



# Williamstown Maritime Precinct Framework

Final Report

December 2021



**VICTORIA**  
State  
Government

Department  
of Transport

## Acknowledgement to Country

The Department of Transport respectfully acknowledges the Bunurong People and their rich culture; and pays its respects to their Elders past and present. We acknowledge Aboriginal people as Australia's first peoples and as the Traditional Owners and custodians of the land and sea comprising the Williamstown Maritime precinct. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.

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# Minister's Foreword

Williamstown has a long and rich history, located on the lands of the Bunurong People. Today, the Williamstown Maritime Precinct holds significant value for its Traditional Owners, community, operators, and visitors.

At the beginning of the 19<sup>th</sup> century, the area became Melbourne's first seaport, supporting farming, trade and naval activities. Remaining a working port, it also supports a range of waterfront uses and marine activities.

With a growing population and significant change in the township, this unique cultural and maritime heritage precinct needs to be supported and preserved.

The Williamstown Maritime Precinct Framework sets out a vision for the precinct that protects and builds upon the areas as a premier cultural, maritime and boating destination.

It designates the Precinct as an area of economic and social prosperity, offering a contemporary interactive experience for community and visitors to engage, play, socialise and learn about the Precinct's cultural and maritime heritage.

This framework lays out what many of us want the Precinct to become. It's the first step to fulfilling this precious asset's potential – making it a better place to, visit, work and live while staying true to its heritage as an industrial port.

The framework is the result of months of work asking local stakeholders, local industry and the local community what needs to happen to make this fantastic part of Melbourne even better.

Extensive engagement was undertaken to develop these reports – working with traditional owners, local residents, businesses, industry, government agencies and visitors. More than 200 responses to public surveys and online sessions for the Framework were received.

The release of the draft framework earlier this year generated more ideas and feedback, some of which have been incorporated in this document.

This final report highlights the initiatives that will help deliver a vision for the precinct. They include better pedestrian and cycling paths on the foreshore; upgraded boat maintenance facilities; better parking; and better connectivity between the various maritime sites that make up the precinct.

There are a lot of moving parts to the Williamstown Maritime Precinct, and this report brings all of them together in a coherent vision.

Through the Framework, the Victoria Government is developing pathways to improving public amenity and access, activating community spaces and strengthening communities, and identifying commercial opportunities for the Williamstown Maritime Precinct.

The final report complements the *Sustainable Local Ports Framework* funded in this year's state budget highlighting the region's commercial and recreational significance.

We now have a defined path to enable us to protect and enhance the maritime precinct as a premier tourism, recreation and commercial destination, offering opportunities for visitors and the community to engage with and learn about the area's living maritime and cultural heritage, in a safe, connected and resilient environment.



**Melissa Horne MP**  
Minister for Port and Freight  
Minister for Fishing and Boating



# Introduction

## Project overview

Having played a key role in Melbourne's history, today Williamstown precinct continues to be a significant place of cultural and maritime value. This includes critical infrastructure for liquid bulk fuel distribution and security in Victoria through to maritime related activities, numerous marinas, yacht and sporting clubs, 'on-water' tourist attractions and public foreshore. The foreshore and broader local area has a long and rich history, located on the lands of clans associated with the Kulin Nation, and then and then established as a seaport supporting farming and trade activities from the late 1830s and served as a naval dockyard for the Victorian Colonial Navy and Royal Australian Navy.

With many assets closed or coming to their end of life, there is now a focus on supporting and preserving their future. Coupled with growth and change occurring within the precinct and surrounding area, this has led to increasing operational and environmental challenges that need to be addressed.

Department of Transport and Freight Victoria (DoT) engaged a consultant to develop a framework for the precinct, providing a mechanism to support future land use and infrastructure changes, and unlock potential benefits for current operations and community alike. It will also help inform prospective investment and development decisions and shape the future of the precinct, so that it can be restored and enjoyed for generations to come.

The Framework aims to create a holistic vision for the precinct that balances the needs of a variety of users but stays true to its legacy as a port. It also starts to distil future land use possibilities for the foreshore through a range of scenarios that optimise the use of land and infrastructure, to unlock suitable areas for supporting uses and public access. For the purposes of this study, the WMP is defined as the area from Anchorage Marina, to the north, and extending to the Port of Melbourne Gellibrand Precinct area, to the south. It is inclusive of the eastern side of Nelson Place and the Strand, and foreshore land along this stretch of the Port Phillip Bay.



## Framework purpose

The purpose of this framework is to guide future development of the WMP over the next 10-15 years. It provides a high-level pathway to realising a range of precinct benefits and creating value through balancing place-based, movement, people and operational considerations. The framework has been prepared with input from a range of stakeholders, industry and government agencies, Hobsons Bay City Council and the community, with the framework to be reflected in relevant planning schemes. It will help guide investment and development decisions, to renew and build on this important precinct in the years to come. The use and movement strategy has been developed to maintain the precinct's distinct identity and character, while promoting the revitalisation of underutilised land. This is to realise its full potential as an area for social exchange, recreation and as an important working and touristic destination, both land and waterside.

This report presents a summary of key insights, based on our background research and early engagement activities, as well as setting out the long term strategic directions for the precinct.

## Vision

*The iconic Williamstown maritime precinct will be a cultural, premier maritime and boating destination, centred on the working port. The precinct will preserve and enhance the economic and social values of Williamstown, offering an interactive experience for visitors and the community to engage and learn about the area's living maritime and cultural heritage, in a safe, connected and resilient environment.*

## Key directions

The key directions set out in this framework are to establish the WMP as:



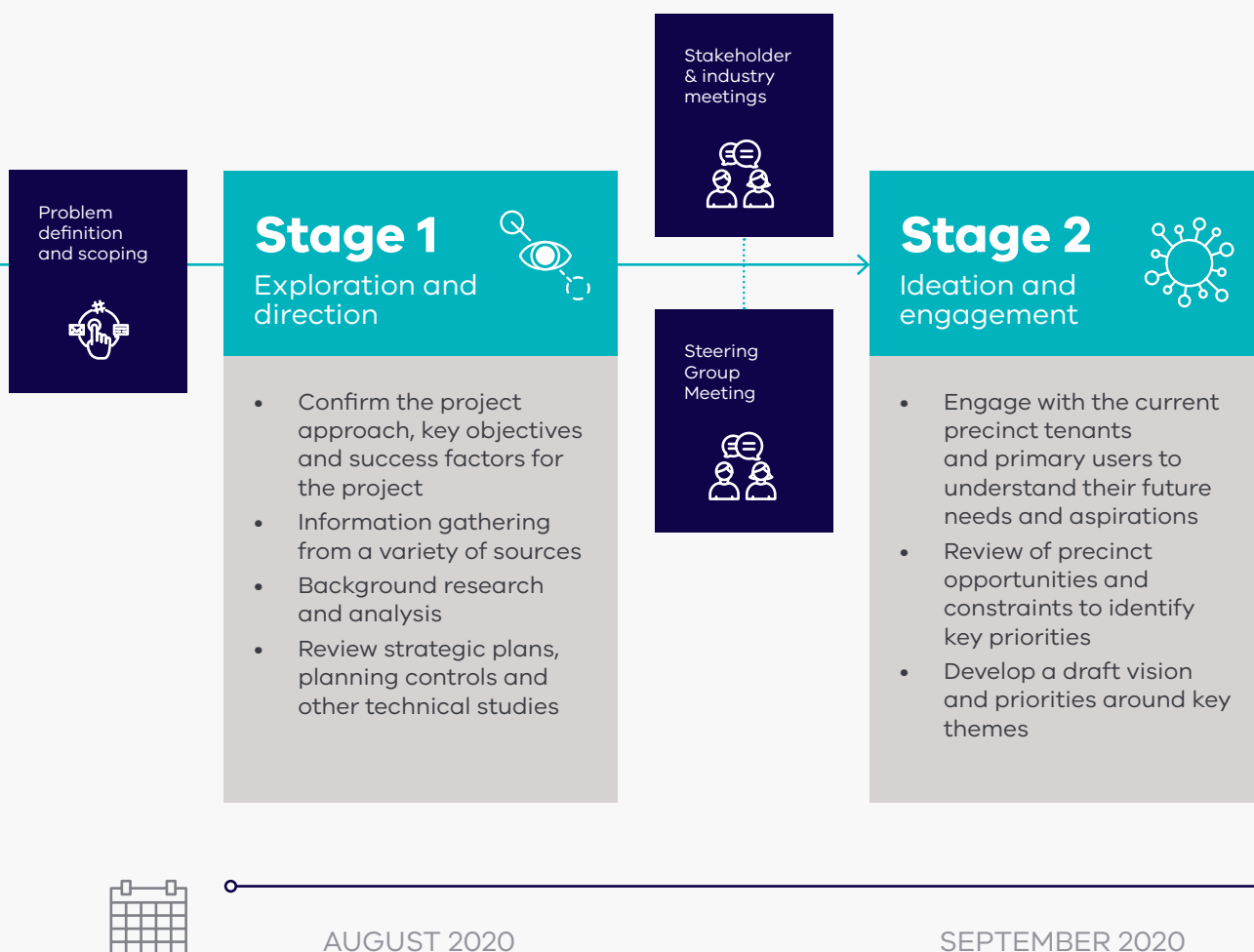


### Our approach

The framework draws upon an appreciation of the place's history and the needs of the port and maritime operators, their assets and the surrounding community, to ultimately determine how the precinct may be used and experienced in the future.

Shared ownership of this framework will be the cornerstone of its success. It shall require the support and commitment of existing and prospective tenants, owners and users of the precinct, to deliver tangible benefits for the precinct. We have engaged with key stakeholders and the community as part of each stage, to inform the development of this framework, and in shaping the vision and key directions.

**An overview of the key stages and project approach is detailed below.**










### Engagement so far

Engagement with the Williamstown Maritime Precinct community is foundational for informing the development of this Framework, and engaging openly and proactively has been a priority in the work completed so far.

#### Communication and engagement objectives

	<b>Build awareness</b>	Share information about the project with stakeholders and general community. Build general awareness of the reasons for current land use and water activities, what's possible and what isn't, and future opportunities for a pathway for potential development and investments to improve amenity, access and development.
	<b>Understand aspirations</b>	Learn about local values and aspirations for Williamstown Maritime Precinct across a variety of stakeholders and the community to help us create a vision that balances benefits for everyone.
	<b>Build excitement</b>	Generate excitement and support for the Victorian Government's planning for a Williamstown foreshore future. One that safeguards Williamstown's legacy as a working port, while revisioning how it's experienced by locals and visitors.

#### Engagement activities

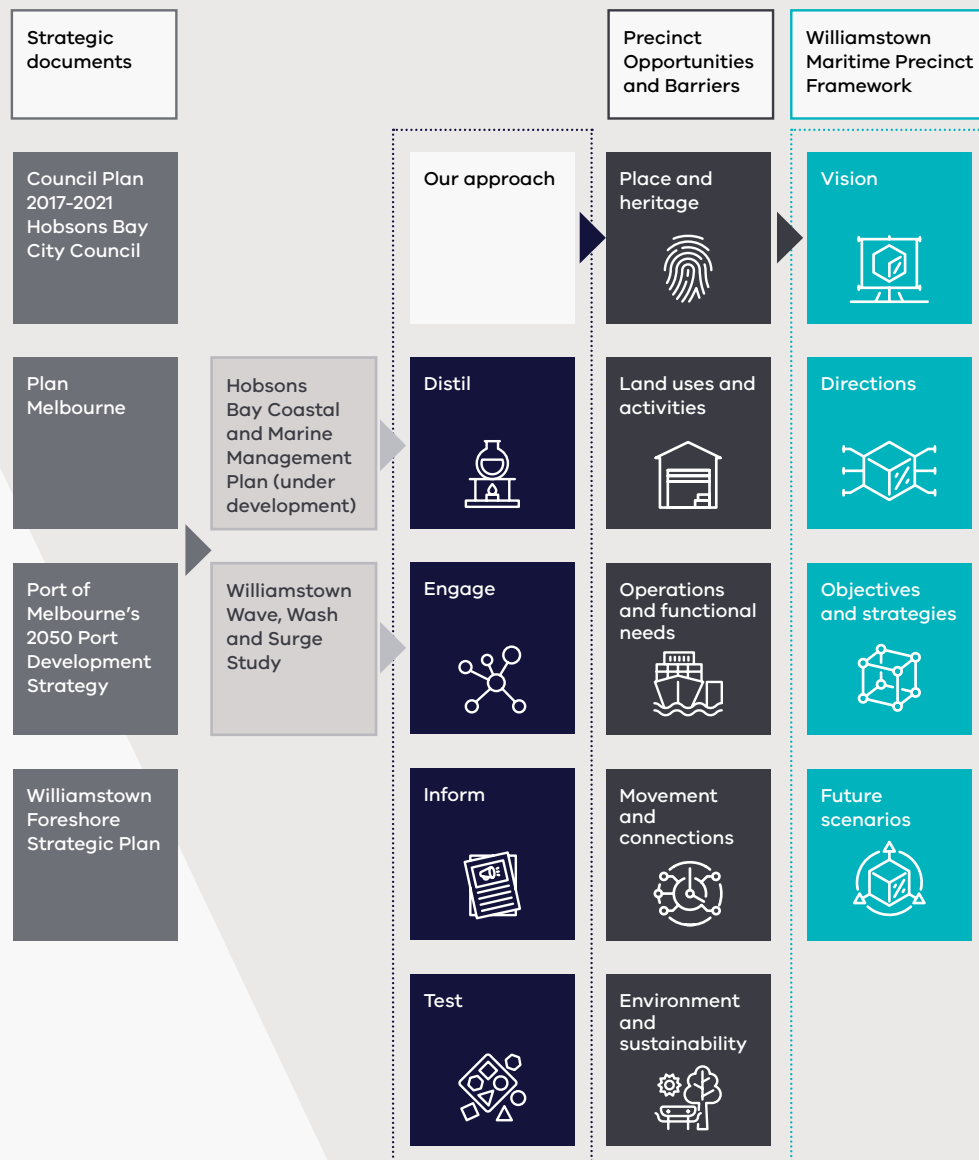
 <b>One-on-one stakeholder meetings</b>	 <b>Get involved online survey</b>	 <b>Virtual Open House</b>	 <b>Framework open for comment</b>	 <b>Future stages</b>
Key stakeholders in the Precinct area met with the project team for one-on-one phone and web-based meetings. Traditional Owner representatives*, State government, Port of Melbourne, Parks Victoria, Hobsons Bay City Council, Seaworks, Ship4Good, local yacht clubs, historical societies, police, Worksafe and other stakeholders were engaged. These conversations were a chance for the project team to listen and gather information and views from the diverse mix of Precinct stakeholders.	An online survey on the Department of Transport's Get Involved website was open from 9 to 25 September 2020. This survey, accompanied by background information and a project map, asked communities what they value about the Precinct area, what challenges they currently face when using it, and for their ideas for future changes. The survey was widely promoted via the Project Steering Committee members' social media, emails and newsletters. Feedback was also received via email.	On September 17 from 5 – 6:30 p.m. a Virtual Open House was held via Zoom to invite the public to hear from Minister Melissa Horne, Freight Victoria at the Department of Transport, and project team members. The over 70 attendees were invited to join a small breakout room discussion where they workshopped current strengths, limitations and future opportunities for the Precinct based on a particular theme. There was also an opportunity to ask project specialists questions.	In late 2020, the draft Williamstown Maritime Precinct Framework was shared publicly. Stakeholders and community had the opportunity to review the report and recommendations, and share views and comments on whether we got it right. Once public submissions were received, the Framework was reviewed and updated, with a final Framework to be shared with the public in 2021.	This Framework will inform future detailed investigations and planning, development and investment decisions for the Williamstown Maritime Precinct.

\* At the time of assessment there was no registered Aboriginal Party (RAP) appointed to the Williamstown area. However, there were three groups that had previously lodged RAP applications for the area: they are the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (Wurundjeri), Bunurong Land Council Aboriginal Corporation (Bunurong), and the Boon Wurrung Foundation (Boon Wurrung). All three parties have been consulted as part of the WMPF. Since the assessment was conducted however, Bunurong Land Council Aboriginal Corporation has been appointed as RAP for the Williamstown area.

