

21.04 OBJECTIVES – STRATEGIES – IMPLEMENTATION10/01/2008
NFPS**21.04–1 Port development**10/01/2008
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The Port's overall trade is forecast to continue to grow over the next 10 years, with international container trade anticipated to have the largest growth. The Port Development Plan will formulate future trade growth for each type of cargo and will include a land use scenario for the year 2015 that will set out the potential land requirements in and around the Port.

To accommodate future growth, it is proposed that the existing berths at Swanson Dock will be extended within the PoMC area and the Victoria Dock development will be fully operational. In addition, vacant land at Webb Dock will be developed for terminal and port cargo related activities. If the trade growth exceeds the more conservative long-term forecasts, then there may be a need to bring forward future development. In addition, it is acknowledged that there will be a need to provide land to cater for cargo related industries such as container depots, cold stores and distribution centres.

In allocating land within the port, priority should be given to shipping terminal uses, port related activities and essential port services; particularly those which can demonstrate efficient operational performance.

PoMC will facilitate and support development to maximise the use of Swanson Dock container facilities until these facilities are substantially utilised, and demand for container services warrants the development of the Webb Dock Precinct. The PoMC will achieve this by:

- Extension of the container terminal area at East and West Swanson Dock;
- Extension of the container berths north towards Footscray Road;
- Provision of improved road and rail infrastructure and integrated logistics network; and
- Facilitating significant private investment.

The Swanson Dock area also contains the Coode Island chemical storage facility. The Coode Island Task Force validated the current and future importance of this function to the State.

The Webb Dock area has been identified as a key future development area. The redevelopment of the precinct was the subject of an Environment Effects Statement (EES) which was completed in 1998. During the EES process, a Conceptual Development Plan for the Precinct (Figure 4) was formulated showing the proposed development layout within the Precinct which includes:

- Webb Dock North, a large land parcel situated to the north of Williamstown Road, being developed for port related purposes prior to development as a shipping terminal.
- Additional berths at Webb Dock West, which are substantially complete.
- Intensification of use at the Webb Dock East multi purpose terminal and Bass Strait, which is substantially complete.

- East Dockside, incorporating three land parcels situated north and south of Williamstown Road around the intersection of Todd Road, being developed for port related uses.
- Webb Dock Rail easement protection.

The Port Development Plan will examine options for the layout of Webb Dock and while in the longer term development is expected to be generally consistent with the concept plan, it is likely that the location of the proposed berths north of Williamstown Rd will be altered. Any substantial changes to the concept plan will be subject to advice from the Minister for Planning as required by the Minister's Assessment of the Webb Dock EES July 1999.

An Environment Management Plan has been prepared to guide the development of industry, transport terminals and warehousing within the Webb Dock Precinct. The Environment Management Plan specifies measures to be implemented at the design, construction and operational stages of development in order to ensure that any potential environmental and amenity impacts are appropriately managed.

The Victoria Dock area has been identified as a key development precinct to cater for the Port's general cargo terminal facilities. The precinct will provide port facilities and infrastructure to cater for container, motor vehicle and general cargo commodities that will respond to future trade requirements at the Port of Melbourne.

PoMC has formulated a Victoria Dock Concept Plan for the Precinct (Figure 5) to guide future use and development of land in the precinct. The initial development has included the realignment of Moonee Ponds Creek. The key elements of the development proposal are shown on the Victoria Dock Concept Plan, and works being planned include:

- Upgrading of berths for general cargo;
- Development of a multi purpose shipping terminal;
- Provision for value added logistics businesses.

An Environmental Management Plan has been prepared to guide implementation of development within the Victoria Dock Precinct.

It is envisaged that other areas of the port will undergo further development to cater for increased trade and there will be a need to provide land for cargo related industries such as container depots, cold stores and distribution centres. The berths in some areas will also require upgrading to increase capacity or to cater for changes in port technology.

