden, assured us that the advisory committees' process he had set up, will provide him with all the appropriate advice before he makes his decision. We told him that Save Williamstown considers port buffers very important and that was what we had presented to the Ports and Environs Advisory Committee this morning. Our legal representative warned the minister about the credible dangers of allowing new high-rise high-density residential dwellings too close to a major hazard facility and how Save Williamstown had emphasised our community's concerns at the hearing. The government really needed to heed that warning or there could be class actions in the event of a catastrophe. Finally, before the Minister disappeared into the building, we were also able to add one more thing, that he will need to consider buffers for ships arriving at the Mobil facility of Port Gellibrand as well as land based tank storage facilities.

Picture: Jump PR's Suzanne Northey (also PR to Former Port Phillip Woollen Mill developer Evolve) introducing a developer to Minister Madden at a function at Crown Casino on 11 November 2009

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