## The bigger picture

The Williamstown Maritime Precinct Framework (WMPF) sits within a collection of strategic documents relating to Williamstown and the wider Hobsons Bay area. The study draws on existing policies, strategies and projects developed by Hobsons Bay City Council (HBCC), Parks Victoria, Port of Melbourne (PoM) and the Victorian Government.

The Williamstown Wave, Wash and Surge Study (WWWSS) was under development while the WMPF was being developed, however, the WWWSS has since been completed and the findings and recommendations have been reflected in the WMPF. The findings and recommendations of the CMMP was not available to inform the WMPF strategies, however future actions undertaken within the precinct should consider the outcomes of the plans. The WMPF is the first step in the planning pathway and is intended to establish a clear direction for the precinct's future.



### Role and importance of the precinct

The Williamstown Maritime Precinct is a premier maritime destination, featuring a blend of recreational boating facilities and local and commercial port assets. The precinct is important for a number of reasons – the value and amenity it provides for the local community, an iconic Melbourne tourist destination, area of employment and key location in Port Phillip Bay to support maritime and port related activities. Waterside, the precinct is one of the most active in terms of boating and water-based activity within Victoria.

#### Port and maritime functions

As a working port with remnants of old maritime related infrastructure and activities, the area has a strong, revered maritime function and character. It is Victoria's oldest Seaport and shipbuilding yard, and is home to the Alfred Graving Dry Dock, the largest of its kind in the southern hemisphere. The dock took its first battleship - the 'Nelson' in 1874, and continued to be a significant launching depot for the naval and exploratory fleet throughout the 20th century.

It is also one of very few maritime spaces that provides access to piers and jetties in Melbourne to support visiting Tall Ships. The piers are not constrained by air draught restrictions.

The Williamstown port currently supports the operations of Port of Melbourne who have used Ann St Pier for mooring work boats, barges and other operational craft. Gellibrand Pier is critical asset and link for the handling of crude oil to support the operation of the Refinery at Altona, providing around 40% of Victoria's petroleum products.

The Port Development Strategy 2050, a 30 year strategy for the Port of Melbourne outlines key projects that will facilitate a greater capacity at the Williamstown port and respond to the economic needs of Victorians. A key project identified in the strategy is establishing additional liquid bulk capacity at Gellibrand Pier. Liquid Bulk vessel visits have been growing by 3% every decade and are expected to continue.

Melbourne's

**first Port settlement,**

offers some of the best views of the CBD and bay

Home to the Alfred Graving Dry Dock,  
**constructed in the 1860s**

which is the largest of its kind in the southern hemisphere

**6.5 million**

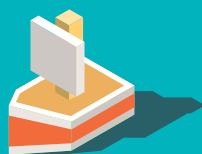
cubic metres of liquid bulk products (oil and petroleum) transported through the port which is anticipated to increase to

**13.7 million m<sup>3</sup>**  
by 2050



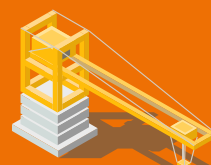
### Facts and figures

More than  
**3000 yacht club** members,  
800 motor boats, and 600 marina/swing berths



Port of Melbourne contributes

**19,600 jobs + \$6 billion**  
to the Victorian economy





At present, the Port transports over 6.5 million cubic metres of crude oil, which is anticipated to increase to 13.7 million cubic metres by 2050. When the Altona refinery closes Gellibrand Pier will become an import terminal for refined product and will remain as PoMs largest liquid bulk import facility. Strategic planning for the Port at Williamstown needs to take this into consideration.

Crude oil and its derivative products have become an essential source of energy and is a significant part of the regional and global economy. It is what fuels automotive vehicles and machinery, heating and electricity supply and has broad application in various products. The supply chain to residential, commercial and industrial markets relies upon this fuel source. It is important to recognise the Port of Melbourne operations in Williamstown, in terms of the critical role it plays in the supply chain, and in enabling prosperity, value creation and liveability of our Victoria's urban and regional areas.





# The Precinct

Examining the precinct from  
different angles...

Its values...

Its character and amenity...

The local community and all of its users...

Its heritage...

Its functions and activities...

Its future potential for innovation...

The movement and connection of goods,  
people and places...








# The Precinct

*Nelson Place (c.1868),  
Royal Historical  
Society of Victoria*



## Place context

### History

The Kulin Nation people have lived in the area now known as Melbourne for more than 65,000 years harnessing the rich resources from the sea, rivers and surrounding bush lands and ranges. Williamstown was located near the boundary for two traditional lands of two language groups: the *Bun Wurrung* and the *Woi wurrung* (Clark 1990).

The *Bun Wurrung* consisted of six clans and the *Woi wurrung* consisted of four clans. The *Yalukit willam* are clan thought to have held the land closest to the Williamstown area and are thought to have held the coastal land at Port Phillip Bay that extended to the Werribee River in the west (Clark 1990). This includes present-day Williamstown, Port Melbourne, and St Kilda. The relationship between the *Yalukit willam*, *Bun Wurrung* and *Woi wurrung* is unclear. The Victorian Aboriginal heritage Council has appointed the *Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Council* and the *Bunurong Land Council Aboriginal Corporation* as Registered Aboriginal parties for lands traditionally associated with *Woi Wurrung* and *Bun Wurrung* language groups.

It is noted that the extent of the language groups in which the *Bun Wurrung* and the *Yalukit willam* as well as the *Woi wurrung* occupied remains a subject of debate. All have a traditional and cultural interest in the Williamstown area.

European settlement of Melbourne began in the mid-1830s. Captain William Lonsdale was asked by Governor Richard Bourke of Sydney in 1836 to survey the Port Phillip district, allowing settlement to extend beyond the permitted boundaries (Monash University and The University of Queensland, 2020). Gellibrand Point was selected but the Melbourne CBD location was favoured for settlement. Originally named Koort-boork-bork (many She-oaks), in 1837, the area was renamed Williamstown after King William IV of England and land began to be sold within the Parish of Cut Paw Paw at Nelson Place (ibid).

Early development of the Williamstown seaport centred on farming and maritime activities, and was an integral part of the Port Phillip defence system until the 1890s (Hobsons Bay City Council, 2020). In the 1850's, the town flourished with the additions of the botanic gardens, the mechanics' institute and a post office. This led to the borough declared a municipality in 1856 and a municipal town by 1886 (Monash University and The University of Queensland, 2020). During the 1850s gold rush period, the sharp increase in Melbourne's population resulted in a higher mortality rate. In response, the Morgue was constructed in 1859, next to Gem Pier, Williamstown.

As Gem Pier became commercially popular the morgue was relocated to Ann Street in 1874 (To Melbourne, 2020) (Heritage Council Victoria, 2020). By the turn of the 20th Century, the town had turned away from its agricultural founding and embraced industry, with the establishment of gas companies, woollen mills, glass bottle works, meat pressing, ship-building and a government railway workshop (Australian Handbook, 1903). The railway lines brought wheat and wool to Williamstown, however by the 1930's, the wheat industry fell away and petroleum was the only shipping and industry related activity operating (Hobsons Bay City Council, 2020). Since the 1970's most industry has been moved from Williamstown and a lot of the light and heavy industry has relocated to industrial areas, towards Altona.

In the 1930s the shopping district moved from Nelson Place to Ferguson Street and Douglas Parade. Post WWII, many of the buildings in the once thriving neighbourhood were repurposed as temporary dwellings, such as the former armed services huts and local hotels. The area became derelict with a lack of state funding available to maintain public spaces. This lasted until the 1970s when the construction of the West Gate Bridge and subsequent residential growth, with character housing and attractive waterfront area enticing buyers.



**>30 000  
years ago**

#### **First Nations**

The precinct is within the traditional boundaries of the *Kulin Nation*

**1830s**

#### **European Settlement**

Captain William Lonsdale was asked by Governor Richard Bourke of Sydney in 1836 to survey the Port Phillip district

**1880s**

#### **Declared a municipal town**

The Williamstown Borough declared a municipality in 1856 and a municipal town by 1886

**1930s**

#### **Industry**

Wheat industry fell away and petroleum was the only shipping and industry related activity operating

**1970s**

#### **West Gate Bridge**

Construction of the Westgate Bridge leads to significant residential growth in Williamstown



### Maritime heritage

Williamstown has a rich maritime history with the first pier established in 1839 to provide for the landing of livestock and those immigrating to Melbourne. By the mid-1800s, Gellibrand Point and became an anchorage for small to large vessels and Thompson Street pier became a hub for ship repair and building facilities (Hobsons Bay City Council, 2020). This was in support of the Victorian Colonial Navy and Royal Australian Navy, as Williamstown became a significant industrial and naval complex. Boat builders were still found along Nelson Place until the late 1990s, however their work was mostly in hobby construction.

During the 1860s, the Alfred Graving Dock was established, for the purpose of building ships during World War II. In 1874, the dock took its first battleship – the Nelson, and over time became part of the naval dockyard, now listed on the Victorian Heritage Register. The Alfred Graving dock has a historical connection to the HMAS Castlemaine vessel currently docked at Gem pier. The HMAS Castlemaine was one of sixty Australian Minesweepers built during World War II, and launched in 1941. The HMAS Castlemaine remained in service until 1945 and now operates as a museum ship.

As of 1861, Williamstown accommodated 40 naval and commercial vessels, however as Melbourne grew and with the continual upgrading of Port Melbourne's wharves, Williamstown steadily slowed its port trade and focused on the development of other industry. A significant portion of the existing maritime activities remain. More recently, recreational boating clubs have emerged along the foreshore and ferry tours. Seaworks Maritime Precinct, Seashepherd, HMAS Castlemaine and the various Tall Ships that visit the precinct are a significant part of the existing maritime heritage and character. The poor condition of several piers and jetties around Seaworks, does however limit the potential of this precinct to host more events. The Williamstown Seaport Festival is an annual waterfront festival that celebrates Williamstown's maritime, heritage, lifestyle and industry. There are tours that operate out of the precinct on the Enterprize, as well as, day and weekend ferries between Williamstown and the CBD.

### Community

Williamstown is an established community within the Hobsons Bay Local Government Area. The community values the marine environment and coastal location and high quality open spaces available in their municipality. The family friendly village atmosphere is a major contributor to the strong community stewardship found in Williamstown (Hobsons Bay City Council, 2017). The Williamstown community value the strong maritime heritage and balance of peaceful and active areas and recognise the importance of planning for increasing pressures from changing climate and urban growth (Hobsons Bay City Council, 2020).

At the time of the 2016 ABS Census, Williamstown (SSC) had a population of 13,969 people, accounting for 14 per cent of the Hobsons Bay population. Williamstown has an ageing population and has seen relatively low population growth, increasing by 0.8 per cent each year from 2001 to 2016. (ABS, 2016). The largest age group is those aged 50-69 accounting for 28 per cent of the total population. With the ageing population trend, current facilities and services will be needed to accommodate for this group. Of equal importance is the investment in services and facilities that will retain younger generations and families in Williamstown.

ABS statistics show that 80 per cent of the Williamstown population speaks only English at home, this is 13 percent higher than the state average and 15 per cent higher than the rest of Hobsons Bay. A total of 74 per cent of the population were born in Australia, almost 11 per cent more than the Victorian average and 10 per cent higher than the rest of Hobsons Bay. At the time of the 2016 ABS Census 73 per cent of households in Williamstown were family households and 25 per cent are single or lone persons.

The median weekly income for a single person is \$899 and \$2,077 for a household, this is over \$200 more than the state and national average for singles and \$658 households, putting it in the top 84 percentile of the Socio-economic Indexes of Areas (SEIFA).

*“The family friendly village atmosphere is a major contributor to the strong community stewardship found in Williamstown”*

Hobsons Bay City Council, 2017

## Urban character

Williamstown has a distinctive maritime and heritage character which is evident in the built form and landscape along the foreshore. This character spreads into the residential areas with a mix of housing typologies and streetscapes the architectural diversity of the residential properties, comprising of villas and bungalows from the Victorian to inter-war periods. There is a heritage overlay across the entire neighbourhood to help preserve this unique characteristic and protect the single storey scale of the area.

The neighbourhood character is predominantly low density residential, with small pockets of mixed use and higher density along Nelson Place and light industrial along the waterfront. Houses vary in size from large expansive blocks to smaller lots with cottage style properties. The historical built form is particularly visible along the commercial strip of Nelson Place with the cafes and restaurants that overlook the foreshore. The Nelson Place Heritage Precinct Policy (H021) applies to this area, with the objective of protecting the cohesive nineteenth century commercial precinct which is characterised by the architecture from the mid-to-late Victorian period. The former Williamstown Post Office on the corner of Parker and Cole Street is a key demonstration of this intact and remarkable nineteenth century architecture and helps to illustrate the prosperity of the port during this time. Significant landmarks outside of the Precinct that add to the maritime and historical character are the Royal Hotel and Williamstown Croquet Club pavilion as well as the Williamstown Botanic Gardens, all protected by the heritage overlay.



*Williamstown - a popular destination for recreational boating*

## Environmental values

Williamstown and the wider Hobsons Bay region is valued for its natural coastal environment and has a range of open space assets along the foreshore that add to the character and natural ecosystem of the area. The state and preservation of the marine environment is integral to the success of the WMP.

Due to pollutants from shipping vessels and run off from existing infrastructure within the precinct, foreshore erosion and silting are occurring and impacting the coastal marine environment (Parks Victoria, 2010). The rocky shoreline and intertidal area to the south and south-west of the precinct also provides an important habitat for shellfish and shorebirds. In particular, the Jawbone Marine Sanctuary comprising 30 hectares of protected coastal waters, has become a haven for marine life. The promontary immediately west, also features saltmarsh and the largest occurrence of mangroves in Port Phillip Bay (Parks Victoria, 2021).

Much of the foreshore area up to Nelson Place was originally mudflats before it was reclaimed. The coastline within the precinct is generally exposed to northerly winds, but reasonably well protected from south-westerly winds.

On the landside, there are scattered mature trees, including large canopy Elm and Eucalyptus trees within Commonwealth Reserve and a mature tree avenue further south east along Nelson Place. Coastal indigenous plants have also been established near the entry to the port off Tourist Drive. Given the industrial land uses over time uses within the precinct and its, ground contamination is probable.

Addressing climate change, water management and greenhouse gas emissions are important to the community, as there is concern around rising sea levels due to climate change (Hobsons Bay City Council, 2017). Anecdotally, there is also evidence to suggest that infrastructure in boat yards and marinas needs could be improved to reduce uncontrolled runoff to the bay. This coupled with dredging, is a contributing factor in terms of siltation and reduced water quality within the precinct's marine environment.

### Existing uses and activities

#### Port and maritime activities

Williamstown is Victoria's original seaport. The precinct supports commercial port operations, critical marine operational services and a range of maritime functional uses through the piers and jetties forming part of the Port Phillip local port system. Key uses include:

- Crude oil imports through the Port of Melbourne berth infrastructure at Gellibrand Pier(s) which is currently piped to the nearby Refinery at Altona to produce refined petroleum products. Breakwater Pier provides wave protection to this berth. However, following issue of the draft WMPF, Exxon Mobil have announced that refinery operations shall cease by the end of 2022. The facility will switch to the import of refined petroleum products through Gellibrand Pier. Some changes are anticipated to handle this product, and the forecasted increase in liquid bulk product volumes.
- Former shipyard facility (owned by BAE enterprises) that is currently not operational.
- Commercial port operations through Ann St Pier (Port of Melbourne asset) comprising work boat operations, tug boats, barge and maritime operations.
- Recreational, commercial fishing and tourism related operations from Boyd Pier and Workshops Jetty that is leased by Seaworks from Parks Victoria. This includes yacht club uses and the hosting of Tall Ships from time to time. Workshops Jetty, Boyd Pier and Commissioners Jetty have however recently been closed, due to their condition.
- Recreational and tourism related operations across Gem Pier and Ferguson Street Pier that is under the control of Parks Victoria. This includes river ferry services, recreational boating, tourist charters, use by anglers, the HMAS Castlemaine (museum) and hosting of Tall Ships from time to time.
- Recreational boating clubs/marinas northwards of Ann Street Pier.