The Strategic Land Use Framework Plan as shown in Figure 3, and the concept plans for Webb Dock and Victoria Dock are intended to be used by PoMC and the responsible authority as a guide for future development. The plans set out possible changes to land use within the Port as additional facilities are required and land is utilised for different cargoes. In many instances, provision of the major land use development and infrastructure to support the continued operation of the Port requires significant lead time for implementation. The Strategic Land Use Framework Plan will therefore be regularly reviewed to take account of changing trade and shipping needs, productivity improvements and respond to technological advancements that impact on the land use activities and infrastructure requirements of the Port.

The future development of the Port will also be influenced by a range of factors which are external to the immediate port area but must be addressed in future land use planning both within and around the Port. These include:

- Providing land for port cargo related activities in the immediate vicinity of the Port.
- Integrating planning for Swanson Dock, Appleton Dock and the areas south of Footscray Road with other Government projects. Integration could be achieved through improved rail and road linkages and facilitation of land use changes over time along the northern side of Footscray Road.
- Protecting the Port from pressures of changing land use around its edges.

Objectives

- To ensure that adequate port land and infrastructure is available to meet the forecast trade and passenger growth in the Port over the next 10 years and beyond.
- To ensure that the use of land in the Port is flexible in its ability to respond to changing economic conditions.
- To provide efficient land and sea transport links and intermodal connections.
- To identify land use and development opportunities throughout the Port that will meet short and long term planning outcomes and facilitate continued economic growth.

Strategies

- Encourage land use and development consistent with the Strategic Land Use Framework Plan.
- Encourage increased international container terminal trade at Swanson Dock.
- Provide for future land requirements for berths and terminals through the following development:
 - Extension of the container terminal area at East and West Swanson Dock.
 - Extension of Swanson Dock berths northwards for container berths and terminal areas.
 - Redevelopment of Victoria Dock for multi-purpose terminals and berths.
 - Increased capacity of liquid bulk berths at Maribyrnong No 1, Holden Dock and Gellibrand Pier.
 - Upgrade the berths at Yarraville and improve integration and access to the abutting land area.
- Encourage location of port cargo related activities in the Port at Yarraville, South Wharf and Webb Dock.
- Provide for port development in the Webb Dock Precinct generally consistent with the Webb Dock Conceptual Development Plan.
- Provide for port development in the Victoria Dock Precinct generally consistent with the Victoria Dock Concept Plan.
- Work with the relevant agencies to discourage non-port land use and encourage port uses with priority given to those with the ability to facilitate trade growth, to offer appropriate port related activities and to provide high quality, innovative port services.
- Ensure that appropriate mechanisms are in place to protect the operation of the Port and ensure that potential conflicts with surrounding land uses are managed.
- Work with the relevant agencies to encourage the long term integration of the Port and rail facilities.

Implementation measures

The strategies will be implemented by the following actions:

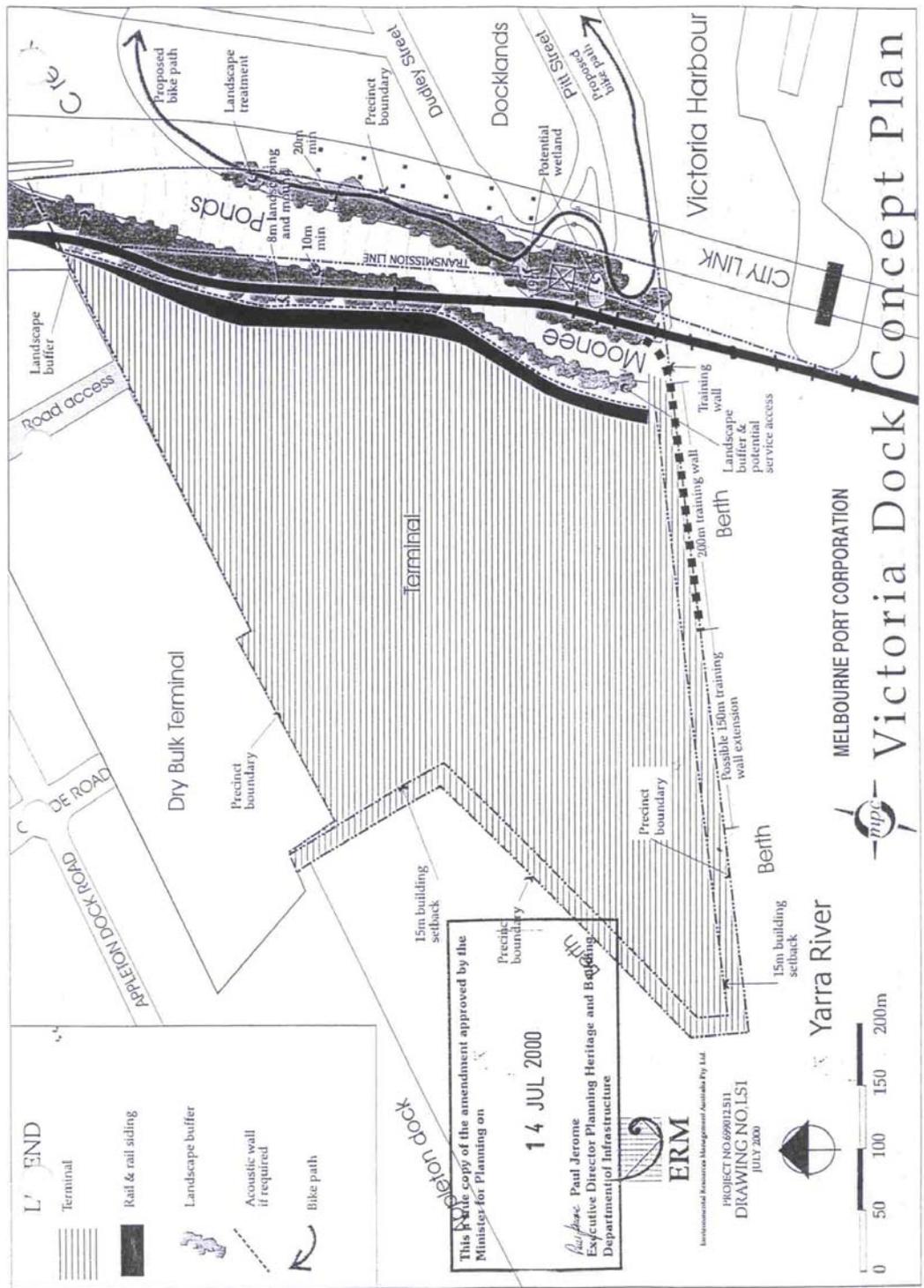
- Applying the Special Use Zone (Schedule 1 - Port of Melbourne) to land within the Port of Melbourne area to provide for its development as a major commercial port of State significance, and accommodate a wide range of port related uses.
- Applying the Special Use Zone (Schedule 2 – Marine Engineering) to land within the Port of Melbourne area to provide for major marine industrial development and shipbuilding operations.
- Provide appropriate land to facilitate development consistent with the Strategic Land Use Framework Plan for the Port.
- Applying a Design and Development Overlay to the Webb Dock and Victoria Dock Precincts to provide guidance on buildings and works.
- Undertake a review of port land and facilities in line with actual and forecast trade growth and capacity with the Port on a regular basis and update the Strategic Land Use Framework Plan.
- Undertake a review of non port land uses and as appropriate facilitate their transition to port and port related use.
- Work in consultation with surrounding municipalities to ensure that there is appropriate industrial land available for port cargo related activities in near port locations.
- Encourage where practical the development of inland container depots at strategic locations around Melbourne linked to port terminals by either rail or heavy vehicle routes, or both.
- Encourage the development and implementation of appropriate planning mechanisms to protect the ongoing development and operation of the Port.
- Encourage the development and implementation of the Port Development Plan and the Port Environs Plan and pursue appropriate planning scheme amendments to include this strategic work in the Port of Melbourne Planning Scheme.

Policy Reference

Port of Melbourne Land Use Plan 2002

Webb Dock Environmental Effects Statement 1998 and Minister's Assessment July 1999

Figure 5 Victoria Dock Concept Plan



21.04–2 Transport and infrastructure

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The Port is dependent on the effective and efficient performance of a variety of State and privately owned infrastructure. The service performance of the Port is closely linked to the performance and capacity of other elements of the transport system. State and national transport policies significantly influence the Port's future growth.

