

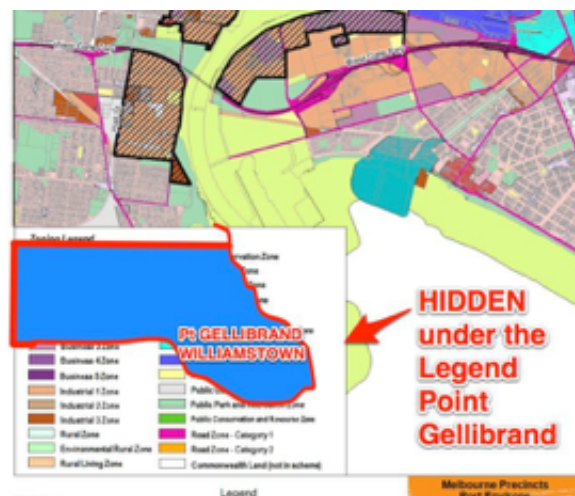
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SAVE WILLIAMSTOWN



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.

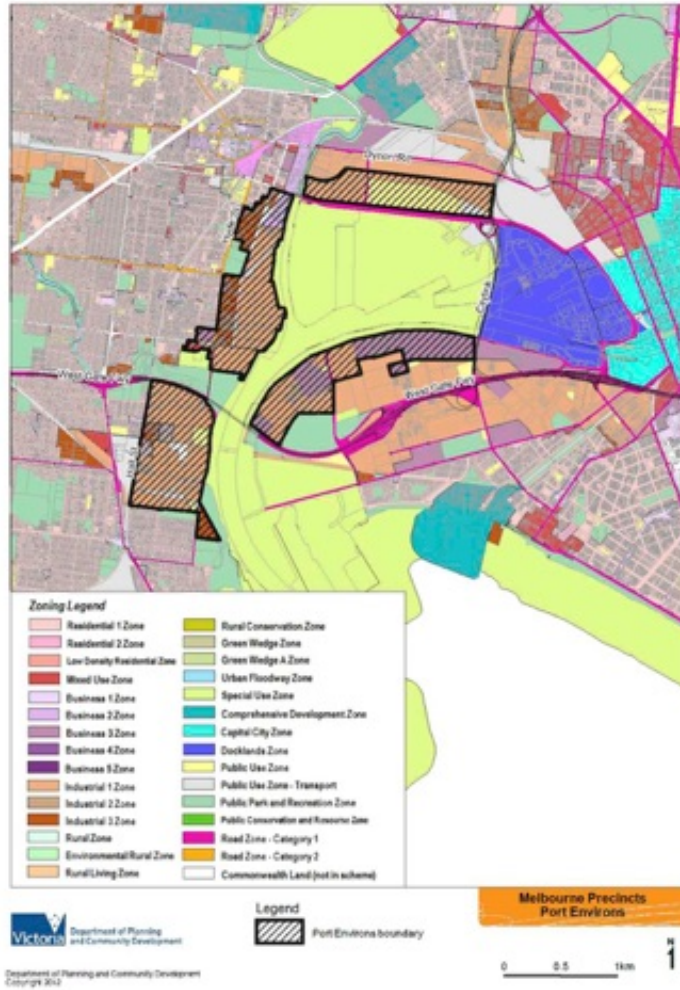
The planning authority must consider the views of the Minister for Ports and the relevant port manager.

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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