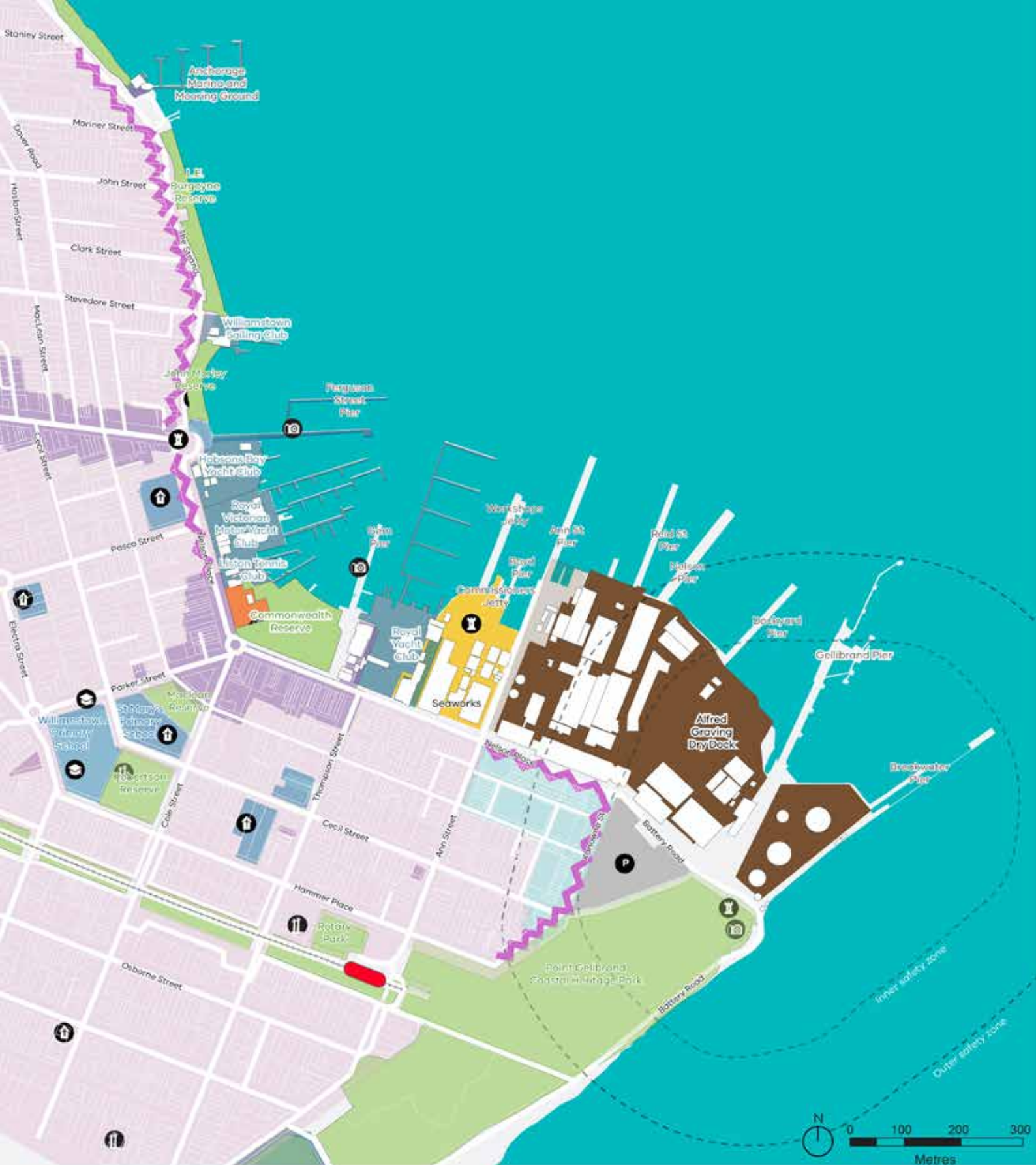
Other marine related activities include those associated with government agencies such as Vic Police, Coastguard, Emergency Management Victoria (Marine Search and Rescue and State Emergency Service), DELWP, Victorian Fisheries Authority and Parks Victoria which all operate out of the precinct. The WMP is one of the busiest areas in terms of water-based movements for recreational, tourism, commercial, emergency service and port related activities.

#### The waterfront

The waterfront with the spectacular views of Melbourne's CBD, is a major draw card for locals and tourists to the area. Local attractors include the outdoor dining and cafes along the Nelson Place esplanade and the Strand, weekend markets at Commonwealth Reserve, and a horizon of bobbing boats moored in the harbour. There are two key waterfront piers accessible to the public, Ferguson Street Pier and Gem Pier. The existing waterfront is home to a number of commercial operations with the Pelicans Landing at Gem Pier and the Pier Farm in the north. There are also occasional sightings of seals and penguins. Parts of the waterfront are currently inaccessible and closed to the public fragmenting the precinct.

*"The Williamstown Maritime Precinct is a dynamic mixed use area, centred on the port and maritime industry which contributes to its character and sense of place. The precinct and immediate area features a range of land uses and activities"*





# Legend

	Precinct area		Residential
	Train line and station		Activity centre / retail
	Public open space		Educational facilities
	Built form		Mixed use - residential
	Jetties/piers		Recreational boating clubs
	Outer safety buffer zone		Sporting clubs
	Inner safety buffer zone		Tourism and cultural area
			Port and light industry

	Parking area
	Sensitive interface
	Educational facility
	Playground
	Religious facility
	Heritage site
	Tourist site

Land use and activity map

### Cultural and tourism

This unique maritime character of Williamstown draws visitors from everywhere to the area to watch the tall ships and smaller hobby boats along the foreshore and visit the numerous maritime themed museums and attractions. A significant draw card to the area is the existing Seaworks Maritime Precinct, located south of Gem Pier. This is an active and vibrant maritime site that hosts a number of community events throughout the year and is home to a discovery centre showcasing an impressive collection of artefacts. Gem Pier is where the HMAS Castlemaine is currently docked which hosts a maritime museum and is one of the few accessible public piers making it a popular destination for visitors.

Seaplanes have been operating in Williamstown for some time. This has been revived with Melbourne Seaplanes operating out of Williamstown, via a purpose-built pontoon. This service offers tourists the opportunity to view Port Phillip Bay and the local area from the air.

### Open space and recreation

Majority of the public open space is concentrated along the coastline with Point Gellibrand Heritage Park, Commonwealth Reserve, L. E. Burgoyne Reserve and John Morley Reserve. A series of linked reserves traverse the foreshore along the coast connecting Williamstown beach with the botanical gardens and up to Point Gellibrand Heritage Park with some smaller local pocket parks throughout the residential areas. Commonwealth Reserve is used for markets

on weekends and has BBQ and playground facilities. The existing public open space is of significant value to the community, with the majority (99 per cent) of residential properties within the LGA, located within 400 metres of open space (Hobsons Bay City Council, 2018).

### Boating and sports clubs

The precinct is home to five historic boating clubs and the Liston Tennis Club. Boating clubs are a key part of the Williamstown coastal landscape occupying a significant part of the precinct foreshore with views overlooking the CBD. The existing clubs are as follows:

- The Royal Yacht Club of Victoria, which is the oldest club in Australia and the southern hemisphere, founded in 1853;
- Hobsons Bay Yacht Club, established in 1888;
- Royal Victorian Motor Yacht Club, established in 1904; and
- Williamstown Sailing Club, established in 1910.

There are also a number of supporting businesses in the north of Commonwealth Reserve, including the Savages Marina and Blunts Boatyard. There are also a number of sailing training programmes offered, and various organised events arranged by the clubs throughout the year. Based on advice provided during engagement, collectively, the recreational Williamstown boating club groups have over 3000 registered members, 800 motor boats and 600 marina/swing berths. The clubs do however operate independently of one another.

*A skyline of boat masts, Williamstown Maritime Precinct*





## Retail spines

There are three key commercial spines located within Williamstown; Nelson Place located within the precinct study area, Ferguson Street and Douglas Parade. Nelson Place evokes the maritime and heritage character consistent with the Williamstown Foreshore with a number of heritage buildings overlooking the waterfront and views to the CBD. Restaurants and cafes make up the majority of commercial activity along Nelson Place, with this being a popular brunch spot for visitors and locals during summer months and weekends.

Douglas Parade is home to Williamstown's big box retail with Coles and major pharmacy chains and service retail along this commercial spine. Ferguson Street is also home to a number of restaurants and cafes, however small commercial offices are also present along this spine.



*Nelson Place cafes and eateries*

## Events

Seaworks is at the centre of events and activity within the precinct. It is home to a large number of regular and one off cultural and community events throughout the year such as ghost tours, music food and wine festivals, movie and television series backdrops, movie screenings and pre-loved clothing markets. The venue can be privately hired out or used for community events. It has also hosted major events such as Out On The Weekend, Tall Ship Festival and Handmade Bicycle Show Australia. Outside of the precinct, Williamstown hosts other significant community events such as Williamstown heritage walks, Farmers markets at Commonwealth Reserve and John Morley Reserve, Annual Seaport Festival, Enterprize and Ferry tours.

The weekends along the foreshore are always busy with the recreational boating clubs hosting regattas, training sessions and other social club events out on the water or within their club facilities. These clubs are a key part of the community infrastructure for Williamstown and the wider Melbourne region.

The Steve Irwin vessel has also hosted a range of events on board, as an event space for hire.



*Puppet Mayhem event at Seaworks*

### Access and movement

#### Land based transport and movement

The precinct is well serviced by overland bus and rail services. Williamstown Beach Station is located just over 400 metres south-west of the precinct study area, while North Williamstown Station is located further east. Bus services generally run along Ferguson Street and Nelson Place, bringing patrons to the foreshore and main commercial area.

In terms of active transport networks, the Bay Trail extends along the foreshore from the Anchorage Marina, south to Point Gellibrand Park and is a highly popular route for cyclists, runners and walkers. This represents the main spine, with footpaths also extending along Nelson Place and up to Gem Pier. Based on feedback from the community survey, the precinct is viewed as extremely walkable, however the inaccessibility of certain areas of the precinct poses a barrier to north/ south connectivity.

Nelson Place and the Strand are the main vehicular access routes to the precinct. Roadside parking is limited to parallel and angled parking along Nelson Place. Given the diverse range of activities on offer within the precinct and limited parking capacity, the precinct becomes quite congested, particularly during weekends and event periods. Syme Street and Ann Street are currently the only public roads within the precinct offering access to commercial facilities and associated car parking.

There is further public car parking adjacent to Point Gellibrand Park, however this is away from the main activity area and doesn't tend to be utilised by visitors as much. Private parking is supplied by the majority of the yacht club and port/maritime operators on site, including a separate parking area off Battery Road owned by the BAE enterprises. The occupancy of this parking area is generally low, which presents an opportunity for land optimisation.

#### Shipping and marine based movement

Shipping and recreational vessels are continuously moving in and around Williamstown. The water space is connected to the main navigational channel serving Webb Dock and the port precincts upstream of the Yarra River mouth. The water space between Ann St Pier and Gellibrand Pier is declared Port Waters of the Port of Melbourne and the areas to the north of Ann St Pier are under the control of Parks Victoria as the Local Port and Waterway Manager.

The waterway manager for the declared port waters of the port of Melbourne is Victorian Ports Corporation (Melbourne). Gellibrand Pier currently sees around 40 commercial tanker movements per year (1 every 10 days) with ships ranging from 290 metre length down to 180 metre length. The required berth pocket depths on the operational piers of Ann St Pier and Gellibrand Pier are maintained through regular dredging undertaken by PoM. Depths alongside Ann St Pier are between 5 - 7 metres, depths at Gellibrand Pier are around 15.5 metres.

The other piers are serviced by four main access fairways defined as (1) Ferguson Street Fairway; (2) Marine Business Fairway; (3) Main Fairway; and (4) Tall Ships Fairway as illustrated in Figure 2. These have historically been maintained to provide access for larger vessels and recreational craft. The water depths vary between 2-5 metres, although these are affected by sediment build up.

In terms of recreational boating, the marinas are located north of the Seaworks site. It is one of the busiest and popular areas in Victoria.

#### Williamstown Wave, Wash and Surge Study

In recent years concerns have been raised by the Hobsons Bay boating community about the effects of unexpected wave, wake, wash and surge on vessels, activities and infrastructure in the Williamstown precinct.

Parks Victoria engaged consultants, BMT Group, to undertake the Study to identify and categorise 'wave, wash and surge' events intermittently experienced and reported by stakeholders. The aim was to better understand potential causes and dynamics of the 'wave, wash and surge' events through monitoring and data analysis, and identify high level options to guide future planning of the study area. A stakeholder reference group was established including Boating Industry Association of Victoria, Department of Transport, Hobsons Bay Yacht Club, Port of Melbourne, Transport Safety Victoria, Ports Victoria, and the Royal Yacht Club of Victoria.

The Study found:

- Wave events arise from both individual and multiple vessels
- Over four months almost 8,400 wave events were detected at three Williamstown marina locations
- More than 90% of wave events have amplitudes less than ten degrees

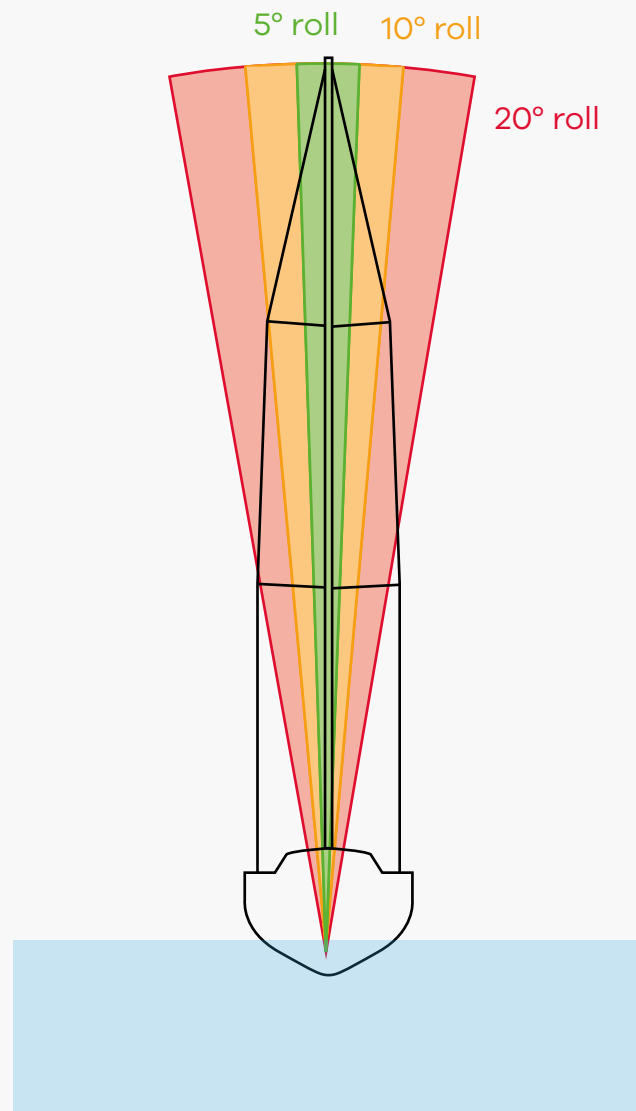
Actions have been identified to mitigate effects of incident waves on the study area:

- Discuss with representatives of vessel groups and key operators such as Port Phillip Ferries to further understand operational options, such as managing vessel transit and speed limits
- Work with Transport Safety Victoria and the waterway manager (Parks Victoria) to consider amendments to waterway rules in the precinct and provide information and education programs to vessel owners
- Progress a local area plan under the Sustainable Local Port Framework which will look at vessel operations and configuration of infrastructure and vessels

### Activity mapping

As a popular recreational and tourist area, there are a number of key attractors within the precinct. This includes the sporting and boat clubs along the foreshore, Commonwealth Reserve and Gem Pier, where people are entering the precinct by ferry services. In terms of key cultural and tourist facilities, these include the Seaworks site and HMAS Castlemaine.

Nelson Place and Ferguson Street are also areas of high activity, providing for a diverse range of dining and commercial opportunities. The Bay trail also generates a lot of local and visitor traffic, connecting up several key sites within the precinct with Point Gellibrand and Williamstown Beach, further south.



WWWSS boat motion measurement. Amplitude is the total angle either side of 0 measure in degrees





### Access and movement map

## Supporting infrastructure

### Marine infrastructure

Marine infrastructure comprises a mix of fixed jetties and piers, ramps, slipways and floating pontoons. With the exception of Gellibrand Pier, a significant share of the fixed infrastructure is known to be in a poor condition due its age and is in need of replacement.