In this context, it is important that a collaborative approach is established to ensure the future provision of all transport and infrastructure can accommodate the anticipated growth at the Port over the next 10 years. Improvements to the capacity of these facilities should be delivered in advance of port growth to ensure that they do not place constraints on future development.

A key element in the logistics chain is the reconnection or provision of rail access to most port areas. These rail links must be compatible with the State Government's target of 30% rail mode share for port trade and long-term objective for the conversion of the State network to standard gauge. They should ideally also be able to accommodate the physical requirements of trains carrying double-stacked containers and address the national trends towards longer trains.

With the potential relocation of the markets currently located north of Footscray Road, opportunities exist to improve rail access to the Port and enhance integration between the Port and rail facilities.

The Port of Melbourne Corporation ('PoMC') is proposing to reinstate the rail line to Webb Dock to provide fixed rail access from the Dynon Rail Terminal located on the northern side of Footscray through to Webb Dock. An Environmental Effects Statement is not required for the reinstatement of the rail link, however, further investigation is required and this is to culminate in an Environmental Report ('ER'). The purpose of the ER is to consider potential impacts of the infrastructure project and establish the management regime for the construction and operation of the rail link to minimise these effects.

In the short and medium term, the rail line on the western side of the Maribyrnong is to be retained. Although future port rail needs in relation to this area have not been identified, the future dual gauge links are to be protected.

Intermodal transfers with road-based transport will continue to play an important role in the total logistics chain. The Port's transport and infrastructure networks must be planned to maximise effectiveness and efficiencies. This not only includes the provision of facilities that deliver equitable access to all users, but should facilitate the implementation of systems to ensure the efficient management of truck movements and queuing within the Port and the use of dedicated freight corridors and/or lanes. Improvements in the rail freight links in the vicinity of the Port of Melbourne will aim to contribute to the Government's 30 per cent rail freight target by 2010.

Maintaining freight and passenger vehicle access to Station Pier is important and there is a need to address congestion, security and emergency access concerns related to the primary access along Beach Street from Bay Street to the Pier.

Maintaining accessibility and efficiency of ship movements through the channels is also critical to the sustainability of the Port. This will include ongoing tasks to maintain navigable depth as well as planned responses to the changing needs of larger vessels.

The PoMC maintains the channel depths in Port Phillip Bay at a depth of 13.1m. This restricts vessels arriving and departing the Port to a maximum draft of 11.6m at any time and 12.1m with tide assistance. There are many container ships operating both in Australia and on other major trade routes whose draughts exceed these limits and therefore are

unable to load to their full capacity. Around one-third of all container ships, and around one-fifth and two-fifths of dry bulk and liquid bulk ships, respectively, are potentially affected by draught limitations. An environmental assessment process is underway to assess the proposal for channel deepening in Port Philip Bay. The Victorian Government has expressed support for channel deepening, subject to State and Federal environmental approvals.

Objectives

- To ensure adequate road, rail and maritime infrastructure is provided to support growth in trade and changes in technology.
- To encourage where practical transport linkages to strategic inland cargo handling facilities.
- To deliver transport infrastructure within the Port that maximises efficiencies in transport movements and matches the external networks.
- To achieve transport movements by rail, in conjunction with other intermodal facilities that serve the Port, which represent at least 30% of the total cargo volume.
- To minimise impediments for current and future vessels trading with Victorian industry.
- To provide essential utility infrastructure to support the future growth of the Port.

Strategies

- Facilitate the staged reconnection of rail networks with priority given to Victoria Dock and to ensure the Webb Dock Rail access corridor is preserved for future rail use.
- Facilitate the reinstatement of the Webb Dock Rail link to the rail network.
- Promote reconnection or provision of rail to facilities within the Port to accommodate both broad and standard gauge trains and allow for the future double stacking of containers.
- Integrate the Swanson Dock area with the Dynon rail terminals to optimise the efficiency of intermodal cargo movement.
- Support grade separation of the interface between rail and road at key locations such as Footscray Road and minimise rail/road conflicts at other locations.
- Ensure the protection of dual gauge links on the western side of the Maribyrnong River.
- Ensure facilities are available to handle both short and long trains within the Port.
- Facilitate the construction of an improved road connection between the Webb Dock area and the West Gate Freeway interchange.
- Ensure that Docklink Road can accommodate 'high productivity vehicles' between key intermodal nodes.
- Manage the movement and queuing of road vehicles within the Port to deliver an effective and efficient transport system.
- Ensure maintenance dredging of channels to maintain navigation depth.
- Ensure that ship swing basins and new infrastructure at the berth face is compatible with future channel depth and increases in ship size.

