

7.3.9 Ann Street Pier, Gellibrand Pier and Breakwater Pier with the former Port Phillip Woollen Mill site

Background

The PDS states that the Ann Street Pier in Williamstown is currently used for the storage and mooring of marine equipment, such as tugs, barges, pontoons, workboats and survey vessels and there are no proposed change to these activities.

The PDS also states that the Gellibrand Pier will be retained for liquid bulk (crude oil) pack type and Breakwater Pier will be retained to ensure the security and safety of the adjacent Gellibrand Pier. The crude oil tanks (Mobil Oil) are a MHF.

It is noted that the Port of Melbourne Planning Scheme includes a notation on the plan at Clause 21.03 that states *Increase capacity for liquid bulk berth*.

Breakwater Pier is identified as a strategic port asset for use as a future liquid bulk berth or for special purposes such as visiting naval ships, vessel lay-up and large plant storage.

BAE Systems is located on the north side of Nelson Place between Gellibrand Pier and Ann Street Pier opposite the former Port Phillip Woollen Mill site. The PoMC notes that a threshold distance of 300 metres is required between the site and sensitive land uses. The PoMC considers that future uses adjacent and opposite Gellibrand Pier need to be carefully considered and any rezoning of existing industrial land would erode the buffer to more sensitive land uses.

In its *Industrial Land Use Management Strategy 2008*, the City of Hobsons Bay has identified the former Port Phillip Woollen Mill site at the corner of Nelson Place and Kanowna Street as a 'strategic redevelopment site', and has a preference that it be developed for residential purposes. Accordingly, Council considers that retention of an industrial zone as proposed in the PEPF is not appropriate and that measures other than a traditional distance buffer should be considered.

Council is also concerned that retaining the site in an industrial zone does not address the interface to existing residential properties to the south and that leaving the site in an industrial zone may render its use and development impossible and result in urban blight. However, Council is concerned with high density residential development of this site and in

December 2009 refused to adopt proposed Amendment C75 which would have facilitated a 12 storey residential development.

At the time of writing, the Committee was informed that the Minister for Planning has approved Amendment C75 which rezones the Woollen Mill site to Residential 1 and applied an Environmental Audit Overlay. The Minister has also appointed an Advisory Committee to provide:

- An assessment of the suitability of the proposed redevelopment of the site;
- An assessment of relevant planning issues relating to the proposed developments; and
- An assessment of the planning scheme Design and Development Overlay and Heritage Overlay, and if necessary, recommendations as to any changes to the proposed controls.

Figure 14 Ann Street Pier, Gellibrand Pier and Breakwater Pier with former Port Phillip Woollen Mill (Williamstown)



Advisory Committee discussion

Given the interface between the Mobil Oil tanks, the port activities at the three piers and BAE Systems and the industrial areas on the south side of Nelson Place that are subject to pressure to rezoning to allow sensitive uses, it is appropriate to include these areas in the port environs.

While Council has its own strategic planning reasons for supporting a potential residential development on the former Port Phillip Woollen Mills site, the Committee has observed that the BAE Systems building fronting Nelson Place is a substantial building that provides a significant barrier between the industrial activities occurring behind this building and south of Nelson Place. In the Committee's view, this could provide some justification to allow sensitive uses such as residential development to be considered for the site. However, the Committee acknowledges there is no obligation of the site's owners to retain this building to screen operations.

Any proposal to redevelop the Woollen Mills site for residential purposes would need to be sited and designed to avoid potential adverse amenity impacts. Accordingly, the Committee considers that there is a case to be made for a site-specific overlay to be introduced for this site that would specifically address potential impacts from the port area and for a requirement for notice or referral of applications to the PoMC.

Finally, the Committee notes that the former Woollen Mill site appears to be just outside the 300 metre buffer distance for petroleum storage under Clause 52.10. If this is the case, this would also provide some justification for a residential development to be considered.

Key issues for consideration

- Should the former Port Phillip Woollen Mills site and other industrial zoned land south of Nelson Place be included in the port environs?
- Is there scope for appropriate residential development to be approved on the former Port Phillip Woollen Mills site given the substantial barrier provided by the BAE Systems building and operations to the north and the distance of the site from the MHF (Mobil Oil tanks)?
- Should an overlay to require a design response that would mitigate potential amenity impacts from the port area be introduced on the former Port Phillip Woollen Mills site?
- Should there be a requirement for the notice or referral of applications in the current industrial zoned land to the PoMC?

7.4 Conclusion

As can be seen from the preceding analysis, there is a variety of land uses and developments and planning objectives and controls that apply to land at the different interfaces with the Port of Melbourne. It is because of the variety of land uses at these interfaces that a site specific response is required to identifying whether the area under investigation should be included within the port environs. This response could be additional planning controls and/or whether applications at these interfaces should be subject to the notice and referral requirements of Clause 66.10 of the VPPs.

7.5 Port of Hastings

Background

The Port of Hastings is located to the south-east of Melbourne in the Shire of Mornington Peninsula. The total amount of land included in the Special Use Zone 1 (SUZ1) for port-related purposes is approximately 3,500 hectares. However, current port and port-related activities cover a relatively small area and much of the land in the SUZ1 is currently not used or developed for port-related purposes.

The *Port of Hastings Land Use and Transport Strategy* (PLUTS) identifies three precincts of the port. The future planning is summarised as follows:

- Long Island precinct – will be significantly developed for container and multi-purpose trade;
- Crib Point - will continue to be used as a liquid berthing facility, however not all land may be required and scope exists for community, recreational and environmental uses for this area; and
- Stony Point - is expected to become available for community, tourism and recreational uses, including a continuation of passenger ferry services and potentially a car ferry service to Phillip Island.

The Port and SUZ1 is surrounded by extensive rural, rural living and public use land as well as Western Port. In contrast to the Port of Melbourne, the encroachment of sensitive uses into the port environs has not given rise to the same level of concern.

Further, the storage of hazardous materials on the former Esso land accommodating the tanks and the fractionation plant in the Long Island precinct is located a considerable distance from any sensitive uses including the Hastings township.