The majority of structures comprise timber or steel elements, and most are understood to have been downgraded in load capacity from their original design and specification due to their condition. Workshops Jetty for example has a pedestrian only load rating. Boyd Pier has partially collapsed. All of the original slipways are understood to be inoperable.

The piers, jetties and yacht clubs located in the northern part of the site are also adversely affected by sediment build-up which has reduced the navigable depths below the level they were designed for. The sediment source is from the Yarra and Maribyrnong Rivers and not within the control of the yacht clubs or Parks Victoria (source: DoT, 2020).

Within the precinct, there are also a range of boat maintenance services provided through different businesses currently. Services are mainly targeted at recreational boating with the capacity suited to vessels up to 20 metres in length. Boat slipways and lifting facilities are reported to have some challenges when it comes to best practice procedures for managing run-off and waste because of their age and condition.



*Foreshore access via the Bay Trail*

### Community infrastructure and services

The Commonwealth Reserve, L. E. Burgoyne and John Morley Reserve further north, are the main publicly accessible areas within the precinct, with views over the bay and towards the City. The quality of infrastructure within Commonwealth Reserve is high, with play equipment, seating and other park furniture scattered throughout. The tourist information centre and public toilet facilities are also located within Commonwealth Reserve, near Gem Pier.

Other services within the precinct include the Williamstown Police Station, further south-east along Nelson Place. This is also the Victorian headquarters for the Search and Rescue and Water Police. The base is tasked with responding to all marine and land based emergency search and rescue operations within Victoria. The Search and Rescue team and Water Police currently respond to over 1500 rescue missions per year.

Due to the large number of government agencies operating and managing the precinct, the wayfinding and interpretive signage varies throughout the precinct and surrounding areas. With a high number of visitors to the area it is important to have a standard suite of wayfinding signs that are reflective of the maritime precinct, and which clearly highlight connections to public transport, tourist attractions, community infrastructure and services.

There are also several monuments and structures, which speak to Williamstown's history. This includes the Timeball Tower within Point Gellibrand Park, Tide Gauge House and the Wilkinson Drinking Fountain within the Commonwealth Reserve.

Based on feedback from the community and key stakeholders, publicly accessible areas along the foreshore while enjoyed and valued, appear insufficient to cater to the demand. This is both in terms of pier access and land along the water's edge, to observe port and maritime activities.



### Permanent and visiting vessels

#### HMAS Castlemaine

The HMAS Castlemaine saw active service in both attacking and defensive roles. There are 8 other ex-Navy ships preserved in Australia of which just three have histories in an attacking and defensive role. This ex-WWII Royal Australian Navy (RAN) minesweeper is operated by the maritime trust of Australia, as a tourist attraction and is about to be heritage listed by Heritage Victoria.

The HMAS Castlemaine was built in Williamstown with most of the component parts manufactured in Melbourne or elsewhere in Australia. The vessel is therefore representative of Williamstown shipbuilding and local manufacturing capability during wartime. Sixty of these ships were built during the war in various shipyards in Australia and there are only two remaining. It is estimated 16,000 to 20,000 Australians served on this class of ship during the war. The offspring of those men now number in excess of 100,000 Australians who have a family connection to this class of ship through their ancestral war service.

HMAS Castlemaine is open to the public and performs an educational role through school visits to meet curriculum requirements in Australian history. It has an annual visitation rate of more than the RAN's three maritime museums combined.

#### Tall ships

Tall Ships Victoria has an interest in the assets and services on offer at Williamstown. There are in excess of 22 vessels internationally, with 12 homeported in Australia, and 1 vessel – The Enterprize currently based at the Docklands. The ships range between 30-90 metres in length. The Tall Ships Association of Victoria aims to work with maritime groups and, where appropriate, business, government and other agencies, to raise public awareness of Tall Ships, their heritage and the cultural traditions they represent, and to create opportunities for public involvement and participation.

Steeped in history, The Enterprize is a replica of John Pascoe Fawkner's Schooner Enterprize, the ship that sailed from Van Diemen's Land (Tasmania) in 1835 with the first permanent white settlers to start what has become the City of Melbourne. The Enterprize operates tall ship sailing cruises, evening sails, overnight adventure sails, offshore (coastal) voyages, school education programs, sail training voyages and private charters.



*HMAS Castlemaine vessel stationed at Williamstown*

Williamstown has been used as a venue for previous Tall Ships events, and is recognised as one of the last remaining locations in Victoria that is suitable for hosting such vessels at a single venue. There are numerous constraints for piers / quays in Docklands and along the Yarra, namely the air draught (Bolte Bridge 30m limit), alongside depth, available quay length and structural capacity.

Tall ships often seek to come to Melbourne as part of their round the world travels, or as part of events, but have found the availability of suitable berthing to be a barrier. Currently no ability to confirm access to infrastructure – as none is designated for such use in Melbourne. Key challenges relate to the cost, functional fit and berth availability. Tall ships do however generate tourism revenue and provide economic benefit through tourism attractions and seeking services when they arrive.

Based on feedback from the community and key stakeholders, publicly accessible areas along the foreshore while enjoyed and valued, appear insufficient to cater to the demand. This is both in terms of pier access and land along the water's edge, to observe port and maritime activities.



*The Enterprize Tall ship, homeported at the Docklands*



# Planning and Heritage Assessment

Understanding the current  
controls and future directions set  
out in a number of strategies, that  
apply to the precinct





# Planning and heritage

## Land tenure and ownership

The current land tenancy arrangements are a mixture of a committee of management (Parks Victoria), port operations (Port of Melbourne), private freehold (BAE systems) and local government (Hobsons Bay City Council). Waterway management is the joint responsibility of Parks Victoria (local port manager) and Victorian Ports Melbourne (commercial vessels). The framework will seek to provide a consolidated approach to future land management arrangements in the precinct.

PoM owns a significant portion of the maritime assets within the precinct, including Ann Street Pier, Breakwater Pier and Gellibrand Pier. Ann Street Pier is currently used by PoM for the storage and mooring of marine equipment.

HBCC manages a small area of Crown Land within the precinct. These parcels include an access way and carparks along Syme Street leading to Gem Pier, an access way and carparks along Ann Street leading to Ann Street Pier and part of Battery Road. HBCC also manages Commonwealth Reserve, adjacent to Syme Street and reserves incorporating the Bay Trail, to the north of the precinct located between The Strand and the foreshore.

Parks Victoria manages a large area of land and coast to the north of the precinct, including the Royal Victorian Motor Yacht Club and to the south of the precinct, including Point Gellibrand Coastal Heritage Park.

The only privately owned land in the Precinct is the Williamstown Shipyard Site, owned by BAE Systems Australia, to the south of the precinct. There is uncertainty regarding the future use and occupancy of the site given the recent award of a number of defence contracts to interstate providers. BAE Systems is currently considering future options for the site.

*"Grow the economy, respond and adapt to climate change and coastal hazards, integrate coastal planning and management, connect communities, create an integrated transport system, and balance population growth and access to the natural environment."*

Central Regional Coastal Plan  
(2015-2020)



## Planning assessment

Regional policies including Plan Melbourne (2017–2050) and the Central Regional Coastal Plan (2015–2020) seek to grow the economy, respond and adapt to climate change and coastal hazards, integrate coastal planning and management, connect communities, create an integrated transport system, and balance population growth and access to the natural environment.

At an overarching level, the Planning Policy Framework (PPF) seeks to ensure that the needs of existing and future communities are properly planned having regard to factors ranging from the provision of appropriately zoned and located land, to understanding and minimising environmental impacts. The precinct is affected by two planning schemes, being the HBCC and PoM. The HBCC planning scheme specifically seeks to maintain and enhance the role of the Williamstown Activity Centre, with strategies to conserve the historic quality of the heritage places, protect and enhance the national heritage significance of the Nelson Street streetscape, enhance tourism opportunities, facilitate pedestrian linkages, protect the viability of nearby marine activities and improve local area traffic. The HBCC planning scheme also seeks to provide and develop open space and protect and enhance the environmental values and significant features of the coast. This includes enhancing pedestrian links along the foreshore between Commonwealth Reserve and the Seaworks site, and conserving and maintaining the existing wharf facilities in the Nelson Place precinct, particularly Gem Pier and Ferguson Street Pier.

The PoM planning scheme outlines key strategic directions for land-use planning and development relevant to the Precinct including the identification of land and berths to accommodate future port developments, provision of land to accommodate cargo related industries that need to be located in the Port, identification of areas with potential for integration with port operations, and identification of landscaping and open space areas.

The precinct is primarily located within a Special Use Zone (SUZ), however there are a number of other zones within that form part of the wider study area (refer to maps in Appendix D).

The planning zones present are primarily related to functions of the Port of Melbourne and associated maritime industry and are generally consistent with the zone purposes. Within the Hobsons Bay Planning Scheme, the majority of the BAE Systems site is located within the SUZ and is included at Part 3D – Williamstown Shipyard Site Strategy Plan (refer Plan LEGL.05-344), as specified in Section 46ZB of the *Planning and Environment Act 1987*. The purpose of this inclusion is to ensure that the Williamstown Shipyard Site continues to be used for industrial, marine engineering and ancillary purposes. The 'Strategy Plan' is understood to comprise a framework plan of existing conditions. Of note, any changes to the 'Strategy Plan' requires approval in the Government Gazette.

The Precinct is affected by a number of planning overlays (refer to Appendix D), which are primarily related to functions of the PoM and the heritage significance of Williamstown, including:

- Heritage Overlay, to conserve and enhance heritage places
- Aboriginal Cultural Heritage sensitivity
- Design and Development Overlay, to provide requirements relating the design and built form of new development.

Based on advice from key stakeholders, securing timely planning approvals for building and other works has been a challenge to date. Future planning and approval pathways would need to review and consider the current challenges, particularly in light of the condition of many assets within the precinct, as well as zoning and provisions that apply, to support objectives of the WMPF.



### Related strategies

There are a number of key local plans and strategies relevant to the Precinct, including:

- *Williamstown Foreshore Strategic Plan 2010* (Parks Victoria)
- *Port Development Strategy 2050* (PoM)
- *Biodiversity Strategy* (HBCC)
- HBCC Open Space Strategy (2018)
- Urban Forest Strategy (2020)
- *Seaworks Master Plan* (Seaworks)
- *Experience Hobsons Bay Tourism Strategy*
- Williamstown Wave, Wash and Surge Study (2021).

The draft Coastal and Marine Management Plan (CMMP) is another relevant plan which was under preparation which were under preparation at the time of drafting but not available to inform the WMPF.

The Seaworks Master Plan sets out aspirations for long-term redevelopment, to create a 'living maritime precinct'. The master plan is designed to help allocate areas for non-profit organisations and commercial tenancies. At present, the Seaworks operations are constrained by the lease arrangements and partial use of the site by Vic Police and Parks Victoria. There is an appetite to support the expansion of this precinct, should adjacent land become available.

Port of Melbourne's future development strategy is articulated in their recently released Port Development Strategy 2050 (PDS) document. It indicates a potential switch to the import of refined petroleum products through Gellibrand Pier at future date (anticipated after 2027), and if the Altona Refinery closes. The switch would require the existing equipment in the Gellibrand port precinct to be converted to handle refined petroleum and potentially necessitate an uplift in capacity to handle a forecast increase in liquid bulk product volumes. These increased volumes may require a second berth at Gellibrand on the north side of the wharf.

Refer to Appendix C for further detail on other related strategies.

### Other regulatory controls

#### Worksafe guidelines – Major Hazard Facility

Gellibrand is classed as a major hazard facility classed as 'flammable' by Worksafe. Under Ministerial Direction 20 'Major Hazard Facilities', DELWP are currently drafting planning provisions to risk to vulnerable or sensitive uses, however these provisions were not available at the time of drafting this WMPF. The current Worksafe guidelines were however used, to inform the WMPF.

The relevant safety area dimensions to the zones are under review, but it is understood they are 250 m (inner) and 500 m (outer) respectively.

Within the inner safety zone, Worksafe guidelines advise against the rezoning and development of land that could introduce a more sensitive population category or significantly increase the number of people within an existing population category. Within this area, like-for-like redevelopments may be supported, and port use, boat maintenance and industry type operations are considered suitable.

Within the outer Safety Area zone, schemes that would significantly increase the population intensity (e.g. by a factor of more than ten above the existing use) or introduce sensitive uses (categorised as vulnerable). WorkSafe's advice was that a move to light industrial / commercial type activities may fit for the outer zone (subject to activities proposed), but not residential, hospitals and educational facilities.

### Heritage assessment

A preliminary Aboriginal and Historic Heritage desktop assessment was completed in September 2020, by GHD for the WMP and provides information and advice on heritage considerations for the precinct within the wider defined project study area. Legislative and non-legislative considerations for the project have been assessed for the project area.

The preliminary assessment concludes that there is some potential for Aboriginal cultural heritage material to be present in areas of less disturbed ground. If future works include high impact works, as defined within the Aboriginal Heritage Regulations 2018, and are located within an area of Cultural heritage significance (CHS), a mandatory Cultural heritage management plan (CHMP) may be triggered for the proposed works. However, as the Precinct is highly developed, Significant ground disturbance (SGD) could possibly be demonstrated, removing one of the two triggers for a mandatory CHMP. Further heritage assessment will likely be required prior to proposed works, in order to determine if permits and/or consents are needed prior to the proposed works.

The preliminary desktop assessment indicates that historic (non-Aboriginal) heritage is present within the Precinct. Approvals are likely required under the *Heritage Act 2017* and the *Planning and Environment Act 1987* if the historic heritage places are impacted by the proposed works. A further desktop assessment and field survey are needed in order to make a more precise determination on Aboriginal and non-Aboriginal cultural heritage values within the Precinct once proposed works are confirmed.

## Sustainability policy

The Port Sustainability Strategy Development Guide (Ports Australia, 2020) acknowledges that Australian ports are essential in connecting our nation with the world – and thereby creating economic opportunity, jobs and economic growth that underpin a stable country and region, and happier, healthier lives. Ports Australia believes that whilst every SDG should be considered by ports in their sustainability work, the relevance of the 17 SDGs and the 196 associated targets will vary dramatically for each port. The relevance will need to be determined on a case-by-case basis.

The SDGs that are identified for Williamstown Maritime Precinct Framework are:

- 3 Good Health and Wellbeing
- 5 Quality Education
- 6 Clean water and Sanitisation
- 7 Affordable and Clean Energy
- 8 Decent Work and Economic Growth
- 9 Industry, Innovation and Infrastructure
- 10 Reduced Inequalities
- 11 Sustainable Cities and Communities
- 12 Responsible Consumption and Production
- 13 Climate Action
- 14 Life Below Water
- 15 Life on Land
- 16 Peace Justice and Strong Institutions
- 17 Partnerships for the Goals

Based on the principles and objectives of the SDGs and targeted to the international port sector, the World Ports Sustainability Program provides a global platform to support ports in addressing sustainable development, showcase global leadership and help drive strong industry contribution. The program promotes ports to share innovative sustainable projects across 5 themes (aligned to specific SDGs):

- 1. Climate and Energy
- 2. Community Outreach and Port-City Dialogue
- 3. Governance and Ethics
- 4. Resilient Infrastructure
- 5. Safety and Security

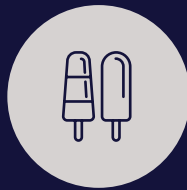


# User needs and interests

## A multitude of users

The Williamstown Maritime Precinct is an area where people come to enjoy a variety of activities and scenic views from the foreshore over the bay.

The precinct is not only part of the Port Phillip Bay Port but a popular centre for dining, recreation, boating, tourism and much more.



Locals and tourists



Boaters



Government agencies



Emergency services



Pedestrians



Experience seekers



Port/Maritime operators



Cyclists / scooters



Shoppers



Cruisers



Anglers



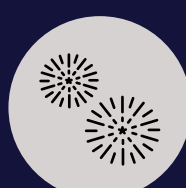
Casual diners



Students



Educational tours



Event goers



Industry

# User needs and interests

*“As a working port, premier boating and maritime destination, with a vibrant commercial centre, the precinct is utilised and frequented by a range of user groups”*

## Overview

The Williamstown Maritime Precinct is a popular area for a multitude of activities. As a working port, premier boating and maritime destination, with a vibrant commercial centre, the precinct is utilised and frequented by a range of user groups. This includes the local community, businesses, industry operators, recreational and commercial boaters, government and emergency services, tourists and visitors.