Implementation measures

The strategies will be implemented by the following actions:

- Applying the Road Zone – Category 2 to Williamstown Road in the port area

- Include the Port of Melbourne and Williamstown channels within the Special Use Zone (Schedule 4 - Waters of the Port of Melbourne) to provide for the navigation and shipping channels.
- Develop and progress appropriate planning mechanisms to secure the reconnection of Webb Dock to rail.
- Undertake a detailed review of rail operational patterns and plan and design rail sidings at the Port that accommodate these operational needs.
- Plan and design rail to port areas to provide access in an equitable manner and minimise conflicts between rail and road traffic.
- Plan and design a rail crossing of the Yarra River that maintains appropriate access upstream for river users and water based activities in Victoria Harbour.
- Collaborate with Government and rail operators to remove any impediments to efficient rail access to the Port including grade separation at key roads and allowance for future double stacking of containers and longer trains.
- Work with Government to maintain intersection capacity on Footscray Road at the access points to the port and rail terminals.
- Protect the dual gauge links of the rail link on the western side of the Maribyrnong River
- Review road transport movements within the Port on an ongoing basis.
- Work with Vic Roads, local government and the Department of Infrastructure (DoI) to ensure that regular traffic monitoring in the Webb Dock, Footscray and Yarraville areas is undertaken.
- Work with VicRoads and local government to ensure improvements to the access roads can accommodate the future growth in trade at the Port.
- Support ongoing improvements to the road linkages to the Port, in particular to the Webb Dock area, to maintain the viability of the growth of the Port.
- Work with VicRoads, local government and Department of Infrastructure to confirm and protect key freight routes to the Port.
- Subject to the approval process, progress as a priority deepening the channels to the Port of Melbourne.

21.04–3 Environmental Management

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The Port of Melbourne is situated in a sensitive estuarine environment, surrounded by a variety of land uses including residential and industrial areas, Melbourne's Central Business District and the Docklands. It is bounded by the key suburbs of Garden City, Port Melbourne, Footscray, Yarraville and Williamstown.

The Yarra and Maribyrnong Rivers and Port Phillip Bay are characterised by a number of environmental values including habitat of regional and state significance, areas of heritage significance, tourism, recreation and aesthetic values and the local fishing industry. Within or close to the Port there are wetland areas and bird habitat areas of local, regional and state significance. These include parts of Greenwich Bay, Stony Creek Backwash, Webb Dock salt marsh, Westgate Park and the lower reaches of the Yarra River and Maribyrnong River.

The urban environment surrounding the Port supports a variety of land uses including residential, commercial and industrial development as well as open space areas used for recreational and tourism purposes. The development and operation of the Port can potentially impact on these uses while the encroachment of residential and other sensitive uses has the potential to impact on the sustainability of port operations.

There is a need to manage the operations of the Port to ensure that these values relating to both the natural and built environment are managed to an acceptable level.

To the east of the intersection of Burleigh Street and Douglas Parade there is a Melbourne Water stormwater drain located within an overland flood path that is recognised through the use of a Special Building Overlay.

The PoMC is committed to promote, assist and coordinate the use and development of the Port to cater for projected growth, in an environmentally sustainable manner for the benefit of present and future generations. To achieve this, PoMC will establish and maintain an Environmental Management System based on the international standard AS/NZS ISO 14001 to guide its management of land and waters within the Port.

The PoMC must operate under a Safety and Environment Management Plan in accordance with the *Port Services Act 1995*. This plan has been prepared and certified. It sets out an overall environmental and safety management framework for the Port to manage the areas of environmental value in the Port. It is effectively a blueprint for environmental and safety management within the Port. It identifies the areas or 'aspects' that Port operations can impact upon and then set out the strategies that will help ensure those impacts are effectively managed and the organisations involved in this process.

