



17 December 2019

Tom Mielnik
Land Use and Policy Coordinator
Port of Melbourne
Level 19, 839 Collins Street
Docklands
VIC3008

Ask for: Johann du Preez
Phone: 9932 1231
Our Ref: A3226769

Dear Mr Mielnik

Draft Port of Melbourne Development Strategy 2050 Submission

Hobsons Bay City Council welcomes the opportunity to provide feedback on the draft *Port Development Strategy 2050* and acknowledges the important role the Port of Melbourne (PoM) plays in the Victorian and local economy.

Council provided feedback on the *Port Development Strategy Discussion Paper* in 2018. Some of this feedback has been adopted; however Council recommends the strategy should go further to demonstrate a holistic and best practice approach to planning for the expansion of the port. In particular Council recommends the strategy includes:

- A coordinated plan for mitigating amenity impacts of increasing freight and traffic movement associated with the expansion of the PoM
- Innovative solutions to increasing liquid bulk capacity that protect residential amenity
- Consideration for the growth of the port environs but also acknowledgement of its location in an urban setting
- Social and environmental initiatives for increasing port operations and capacity that also provide benefit to the community
- A process for consultation on any detailed implementation plan

Council looks forward to working with PoM further on plans for the port expansion. If you wish to discuss the submission please contact Johann du Preez, Team Leader Strategic Planning on 9932 1231 or jdupreez@hobsonsbay.vic.gov.au.

Yours sincerely

Penelope Winslade
Director Sustainable Communities

Hobsons Bay City Council Submission – draft Port of Melbourne Development Strategy 2019

Mitigating amenity impacts of freight and traffic movement

The PoM should identify a process for working with state and local agencies to manage increased freight and traffic movement beyond the port environs. This should include support for the upgrading of Grieve Parade to a preferred truck route as one of Council's key advocacy priorities. This advocacy priority will benefit efficient port trade whilst having significant community benefit. Please refer to Council's website for information on Council's key advocacy priorities for 2019.

Council supports the increased use of rail to reduce freight-related traffic impacts including air pollution and road congestion. However this must be carefully managed to ensure no impact to residential amenity, as must the proposal to spread port related truck movements to non-peak and overnight times.

Developing innovative solutions to increasing liquid bulk capacity

The PoM should look at innovative solutions to providing additional liquid bulk capacity that protects the amenity and visual character of the surrounding area including relocation of pipelines underground.

Yarraville Berth 6 and Breakwater Pier (Williamstown) are identified as possible locations for berths and pipeline connections however no decision has been made on the preferred location and no detailed design has been provided.

Key considerations in designing any liquid bulk storage facility at Williamstown would be protection for the surrounding residential and recreational areas and the recommendations of the Major Hazard Facility Advisory Committee.

Acknowledging the ports location in an urban setting

The proposed extension of the Environmental Significance Overlay (ESO) to protect the port's operations from encroachment of sensitive uses limits opportunities for intensifying employment in adjoining suburbs such as Spotswood. This fails to acknowledge the port's location in an urban setting. Council will provide further comment on this as part of any future planning scheme amendment process.

The expansion of the port must also consider amenity impacts on the immediate surrounding community, for example the impact on residents in Williamstown who are exposed due to a lack of sound or visual barriers to the port.

Delivering best practice environmental and social outcomes

The PoM strategy should elaborate on best practice environmental and social initiatives such as landscape improvements along the foreshore and best practice pollution reduction controls to mitigate off-site impacts of new infrastructure or operations. Refer to Section 5.7 of the *Environmental Best Practice Port Development* (July 2013).

There are extensive networks of open space along Hobsons Bay foreshore from Yarraville to Williamstown that offer significant amenity and tourism value which must be enhanced and protected.

The PDS should also consider how increased shipping trade will be managed to protect the operation of existing and potential tourist and commuter ferry services, and recreational vessels.

Council is supportive of the ongoing operation of the West Gate Punt, which provides a useful service for bicycle commuters and is likely to increase in importance as a connection to Fisherman's Bend Employment Precinct. Support for the punt should be included in the activities and services the port supports.

Consulting on a detailed implementation plan

Council would appreciate the opportunity to review and input into detailed implementation plans that address the social and environmental issues raised if these are not proposed to be addressed in the final *Port of Melbourne Development Strategy 2019*.