Port and water-based commercial operators require safe and ready access to nominated piers and jetties and slipway/vessel lifts, and facilities and services such as fuel, water, power, sewage pump-out stations. Equally, recreational boating requires suitable infrastructure for safe mooring and access to the bay, including pontoons and marina infrastructure, trailer parking and dry storage facilities. Fuel and sewage pump-out stations, as well as, launching areas for non-powered craft are also required.

The marine infrastructure network also supports tourism and water-based commercial activities, and broader public amenity benefits along the foreshore.

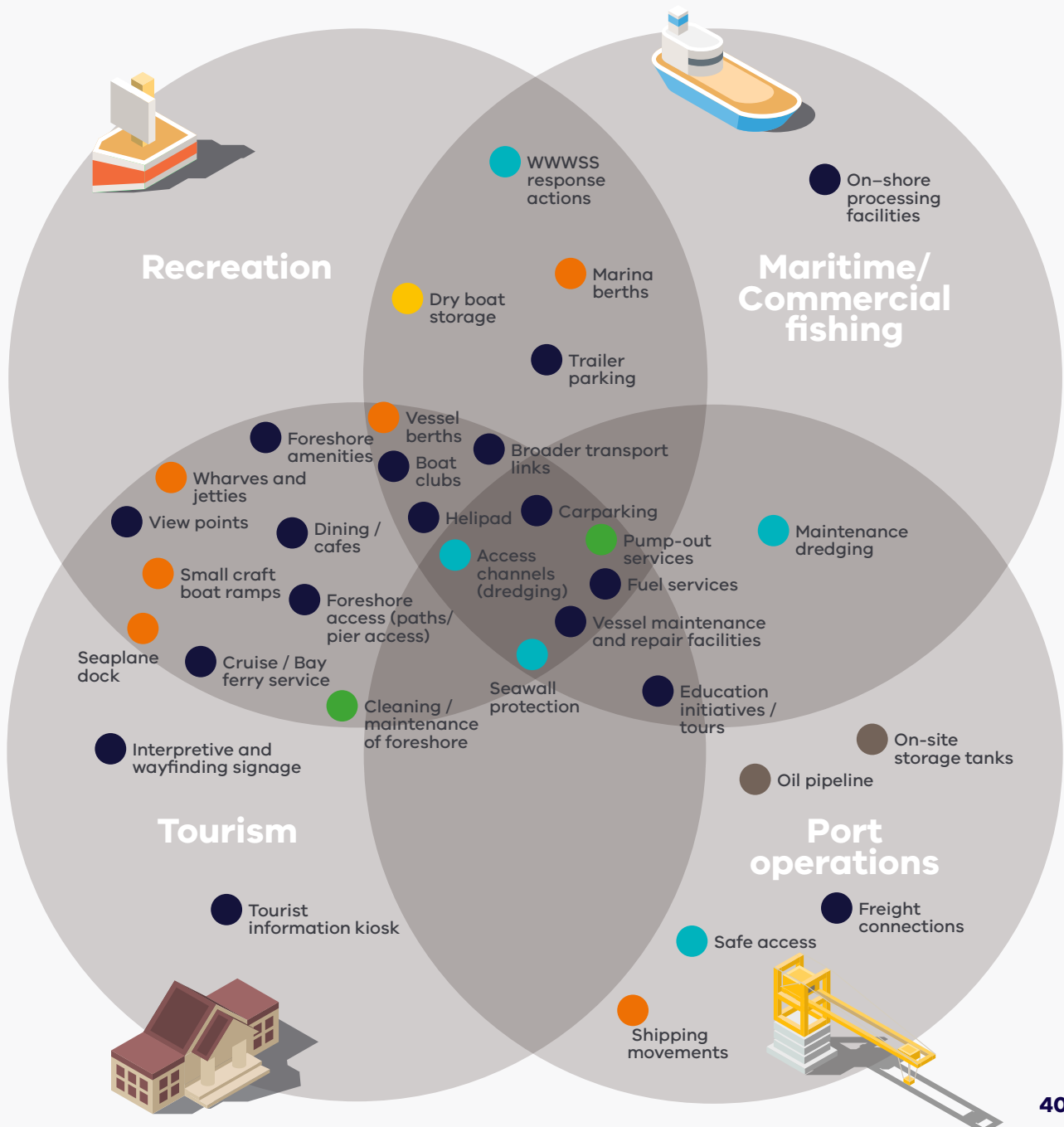
On the land side, foreshore amenities and community services cater to the needs of the local community and visitors to the precinct. The provision and level of satisfaction with such services has been investigated as part of the Coastal and Marine Management Plan being prepared by Hobsons Bay City Council. Trips to the precinct range from short outings to the longer visits, with a range of waterfront tourist attractions, site and events to enjoy.

While each of these user groups have different service and functional needs, there are a number of overlapping infrastructure requirements. Investment in suitable marine and land based infrastructure and amenities, has the ability to benefit a range of maritime, boating and foreshore activities. This framework provides an opportunity to explore improvements to, and rationalisation of strategic assets, supporting the needs of various user groups.



### User needs

- Transport connections, amenities and services
- Safe waterway navigation
- Maintenance measures
- Vessel access
- Vessel storage
- Operations infrastructure





# Key insights

Documenting key insights about  
the precinct, based on the  
outcomes of the engagement  
process and site-based research  
and analysis undertaken for the  
precinct



## Key insights

**“Williamstown and the Maritime Precinct holds significant environmental, social and economic value for the local community, land owners, operators and all of its users”**

Members of the local community and key stakeholders have emphasised the need for continued Government support and in facilitating public and private investment in the precinct, and a coordinated approach to planning, design and delivery of actions identified as part of the framework.

This section details insights about the precinct from background research and initial engagement with key stakeholders and the public. It also takes into account the broad trends influencing the demand and use of the foreshore, waterways and maritime infrastructure.

### Engagement summary

We asked the Williamstown community to participate in the development of the Williamstown Maritime Precinct Framework, as well as engaging with government, authorities, local organisations, yacht and boating clubs and other stakeholders.

Due to COVID-19 lockdown measures, engagement had to be transitioned to virtual methods only. While this restricted some in-person activities, it still garnered significant input thanks to wide promotion on social media, email and word-of-mouth activities by the Project Steering Committee members and other local organisations.

*“Williamstown Maritime Precinct should be a family-friendly place that celebrates our maritime history and encourages visitors to walk, cycle, look, and picnic. The maritime history and water based activities are a major drawcard. The precinct provides engaging, real world opportunities for people of all ages.”*

Survey response from a local resident

We heard from stakeholders and community in the following ways:



**14**  
**interviews**  
one-on-one with key stakeholders for the local area



**155**  
**submissions**  
to a public survey on the Department of Transport's Get Involved website

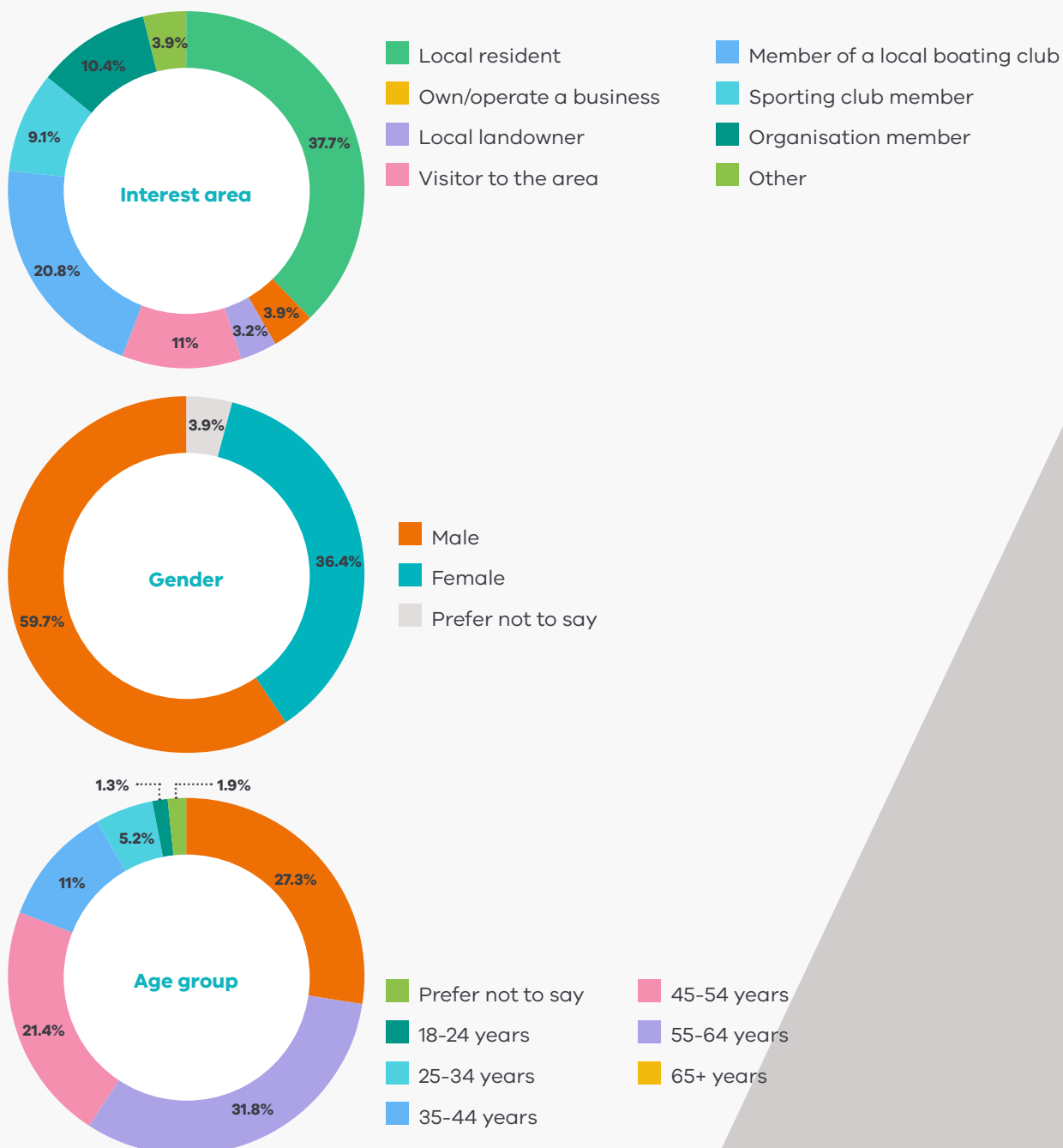


**75**  
**attendees**  
at a Virtual Open House to hear from project specialists and share ideas



## Survey demographics: who did we hear from

We asked survey respondents to tell us a bit about themselves.



## Williamstown Maritime Precinct Framework

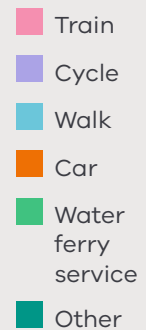
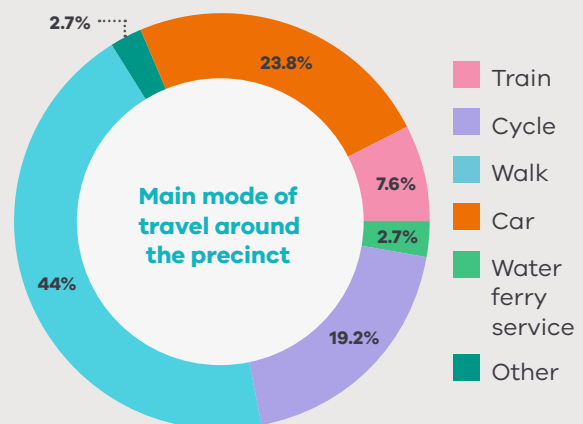
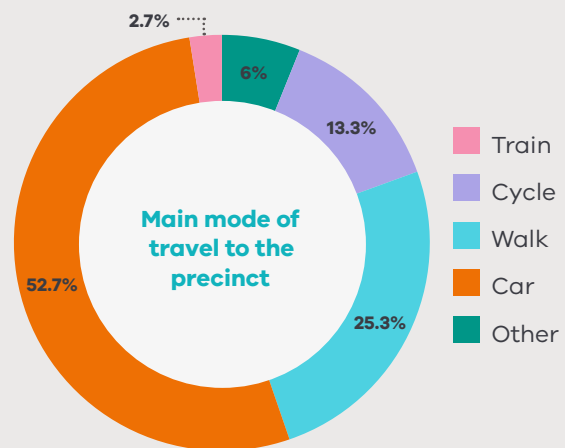
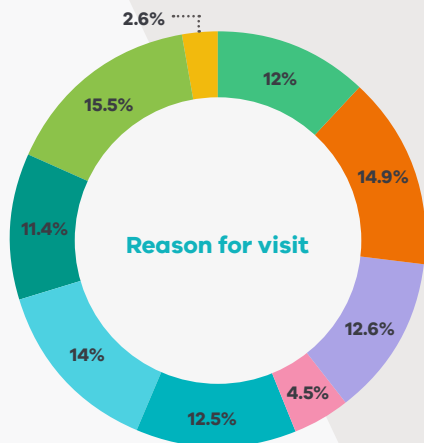
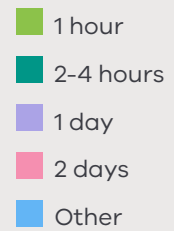
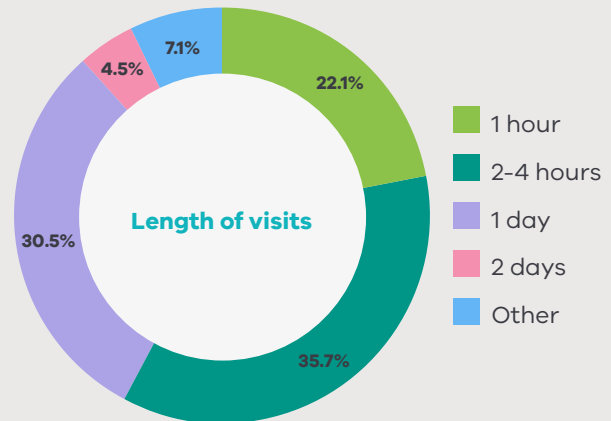
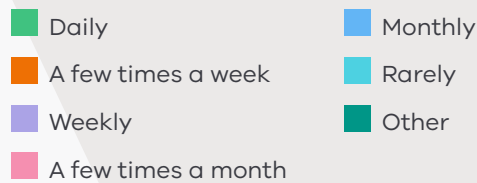
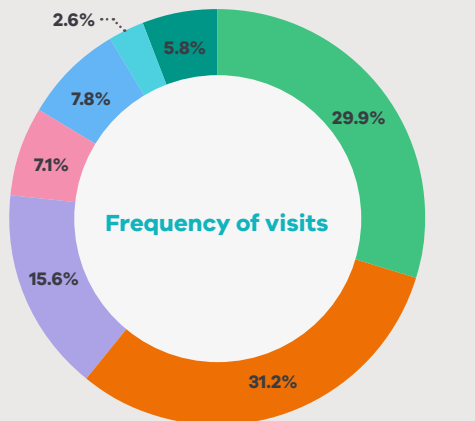
### One-on-ones: who did we talk to

We had one-on-one interview-style conversations with key stakeholders to gather information and develop an understanding of priorities and needs. These interviews supplemented engagement activities with the Project Steering Committee, which also helped inform the recommendations in this Framework. The interviews included:

Stakeholder	Interview focus areas
<b>Department of Environment, Land, Water and Planning</b>	<ul style="list-style-type: none"> <li>Role and interests of DELWP in precinct, restrictions of site development, operational land use factors, planning and heritage.</li> <li>Environmental issues.</li> </ul>
<b>Department of Jobs, Precincts and Regions</b>	<ul style="list-style-type: none"> <li>BAE Systems site and assets</li> <li>Continuation of shipyard heritage of area</li> </ul>
<b>Department of Transport</b>	<ul style="list-style-type: none"> <li>Background insights, views on opportunities and constraints for the precinct</li> <li>Alignment of project with Victorian policies</li> </ul>
<b>Department of Treasury and Finance</b>	<ul style="list-style-type: none"> <li>Informing the Framework's development</li> </ul>
<b>Hobsons Bay City Council</b>	<ul style="list-style-type: none"> <li>Findings of engagement on Coastal and Management Plan, Participate Hobsons Bay and other initiatives</li> <li>Local background knowledge and priorities</li> </ul>
<b>National Trust and Royal Victorian Historical Society</b>	<ul style="list-style-type: none"> <li>Historical value and assets in the precinct</li> </ul>
<b>Parks Victoria</b>	<ul style="list-style-type: none"> <li>Gather background information on recreational boating infrastructure, WWWSS, commitments to local stakeholders</li> </ul>
<b>Port of Melbourne Operations</b>	<ul style="list-style-type: none"> <li>Use of Ann Street pier, Gellibrand, relocation of Victoria Dock slipway (short/longer term role of Gellibrand Pier and potential expansion plans)</li> <li>BAE Systems site, protections to port operations required and potential for operational consolidation</li> <li>Relocation of slipway</li> </ul>
<b>Seaworks Maritime Precinct</b>	<ul style="list-style-type: none"> <li>Recreational berths, tall ships, events/ festivals and local opportunities</li> </ul>
<b>Ship4Good / Owner of MS Steve Irwin</b>	<ul style="list-style-type: none"> <li>Proposed plans for MS Steve Irwin/ berth at Seaworks and local opportunities</li> </ul>
<b>Traditional Owners</b>	<p><i>Department of Transport managed engagement activities directly. *</i></p> <p><i>* At the time of assessment there was no registered Aboriginal Party (RAP) appointed to the Williamstown area. However, there were three groups that had previously lodged RAP applications for the area: they are the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (Wurundjeri), Bunurong Land Council Aboriginal Corporation (Bunurong), and the Boon Wurrung Foundation (Boon Wurrung). All three parties have been consulted as part of the WMPF. Since the assessment was conducted however, Bunurong Land Council Aboriginal Corporation has been appointed as RAP for the Williamstown area.</i></p>
<b>Victoria Police – Water Police Squad</b>	<ul style="list-style-type: none"> <li>Public marine safety, waterfront access and infrastructure</li> </ul>
<b>Williamstown Maritime User Group</b>	<ul style="list-style-type: none"> <li>Yachting and boat clubs, safe harbour initiatives, WWWSS, area maintenance</li> <li>Visitor and tourism opportunities (including regarding HMAS Castlemaine, tall ships and other maritime assets)</li> </ul>
<b>Williamstown Historical Society</b>	<ul style="list-style-type: none"> <li>Historical value and assets in the precinct</li> </ul>
<b>WorkSafe Victoria</b>	<ul style="list-style-type: none"> <li>Worksafe guidelines for Major Hazard Facilities</li> </ul>

## User interests

We asked survey respondents to tell us about why and how they use the precinct.



### Key themes

Engagement activities across all channels were focused around the five key themes:



### What you value about the precinct

We heard loud and clear that the Williamstown Maritime Precinct is a special place for a wide variety of people. It has a rich maritime history combined with a family friendly village atmosphere, and a diverse mix of uses on land and sea. Importantly this mix of uses includes being a working industrial port. This means planning for the future of the precinct requires balancing priorities.

Common values of the communities and stakeholders we heard from were:

#### Place and Heritage



- Acknowledgement of Traditional Owners and their long and ongoing cultural association with the area.
- Protection of maritime character
- Family friendly village atmosphere
- Scenic views
- Education / maintaining maritime trades
- History and storytelling capacity

#### Environment and Sustainability



- Clean and healthy coastal marine environment
- Foreshore and habitat protection
- Protection of significant views
- Climate resilience
- Flood protection
- Engaged and informed community

#### Land use and activities



(inc. operations and functional needs)

- Balanced land use mix
- Well maintained public spaces
- Diverse recreational opportunities
- Safeguard working port and maritime functions
- Safe harbour to reinforce the precinct as a premier boating and maritime precinct

#### Movement and Connection

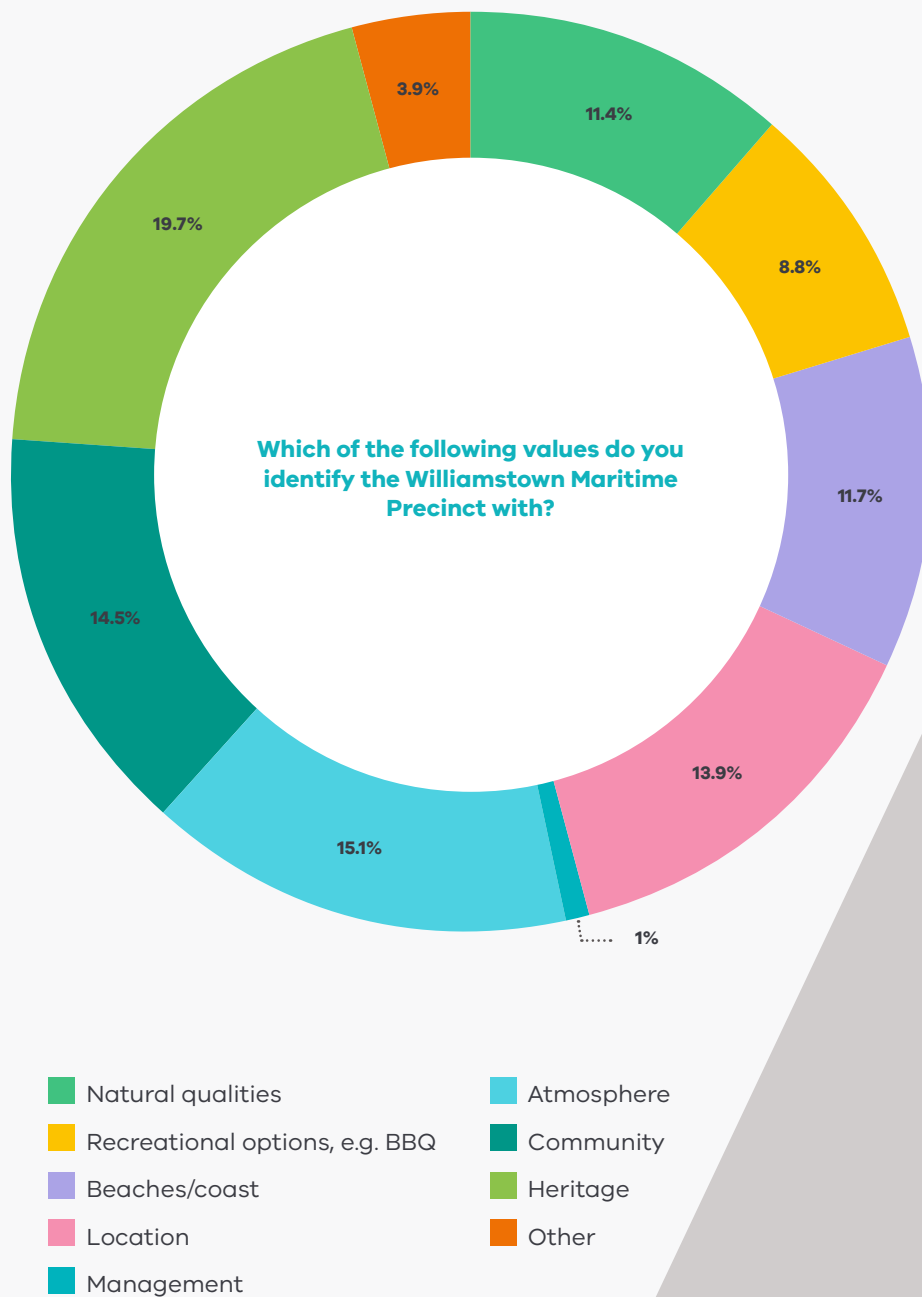


- Cohesive and integrated precinct
- Walkability and access for all users
- Foreshore access
- Enhanced connections and wayfinding



## Findings from the Get Involved survey

Community engagement undertaken by Hobsons City Council for the Coastal and Marine Management Plan in 2019 identified the following values for the broader Williamstown Foreshore area: natural qualities, recreation options, beaches/coast, location, atmosphere, community and heritage. Council's engagement findings also helped inform engagement for this Framework.



### Key insights

The feedback from the community and stakeholders made it clear that the Williamstown Maritime Precinct is a beloved area with a rich history and a bright future.

Detailed comments in response to the survey and open house illuminated a variety of challenges, ideas and opportunities. These are summarised below:

#### What you want to keep?

Maritime culture and historical values



Waterfront access and city views



Sense of safety and community



Natural amenity and environment



*"There is limited access now to the historical areas of maritime industry. The shipbuilding area is a stunning place and offers fantastic views – it should be opened to the public more."*

Local resident survey respondent

#### What you'd like to improve?

Mix of foreshore uses by public, yacht clubs, industry including BAE facility



Ageing piers



Visitor access to maritime activities at foreshore



Traffic and parking on holidays and weekends



*"A maritime hub with restaurants and bars on the waterfront would attract more tourism."*

Local resident survey respondent

Mix of walkers and cyclists on crowded paths



Lack of connectivity between waterfront sites



Celebrating Indigenous heritage



Safe harbour for ships and maritime assets



#### What you'd love to see?

More cultural and visitor offerings



Protect and increase public open space along foreshore



Increased maritime services and functions



More public piers



*"Let's plan for the future and protection of heritage assets. Take into consideration the impacts of rising sea level and a safe harbour for boats."*

Local resident survey respondent

Green technologies to support precinct operations



Continuous walking path along foreshore



More shopping and dining opportunities





Place and heritage



Land uses and activities



Operations and functional needs



Movement and connections



Environment and sustainability

# The framework

This framework provides a platform to strengthen the WMP precinct as a destination, providing for a compatible and balanced future land use direction, unlocking constrained land and maximising benefits for all users.





# Why a framework?

The framework sets out the broad land use direction and related strategies, to create a sustainable development pathway, inform decision making and shape the future of the precinct

The WMPF is the first step in the planning pathway and establishes a clear direction for the precinct's future. The intent is to articulate a robust vision, key directions and identify potential land use scenarios, as a mechanism to guide prospective investment and development decisions and shape the future of the precinct. To inform the WMPF, we undertook a series of one-on-one discussions and engagement activities with members of the Project Steering Committee (PSC), key stakeholders including PoM, HBCC, Parks Victoria, DELWP, DJPR, historical societies, current precinct tenants, primary port users and the community.

The WMPF sits within a collection of strategic documents relating to Williamstown and the wider Hobsons Bay area, drawing on existing policies, strategies and projects developed by HBCC, Parks Victoria, PoM and the Victorian Government. This framework focuses primarily on a preferred land use and movement strategy, and provides strategic direction for the precinct, synthesising the ideas and aspirations of the community, key stakeholders, operators and landowners.

The WMPF identifies priority actions and further planning and feasibility assessment needed to verify the development potential and opportunities that have been identified for the precinct. It is anticipated that elements of this WMPF may be subject to change, in response to further technical investigations and outcomes of any feasibility assessment undertaken for the BAE systems site.

## Interpreting the framework

The WMPF is structured in the following way. It provides an overarching vision and key directions, which sets the tone and identifies what we want to achieve through the framework.

For each of the key directions, the framework also specifies a series of objectives and related strategies, setting out practical actions to achieve these core objectives. These elements are outlined in further detail under 'From Plan to Action'.

### Vision

Overarching goal – what is it that we want to achieve through the framework?

### Directions

Broad strategic directions which underpin the vision and guide the establishment of the objectives and strategies

### Objectives

Set out the main aims of the framework under each direction

### Strategies

Tangible actions and strategies to achieve each core objective



## The vision

*The iconic Williamstown maritime precinct will be a cultural, premier maritime and boating destination, centred on the working port. The precinct will preserve and enhance the economic and social values of Williamstown, offering an interactive experience for visitors and the community to engage and learn about the area's living maritime and cultural heritage, in a safe, connected and resilient environment.*

### Key directions

These following key directions are designed to keep the ship on course and maintain smooth sailing towards the vision set out for the precinct. It is intended that the WMP be established as:



#### **A Place of cultural exchange**

Which is meaningful and allows for people to share in an array of cultural experiences, to recognise, celebrate and learn about its Indigenous values, past and contemporary heritage; enriching its place and social capital.



#### **A functional and celebrated maritime destination**

Recognising this area as a significant working port and revered maritime locale, where one can simply be a spectator or roll up the sleeves and participate in educational and recreational pursuits around the core maritime focus. A key focus will be on preserving and building on the precinct's maritime heritage, character and activities on offer.



#### **A balanced compatible mixed use precinct**

That promotes optimal use and adaptive re-purposing of land and infrastructure assets, to maintain the WMP as a thriving mixed used centre that balances various user needs.



#### **An adaptive and resilient precinct**

A precinct that is poised and ready to tackle environmental and socio-economic challenges such as climate change head on, through adaptive and practical solutions.



#### **A cohesive and connected precinct**

That promotes greater cohesion and linkages between the Port and maritime related functions, with the public realm, tourist and recreational facilities on offer.



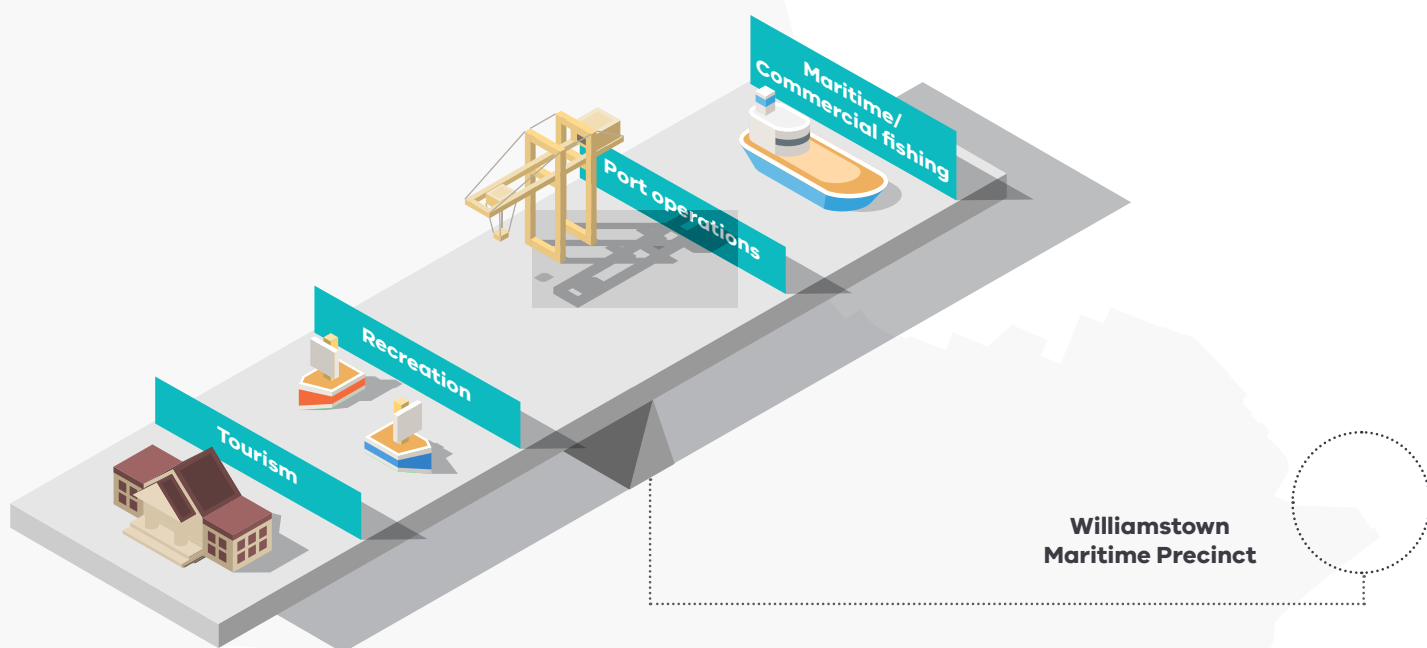
#### **An innovative and prosperous precinct**

That doesn't shy away from progress and change, and nurtures skills and trades, education, learning and innovation as the backbone to creating a prosperous and diverse economic base.



*"This framework provides a platform to strengthen the WMP precinct as a destination, providing for a compatible and balanced future land use direction, unlocking constrained land and maximising benefits for all users."*

WMPF, 2021



### Use and movement strategy

In developing a holistic land and water use strategy for the precinct, it requires us to look at the precinct from various angles. Such as exploring what areas people value, synergies between complementary uses, and marrying the old and new. We must recognise what the area holds, not only in terms of its heritage as a working port and centre for maritime activities, but also its contemporary culture and future needs, to drive regeneration of the precinct.