The Safety and Environment Management Plan has been informed by the PoMC Environmental Policy, as well as the individual Environmental Management Plans for Webb Dock and Victoria Dock.

Site Environmental Management Plans (EMPs) are also an important tool in achieving regulatory compliance and in striving for continuous improvement and best practice. All operations in the Port will have a Site EMP, achieved incrementally over time. Site EMPs will be a prerequisite for any new or renewed lease or where any changes in use or development to a site are undertaken. PoMC is committed to working actively with Port tenants to develop Site EMPs consistent with its environmental management policies.

A Site EMP will address environmental management issues such as water quality, air quality, noise and vibration, light spill, stormwater usage, and energy consumption and is relevant to the design, construction and operation phases of a development. The detail within a Site EMP will vary in each case dependant on the specifics of the proposed development.

Objectives

- To ensure that the use and development of the land in the Port is environmentally sustainable.
- To manage areas of environmental sensitivity within the Port and at its interface areas.
- To reduce the risk of environmental incidents and promote continual environmental improvement.

Strategies

- Ensure that development proposals and ongoing management of operations within the Port are consistent with the PoMC *Safety and Environment Management Plan*.
- Ensure that development proposals at Webb Dock and Victoria Dock are consistent with the Environmental Management Plans for those precincts.
- Ensure that the Port operates having regard to all applicable environmental licences, legislation, regulations, policies and guidelines.
- Encourage tenants to develop site environmental management plans for existing facilities and new development proposals, to ensure that developers and tenants have regard to environmental management practices during construction and operation of the port facilities. The development of a site EMP should ensure that the relevant level of detail is included appropriate to the specific development.

Implementation measures

The strategies will be implemented by the following actions:

- Applying the Special Building Overlay to land identified as liable to inundation by overland flows from the urban drainage system.
- Ensure compliance with the PoMC's *Safety and Environment Management Plan*, relevant to both land and water management.
- Require the preparation of site environmental management plans to be submitted as part of the application requirements for use and development within the Port.
- Implement the Webb Dock and Victoria Dock Environmental Management Plans.

Policy References

Webb Dock Environmental Management Plan 2000

Victoria Dock Environmental Management Plan 2001

Port of Melbourne Safety and Environment Management Plan 2005

21.04–4 Visual Impact, Amenity and Buffers

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With the growing popularity of inner Melbourne as a place to live, the character of the area surrounding the Port is changing and evolving. In recent years in particular, residential development has moved closer to the Port and industrial development has made way for urban living. In addition, community expectations of amenity continue to increase and this places pressure upon the Port's operations. A balance is needed between the economic, efficient and safe operation of the Port and community expectations for residential and urban amenity in this strategic part of Port Phillip Bay.

While ensuring that amenity impacts of the Port are appropriately managed it is important to develop mechanisms to address any inappropriate development proposals which may adversely impact on or unreasonably constrain, the future development of the commercial port. PoMC is currently working with Government to progress the development of planning mechanisms to manage interface issues associated with an operational Port. Any changes identified as a result of this study will be considered as part of a separate amendment process or as part of the three year review of the Port of Melbourne Planning Scheme.

At residential interfaces such as Garden City and Docklands (a mixed use development that includes accommodation) and in areas abutting commercial development, high quality landscaping buffers have been provided to improve the appearance of the Port and provide an attractive interface area. As part of the Webb Dock Environmental Management Plan, landscaping and acoustic mounds or walls have been implemented, to minimise noise impacts of both construction and port operations. Further works will be undertaken if required. Other key interfaces with the Port of Melbourne, such as key gateway sites, are also to be protected to ensure that there is a positive contribution to the amenity of the area, through landscaping of buffers.

PoMC further encourages residential development along Todd Road to back on to the road to reduce the exposure to noise from the Port.

Existing open space areas are to be retained as landscaped buffers between sensitive land uses and the Port, including the Williamstown Foreshore, Perc White Reserve, Westgate Park and other key coastal parklands. PoMC is committed to retaining these areas and where it is consistent with Port planning, providing new opportunities for open space along the foreshore and river.