This framework provides a platform to strengthen the WMP as a destination, providing for a compatible and balanced future land use direction, unlocking constrained land and maximising benefits for all users.

To do this, requires a more coherent precinct structure. Strategic opportunities have been identified for the precinct, through the establishment of sub-areas. Each sub-area has a particular land use focus, which will in turn promote a more cohesive precinct and confidence around future investment and development decisions. A list of compatible land uses is outlined further in Appendix F.

The movement and place approach also seeks to establish a high level of access and connectivity, water and land side to link key destinations and provide for suitable water access channels, aligned with the land use strategy.

Sub-area	Intent
<b>Recreation and boating – north and south</b>	<ul style="list-style-type: none"> <li>• Recreational boating and leisure based activities along the foreshore.</li> <li>• Cater to increased demand for recreational boat users and public waterfront access, through the implementation of WWSS response actions.</li> <li>• Improved/expanded marine infrastructure, which complies with accessibility standards.</li> <li>• High-quality and safe active transport links.</li> <li>• Enhanced connectivity and linkages with the broader precinct.</li> <li>• Explore opportunities for shared parking, boat storage and maintenance facilities off-site, opening up land for further public access and alternative functions.</li> <li>• Safe operation between recreational and commercial/port vessels.</li> </ul>
<b>Tourism and culture</b>	<ul style="list-style-type: none"> <li>• Expand upon the tourist attractions and cultural offering, including commercial fishing.</li> <li>• Provides a transition between the port and industrial uses to more accessible, community and people focused areas, showcasing the precinct's living values, cultural and maritime heritage.</li> <li>• Provides a vibrant cultural scene that attracts business and contributes to the local economy.</li> </ul>
<b>Port operations</b>	<ul style="list-style-type: none"> <li>• Allow for growth and expansion of the port, based on functional requirements and anticipated increases in the transport of liquid bulk products, and consolidating functions from Ann Street pier.</li> <li>• Prevent encroachment by incompatible uses.</li> </ul>
<b>Maritime and boat maintenance</b>	<ul style="list-style-type: none"> <li>• Supports service functions for port and maritime activities within the bay.</li> <li>• Promotes land efficiencies, environmental and conservation benefits through consolidation of these activities. Also maintains skills and trades in this niche area.</li> </ul>
<b>GovHub</b>	<ul style="list-style-type: none"> <li>• Generate long-term job growth and secure land assets to support the functional needs of current and new agency tenants within the precinct.</li> <li>• Consolidated government agency operations within a campus style setting, through a shared infrastructure model.</li> <li>• Addresses land, water and air access constraints for Parks Victoria, Water Police and Victorian Emergency Service agencies.</li> </ul>
<b>New public realm</b>	<ul style="list-style-type: none"> <li>• Promotes a high-quality and safe environment for pedestrians and cyclists connecting the precinct, Point Gellibrand Park and areas to the south-west.</li> <li>• Improved accessibility and quality of open public realm.</li> <li>• Provides benefits in terms of greening and acoustic/visual buffering between the port, with nearby residential and public areas.</li> </ul>



Strategic land use direction map

## Legend

- |  |                                |  |                               |
|--|--------------------------------|--|-------------------------------|
|  | Precinct area                  |  | Maritime and boat maintenance |
|  | Train line and station         |  | Port operations               |
|  | Public open space              |  | Open space and parking        |
|  | Recreation and boating (north) |  | Nelson Place                  |
|  | Recreation and boating (south) |  | Ferguson Street               |
|  | Tourism and culture            |  |                               |
|  | Gov Hub                        |  |                               |



## Direction 1: A place of cultural exchange

### Objective

### Strategies

#### 1.1 Meaningful recognition of Indigenous values and aspirations

- Collaborate with Traditional Owner (TO) groups/representatives and ensure a coordinated approach with the CMMP, to understand, protect and celebrate Indigenous values and aspirations for the precinct.
- Establish a governance structure which gives TO representatives a voice and an ongoing role in the precinct's future.
- Work closely with TO representatives to identify meaningful ways to recognise and share their living culture.
- Work with TO representatives to embed caring for country values and practices, in the ongoing management of the precinct coastal marine environment.
- Explore with the TO groups, opportunities for education and training around caring for country practices, and guided tours through the precinct, to increase people's knowledge and awareness of Indigenous values, traditional practices and living culture.

Top images (left to right): Yarning circle near Carrum, Mildura Riverfront interpretive signage



Bottom images (left to right): Aboriginal Design - Karrum Karrum Bridge, near Carrum



## Objective

## Strategies

### 1.2 Build on the storytelling and interpretation of the precinct, both past and present

- Deliver a coordinated strategy for wayfinding and interpretive signage within the precinct, to reinforce a strong precinct brand and identity, and celebrate the marine, natural and cultural values of this area.
- Within the public and private realm, promote opportunities to acknowledge the primary association Traditional Owners have with the area and for cultural expression by local and indigenous artists, such as integrated artworks, periodic events and ceremonies etc.
- Improve the overall coherence and links to historical assets and sites/ areas of value within the precinct, in particular the Alfred Graving Dry Dock, historic piers, Morgue, tide gauge and historic maritime items along the foreshore.
- Explore interactive elements to help convey a strong and memorable narrative about the precinct, including both its historic and contemporary stories.

Top images (left to right): Interactive display - Fremantle, signage at M5 Heritage Park and National Maritime Museum, Sydney



Bottom images (left to right): Darling Quarter, Sydney; Maritime Museum, Newcastle; interactive displays at Danish Maritime Museum





## Direction 1: A place of cultural exchange



## Objective

## Strategies

### 1.3 Promote places for people

- The precinct design should enhance the sense of community and provide further opportunities for social interaction and exchange, and cultural experiences.
- Future development and precinct enhancements should be designed in a manner which puts people first, to support the WMP as a welcoming and engaging precinct for its local community and visitors.
- The re-development and/or re-purposing of strategic sites within the precinct should consider through connections and edge conditions that provide unique and memorable journeys through the precinct.
- Public realm enhancements and those within the Tourism and Culture sub-area, should provide for a range of adaptable spaces that respond to seasonal patterns of use, provide flexibility for informal use, and enable people to participate or be a spectator for land and water based events.





## Direction 2: A functional and celebrated maritime destination

Objective	Strategies
<b>2.1 Sustain and promote the precincts maritime heritage</b>	<ul style="list-style-type: none"> <li>• Preserve significant maritime heritage assets, including jetties and piers, and explore ways to rectify their condition, improve access and the overall coherence of these as elements as a whole within WMP.</li> <li>• Working in collaboration with existing/prospective tenants such as Seaworks and government authorities, protect and build on the existing maritime heritage and events/activities offered within the precinct.</li> <li>• Capitalise on opportunities to host Tall Ships and related events, which provide a unique drawcard and insight into ship building and heritage.</li> <li>• Teach locals and visitors of the area's maritime heritage through education and training, interpretive/interactive signage and other initiatives.</li> <li>• Provide opportunities to engage with historic assets such as the Alfred Graving Dry Dock and current boat maintenance and repair workshops, to give locals and visitors a rare insight and appreciation of maritime activities, past and present.</li> </ul>
<b>2.2 Celebrate the legacy of Williamstown as a working port</b>	<ul style="list-style-type: none"> <li>• Recognising the Port's contribution to regional markets and local community initiatives, celebrate the legacy of Williamstown's working port.</li> <li>• Working in collaboration with PoM, support further education and guided tours of the port operations by school and visitor groups, to improve awareness of the role and importance of the Port of Melbourne operations at Williamstown.</li> </ul>
<b>2.3 Strengthen Williamstown as a centre of excellence for recreational boating</b>	<ul style="list-style-type: none"> <li>• Implement actions identified in the Williamstown Wave, Wash and Surge Study (WWWSS) to mitigate effects of incident waves on the study area: <ul style="list-style-type: none"> <li>• Discuss with representatives of vessel groups and key operators such as Port Phillip Ferries to further understand operational options, such as managing vessel transit and speed limits</li> <li>• Work with Transport Safety Victoria and the waterway manager (Parks Victoria) to consider amendments to waterway rules in the precinct and provide information and education programs to vessel owners</li> <li>• Progress a local area plan under the <i>Sustainable Local Port Framework</i> which will look at vessel operations and configuration of infrastructure and vessels</li> </ul> </li> <li>• Investigate other options to support and grow recreational boating including: <ul style="list-style-type: none"> <li>• Condition audit of marine infrastructure, managed by the State and private boating clubs/operators, to aid prioritisation and investment decisions</li> <li>• Needs analysis in terms of additional infrastructure required to accommodate vessels and periodic events, maintaining Williamstown as a thriving multi-purpose boating destination</li> <li>• Determine maintenance requirements (dredging, silt management etc).</li> </ul> </li> </ul>

- Support increased capacity of short-term public berthing for recreational boating.
- Where it is practical to do so (for larger craft), work in collaboration with Yacht Club operators, to explore opportunities to consolidate boat maintenance, boat lifting and storage facilities, and thereby unlock land for other purposes and potentially minimise the dredging task.
- Establish a governance model that enables recreational boating clubs to participate in ongoing precinct initiatives and events, making it more accessible to the community and increasing levels of participation.
- Promote synergies by exploring relocation of the slipway currently in Victoria Dock, to the Port/Maritime and Boat Maintenance precinct in the southern part of the WMP (BAE systems site).

## 2.4 Promote safe, functional and affordable access to Marine infrastructure

- Become a recognised component of the Victorian Local Ports Network to provide networked port infrastructure as per the PDS (PoM, 2020).
- Advocate for on-water infrastructure that is safe and promotes long-term viability of the precinct for commercial and recreational boating.
- Provide affordable and functional berthing infrastructure, including for visitors.
- Establish a long term prioritised plan, exploring DDA compliant solutions for public access jetties and piers. This needs to be sustainable in the longer term, recognising the need for ongoing maintenance and important contribution of these elements to maritime history and early settlement of Melbourne.

## 2.5 Adopt an approach of quality over quantity

- With the condition of various jetties and piers reaching their end of life, conduct a comprehensive condition audit of marine infrastructure assets and determine viable solutions for the decommissioning, maintenance and/or reconstruction of assets. This includes Crown Land and associated buildings, and should ensure that the service offer meets user needs.
- Recognise and plan for increased maintenance requirements of existing and future marine infrastructure and assets.
- Working closely with asset owners and tenants, explore solutions to rationalise infrastructure, in a way that achieves an optimal outcome for precinct tenants and users, while balancing ongoing protection and management of heritage assets, water access and functional requirements.

Top images (left to right): Tall ship events at Port of San Diego; sailing events



Bottom images (left to right): Woody Point Pier, Redcliffe; Queenscliffe Marina





## Direction 3: A balanced and compatible mixed use precinct

### Objective

### Strategies

#### 3.1 Promote complimentary uses and activities that maintain the precinct's character

- Adopt the preferred land use direction set out in the WMPF, to promote compatible uses around the Port and the highest and best use of strategic land assets, such as the BAE systems site, Ann Street Pier and adjacent storage areas.
- Within the BAE systems site, land uses must fit with the Major Hazard Facility (MHF) safety area guidance, while providing pathways for economic growth, infrastructure and operational efficiency gains.
- Working with PoM, explore opportunities to consolidate port related activities and storage from around Ann Street Pier, to unlock land for other commercial, tourism and community uses; and support greater cohesion within the precinct.
- Safeguard sites and assets of heritage significance, which contribute to the precinct's character and identity.
- Explore opportunities for alternative but complementary uses, such as:
  - Education and training facilities
  - Additional landing areas for aircraft, supporting emergency service functions
  - Creative industries
  - Emerging industries with a focus on sustainable operations.
- Subject to further feasibility investigations, ensure that any future master plan and design guidelines for the BAE systems site, which embodies the character of the precinct and promotes the objectives of the WMPF.
- Carefully consider the suitability of future land use changes, in accordance with the land use and movement strategy. Any expansion of Port related activities or changes in land use, should not negatively impact the amenity and overall cohesion achieved for the precinct, particularly in terms of traffic generation, noise, dust and air emissions.
- Determine an appropriate planning pathway and future planning scheme amendments, to adopt the objectives and land use directions set out in the WMPF and any future master plan/design guidelines for the BAE systems site. This would also apply to the existing Seaworks site, to address known challenges.

#### 3.2 Protect and support the commercial port operations

- Advance the objectives of the Port Development Strategy 2050, to protect and support Williamstown as a working port. That is, expansion of the wharf facilities in the long term and adding a second berth.
- Adopt measures set out in the WMPF in respect of suitable land use and buffer controls around the Port operations, to prevent encroachment by incompatible uses.
- Capitalising on the BAE systems site and nearby carpark, promote a suitable Port and urban interface which provides a high quality edge and a suitable buffer to nearby mixed use and residential areas.
- Changes in land use neighboring the port should not restrict operations away from a 24/7 year round operation.





## Legend

- Precinct area
- Train line and station
- Public open space
- Built form
- Jetties/piers
- Outer buffer zone
- Inner buffer zone

## Existing uses

- Residential
- Activity centre / retail
- Educational facilities
- Mixed use - residential
- Recreational boating clubs
- Sporting clubs
- Tourism and cultural Consolidated Port

## Proposed directions

- operations
- Tourism and cultural expansion opportunity
- Boat maintenance, maritime heritage industry area opportunity
- Mixed use opportunity (1) Commercial expansion (2) Govhub
- Proposed linear open

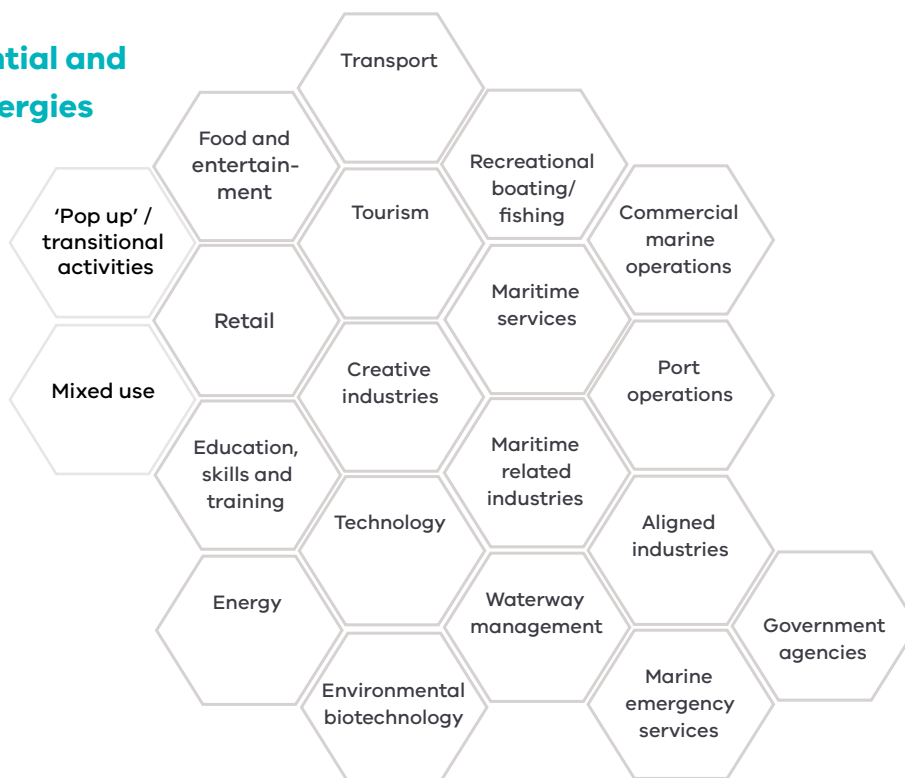
## Preferred land use scheme

- space link
- Public carpark
- Rock wall and swimming area reinstatement
- Expand small craft launch area
- Interface improvements



## Direction 3: A balanced and compatible mixed use precinct

### Future potential and land use synergies



## Objective

## Strategies

### 3.3 Grow opportunities for tourism and recreation

- Through a more optimal land use structure, unlock suitable land along Ann Street and around the Seaworks site, to grow the precinct's tourism and cultural offering.
- Expand on public waterfront access and promote flexible spaces within new foreshore areas that are adaptable to changing needs and use patterns, particularly within the Tourism and Culture sub-area.
- Working with PoM and as part of broader State and bay-wide strategies, identify an alternative ownership arrangement for Ann St Pier, for cruise ships and Tall Ship berthing. Adequate land side capacity must also be secured for these services.
- Establish and preserve common user berths, which provide for safe and affordable access by tourism and commercial vessels.