A working port can potentially impact on residential amenity through the generation of noise and lighting required for night time operation. These impacts are managed within existing regulatory requirements and are subject to active management for existing and future development and port operations.

Objectives

- To balance the needs of a working port with the amenity entitlement of the sensitive uses at the port interface.
- To improve the visual appearance of the Port, particularly at the interface areas and those parts of the Port fronting Footscray Road, to contribute to an attractive gateway to the Western Region of Melbourne
- To protect the viability and future operation of the Port from the encroachment of inappropriate uses.
- To retain existing open space and park areas as landscaped buffers between sensitive land uses and the operational Port.

Strategies

- Improve the visual and landscape qualities of the Port, both internally and as viewed from surrounding areas and encourage high quality landscape buffers around the Port interface with residential and commercial areas.
- Ensure that the visual and landscape qualities of the Port along the Footscray Road frontage achieve a positive contribution to the gateway to Western Melbourne.
- Appropriately manage potential amenity impacts caused by lighting within the Port.
- Appropriately manage potential amenity impacts caused by noise from port operations that can carry beyond the interface areas into residential areas abutting the Port.
- Appropriately manage potential amenity impacts caused by noise from port operations within appropriate guidelines.
- Ensure that appropriate planning and buffer mechanisms are in place to manage the ongoing development around the port

Implementation measures

The strategies will be implemented by the following actions:

- Applying the Special Use Zone (Schedule 3 – Foreshore Area) to provide for small scale boat building and development that protects the amenity, safety and character of nearby areas.
- Work with State and local government in the development and implementation of appropriate planning mechanisms to protect the ongoing development and operation of the Port and to protect adjoining land uses from any potential impacts of port activity.
- Implement the *Webb Dock Environmental Management Plan* and apply a Design and Development overlay to manage the amenity of neighbouring land in the Webb Dock Precinct
- Implement the *Victoria Dock Environmental Management Plan* and apply a Design and Development overlay to manage the amenity of neighbouring land within the Docklands area.
- Prepare development guidelines that require port developers and lessees to comply with requirements for landscaping and the form and external treatment of buildings within the Port.
- Collaborate with neighbours and the relevant local governments to improve amenity around the Port, through landscaped buffers.
- Provide noise attenuation, where required at sensitive port interface areas such as Webb Dock and Victoria Dock to meet appropriate standards.

Policy references

Webb Dock Environmental Management Plan 2000

Victoria Dock Environmental Management Plan 2001

21.04–5 Open Space and Recreation

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The passive and active recreational values of Port Phillip Bay, Hobson’s Bay, Yarra River and the Maribyrnong River are being increasingly appreciated by the community, and promoted in policy terms. There are a number of open space areas, parklands, trails and networks that exist within the Port boundary. As residential development intensifies

around the Port, the expectation of recreational opportunities also increases, as will the recreational boating activity demand. This expectation for increasing recreational opportunities (both land and water based) needs to be balanced against the Port's need to ensure its continued safe and efficient operation.

The PoMC have committed to providing open space opportunities and links along the foreshore and river front where it is consistent with the Port development, security and planning. The PoMC has implemented projects such as the Moonee Ponds Creek realignment, Webb Dock East pathway and the improvement program and retention of the western bank of the Yarra River, below the West Gate Bridge, as open space that incorporates pedestrian and bicycle paths.

Docklands will provide a large new residential community with waterfront access to Victoria Harbour and the Yarra River. This access needs to be controlled so that there is no conflict between shipping and recreational boating activities downstream. There is increasing desire by Government to augment the bike and walking paths around the Bay.

Bicycle and pedestrian path networks exist on both side of the Yarra River. A pedestrian bicycle punt service operates between Scienceworks and Fisherman's Bend on the Yarra River on weekends and public holidays. A ferry service also exists between the City and Williamstown that utilises the Yarra River and Port Phillip Bay.

As part of the Webb Dock EES process, an area of remnant saltmarsh has been identified south of Williamstown Road. It is most likely to be a remnant of the original saltmarsh and it is still subject to tidal influence. The importance of the saltmarsh has been acknowledged by the Minister for Planning in the Minister's Assessment of the EES, and it is stated that if the development of Webb Dock West No 1 depends on removal of the saltmarsh, this should be justified in terms of an economic case for developing such a facility and suitable net gain offsets need to be determined.

Perc White Reserve is a nature reserve located to the north-east of the Webb Dock precinct. The PoMC supports the long term protection of the reserve for its environmental values and as a valuable landscape buffer (between residential areas and the Port).

Management of the foreshore areas will involve consultation with Parks Victoria and local councils.

Objectives

- Provide for the needs of recreational and open space users in the Port environs in such a manner that does not jeopardise the continued safe and efficient operation of the 'working port'.
- Improve the amenity of the Port interface with open space areas and pedestrian and cyclist networks where appropriate.

Strategies

- Consider opportunities to improve public access for viewing key 'interest' areas in the Port.
- Enhance the landscape quality of existing open space areas in collaboration with local councils and the community, improving its role as both open space and a buffer to the Port.
- Consider future development options at Webb Dock West No 1 and implications for the potential removal of saltmarsh and identification of suitable offsets.
- Integrate open space opportunities and links along the foreshore and river that are consistent with Port operations

Implementation measures

The strategies will be implemented by the following actions:

- Applying the Public Park and Recreation Zone to public open space areas including The Strand (Newport), Commonwealth Reserve, Stony Creek Backwash, Riverside Park, Newport Park, Greenwich Reserve, Burgoyne and Charles Bates Reserve.
- Liaise with Parks Victoria and the City of Hobsons Bay in the implementation of the Williamstown Foreshore Strategic Plan for land from Stony Creek to Point Gellibrand to ensure that strategically located port operations such as Ann Street Pier are protected.
- Liaise with public land managers such as Parks Victoria and Municipal Councils to manage impacts on open space areas from development and operations within the Port.
- Liaise with the City of Port Phillip in reviewing Perc White Reserve to determine the most suitable zone or overlay to protect its environmental values.
- Maintain opportunities for public access and passive recreation along the realigned Moonee Ponds Creek and other locations consistent with Port operations, and protecting the value of these areas as both open space and a buffer to the Port.
- Work with Vic Urban, Parks Victoria and the Marine Board to ensure safe navigation in channels and waterways and to manage the growing recreational boating use of the Yarra and Maribyrnong Rivers.
- Investigate development opportunities at Webb Dock West No 1 and examine economic and environmental implications as part of any development proposal.

21.04–6 Heritage

10/01/2008
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The history and development of the Port of Melbourne is intimately linked to the development of the city itself. Since its beginnings in the 1830's, the development of the Port has been rapid and dynamic. In this context, the historical focus of the Port is interwoven with development phases of Melbourne and non-indigenous settlement. The Port exists in a highly modified environment, with past development involving land reclamation, realignment of the Yarra River and Moonee Ponds Creek and filling of swampland. There is a limited range of original port facilities still existing and these are essentially at Point Gellibrand. The history of the Port is important and there is potential to improve community understanding of the Port through cultural interpretation facilities at suitable locations around the Port.

Objectives

- To appropriately manage existing heritage sites within and external to the Port.
- To enhance community understanding of the history of the Port and its current operations.
- To conserve and enhance heritage places of significance within the Port of Melbourne area in a manner that is supportive of ongoing use and does not compromise efficient port operations.

Strategies

- Investigate opportunities for cultural interpretation at appropriate locations throughout the Port and adjoining areas.
- Encourage sympathetic restoration, maintenance and repair of heritage places consistent with ongoing use.

- Encouraging landscaping that is compatible with the historic character of the heritage place or precinct.

Implementation measures

The strategies will be implemented by the following actions:

- Applying the Heritage Overlay to appropriately manage the heritage sites.
- Implement the heritage and archaeology strategies in the *Safety and Environment Management Plan* to ensure that items of archaeological or cultural heritage significance are managed in accordance with relevant legislation.
- Preparation of a Port of Melbourne Heritage Strategy.