### 3.4 Bring the destination to life

- Spring boarding from the current offer within Seaworks, promote the establishment of a vibrant waterfront setting within the Tourism and Culture sub-area. Subject to further market demand investigations, this area should allow for cultural activities, event and entertainment spaces, food and complementary retail outlets to be dispersed, providing a lively setting to sample and savour a range of different experiences.
- Revitalise the Ann Street spine with a range of complementary tourism and cultural uses, creative industries and showcasing the precinct's craftsmanship in boat building and maintenance.
- Create the destination factor, through strong connections to the retail, food and dining opportunities along Nelson Place and Ferguson Street.

Top images (left to right): Tall ship events at Port of San Diego; Circular Quay, Sydney



Bottom images (left to right): Geelong Pier and skate park; Port of San Diego waterfront setting





## Direction 4: An adaptive and resilient precinct

### Objective

### Strategies

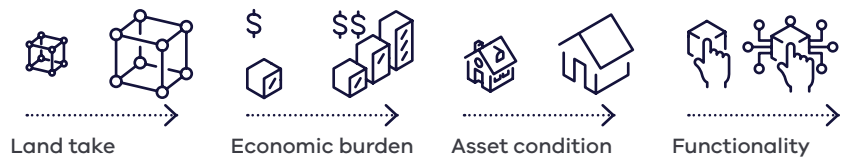
#### 4.1 Provide a pathway to sustainable growth and development of the precinct foreshore

- Deliver a well-balanced and considered movement and place strategy, which promotes sustainable growth and development of the precinct, in line with the Sustainability Development Goal (SDG) targets.
- In collaboration with tenants and operators, explore sustainable operating models which minimise emissions, overall land take and resource use.
- Subject to future asset condition assessments and feasibility studies for the BAE site, focus and prioritise adaptive re-use and renewal of existing buildings, and core infrastructure assets, over the development of new buildings and infrastructure. Such as the Ann Street Pier and warehouses/sheds within the BAE systems site, to maintain the existing heritage character and improve material efficiency.
- Any new marine infrastructure and/or upgrades should be resilient and designed to future proof for coastal hazards/sea level rise.
- Enhance mobility for locals, workers and visitors within the precinct. This should be achieved through high quality, safe and well connected links for walking/cycling along the foreshore to residential areas and key destinations.
- Through future planning controls, design and development guidelines established for the precinct, and provisions of the Built Environment Adaptation Action Plan (BEAAP) under development by DELWP, promote adaptive building design, green-blue infrastructure and the use of new/alternative technologies, to improve environmental performance for individual operations and the precinct as a whole, in respect of water, waste and energy efficiency.

#### 4.2 Facilitate the optimal use of land and infrastructure

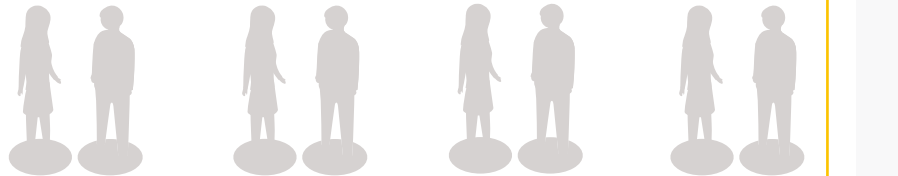
- Establish a precinct structure that enables the optimal use of land and infrastructure, to prioritise investment and create greater operational efficiencies.
- Capitalise on the BAE systems site and Ann Street Pier to unlock constraints for existing tenants and provide for a more optimal precinct structure, where compatible uses can coexist side-by-side.
- Review options, feasibility and benefits for relocation of the slipway currently in Victoria Dock, to the Port/Maritime and Boat Maintenance precinct in the southern part of the WMP (BAE systems site).
- Implement the Sustainable Local Ports Framework which establishes decision-making criteria, to assist with prioritisation of investment in infrastructure. Multi-purpose assets should be reviewed, such as jetties and piers which are used for public access and mooring, and rationalised based on functional needs, to minimise duplication and unnecessary infrastructure investment. Ownership and lease arrangements should also be reviewed.
- Prioritise infrastructure solutions that are more commercially viable for operators and tenants, exploring shared use and funding models.
- Promote operational efficiencies by exploring the potential for central management systems, which would consolidate these functions providing environmental and economic benefits.
- Undertake a feasibility assessment, collaborating with State and Local Government Agencies including Parks Victoria and public service authorities (Vic Police, Search and Rescue), to determine future land needs and feasibility of a multi-agency model (GovHub) within part of the BAE systems site.

## Resource use

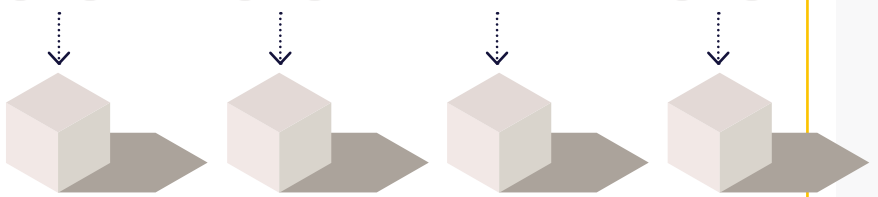


## Current model

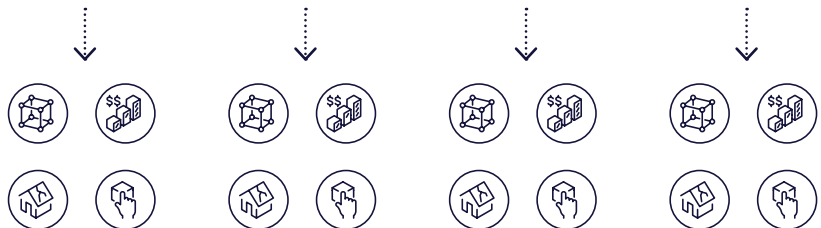
Operators



Assets

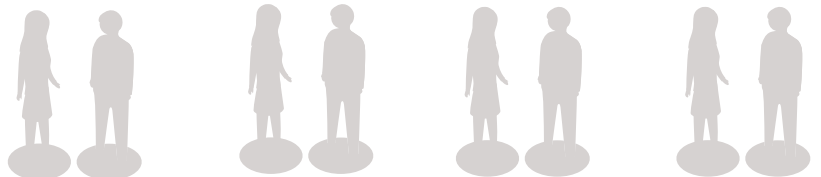


Result



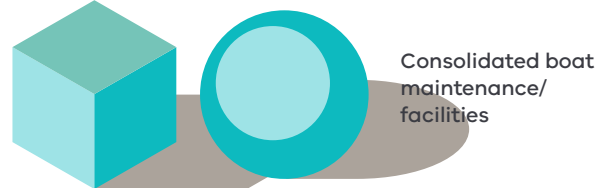
## Optimised shared model

Operators

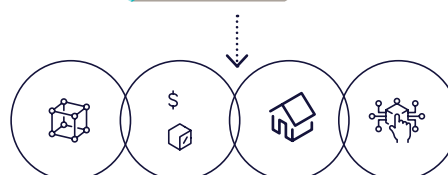


Assets

Shared assets



Result







## Direction 4: An adaptive and resilient precinct

### Objective

### Strategies

#### 4.3 Improve the precinct's climate resilience

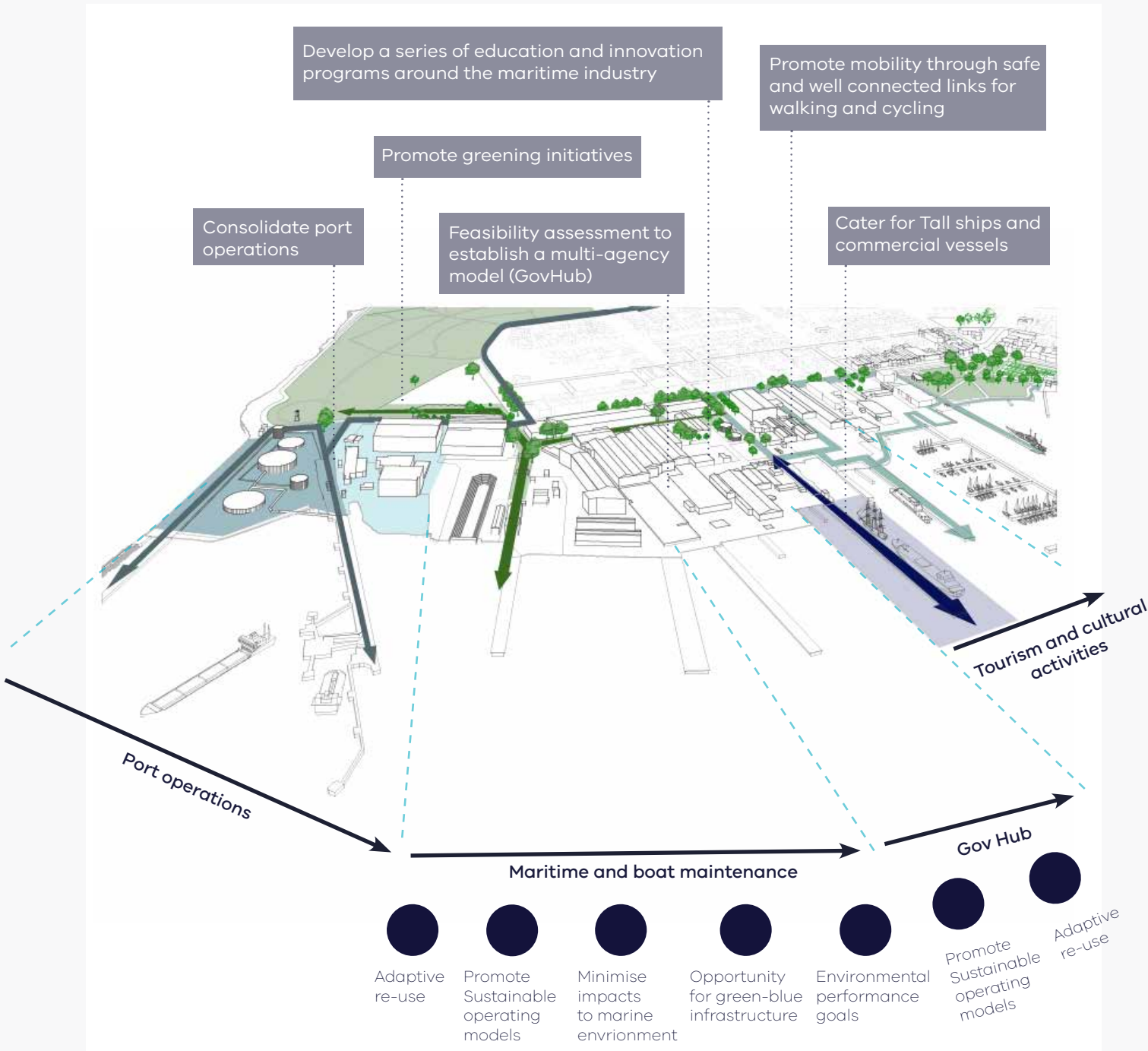
- Take proactive measures to ready the precinct to deal with the impacts of climate change. Water based infrastructure needs to be designed and built with Climate change in mind.
- In line with the Victorian *Climate Change Act 2017* and objectives of HBCC's strategies such as the Urban Forest Strategy, look at further greening and integrated water management solutions within public and private land to mitigate heat and improve climate change readiness.
- Establish clear environmental performance goals and monitoring programs for the precinct, which can be used as a measure of success and a way for land owners, operators and tenants to be aware of targets and play their part.
- Through future land use controls, design and development guidelines and provisions of the Built Environment Adaptation Action Plan (BEAAP) under development by DELWP, promote adaptive built form design, climate responsive and greening initiatives to increase canopy cover, particularly along key active transport links and within newly established public areas (e.g Ann Street recreation and tourism precinct).

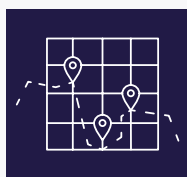
#### 4.4 Minimise adverse impacts to the marine environment

- Through targeted measures protect the intrinsic values of the marine and coastal environment in line with provisions of the *Environment Protection Amendment Act 2018* and Hobsons Bay CMMP, including the conservation of landscapes and marine wildlife, to protect shorebirds and other sea life.
- Work with owners, operators and tenants to improve maintenance practices and the management of assets, thereby reducing the risk of impact to the marine environment, as a result of current and new landside operations.
- Optimise assets within the precinct, exploring solutions such as common user berths and consolidated travel lift and boat maintenance facilities. Any centralised facility should be designed with best practice centralised waste management systems (dust, bio fouling controls etc.) to provide environmental benefits.
- Safely secure water depths and explore land use and infrastructure solutions to minimise the need for dredging and sediment controls, where possible. For example, berths for tall ships and commercial vessels on Ann Street Pier and jetties/piers within the BAE systems site.
- Promote sustainable berthing solutions within individual Yacht and Boat Club Marinas, to utilise appropriate technologies and/or avoid moorings which scour seabed areas containing seagrass.

#### 4.5 Develop a shared understanding of the precinct values

- Consider ways to involve relevant community and historical groups, and educate users of the precinct's social, economic and environmental value, and its ongoing management, to foster greater awareness and ownership.
- Working closely with operators and tenants within the precinct, develop a series of education and innovation programs around the maritime industry and aligned activities, such as boat building and other crafts.
- Support opportunities for locals and visitors to get involved in management initiatives and programs for the marine environment and foreshore, from caring to country programs, coastcare and rehabilitation and planting initiatives.





## Direction 5: A cohesive and connected precinct

Objective	Strategies
<b>5.1 Maintain a strong focus on movement and place</b>	<ul style="list-style-type: none"> <li>Focus on movement and place considerations to balance access and connectivity objectives with land use and functional requirements of operators within the precinct.</li> <li>Achieve a well-integrated precinct through careful consideration of land use, asset ownership and maintenance with movement corridors for different user groups.</li> <li>Develop a staged, costed public space renewal plan that considers all parks, streetscapes and public foreshore improvements.</li> <li>In collaboration with the Yacht Clubs and other prospective private tenants, explore opportunities for better through connections (providing safety for boat club patrons, users and pedestrians is not compromised) and appropriate edge conditions to support an enhanced experience for pedestrians and cyclists through the precinct.</li> <li>Subject to demand, enable expansion of water born transport services, by increasing the berthing capacity for ferry, cruise and charter services.</li> <li>Reinforce HBCC's strategic directions in relation to improved access and provision of transport services and parking services.</li> </ul>
<b>5.2 Open up further public waterfront access</b>	<ul style="list-style-type: none"> <li>Through a more optimal precinct structure, unlock areas to provide further public waterfront access and opportunities to engage with different cultural and maritime activities.</li> <li>Capitalise on the BAE Systems site and potential land use changes to improve access and movement objectives, in particular linkages with the Alfred Graving Dry Dock and future facilities centred on this boat maintenance / ship building heritage.</li> <li>Improve north-south connectivity and pedestrian and cyclist movement corridors to provide for a more continuous public access route along the foreshore area, from Anchorage Marina in the north, south to Point Gellibrand Park.</li> <li>In collaboration with PoM, explore alternative ownership arrangements and the potential for opening up Ann Street Pier to the public.</li> </ul>



Image: public waterfront, Port of San Diego





## Movement and Place strategy

- |   |                            |   |                            |   |                             |
|---|----------------------------|---|----------------------------|---|-----------------------------|
|  | Precinct area              |  | Access opportunity         |  | Shared use path (Bay Trail) |
|  | Train line and station     |  | Improve movement corridors |  | Priority bike network (PBN) |
|  | Public open space          |  | Key movement corridor      |  | Bus route and stops         |
|  | Built form                 |  | General boating movements  |  | Parking                     |
|  | Activity node - existing   |  | Freight movements - water  |  | Views - existing            |
|  | Activity node - proposed   |  | Freight movements - land   |  | Views - proposed            |
|  | Key destination - existing |  | Mooring ground             |  | Additional berth capacity   |
|  | Key destination - proposed |  | Ferry movements            |  | Existing public access      |



## Transitional spaces and journeys



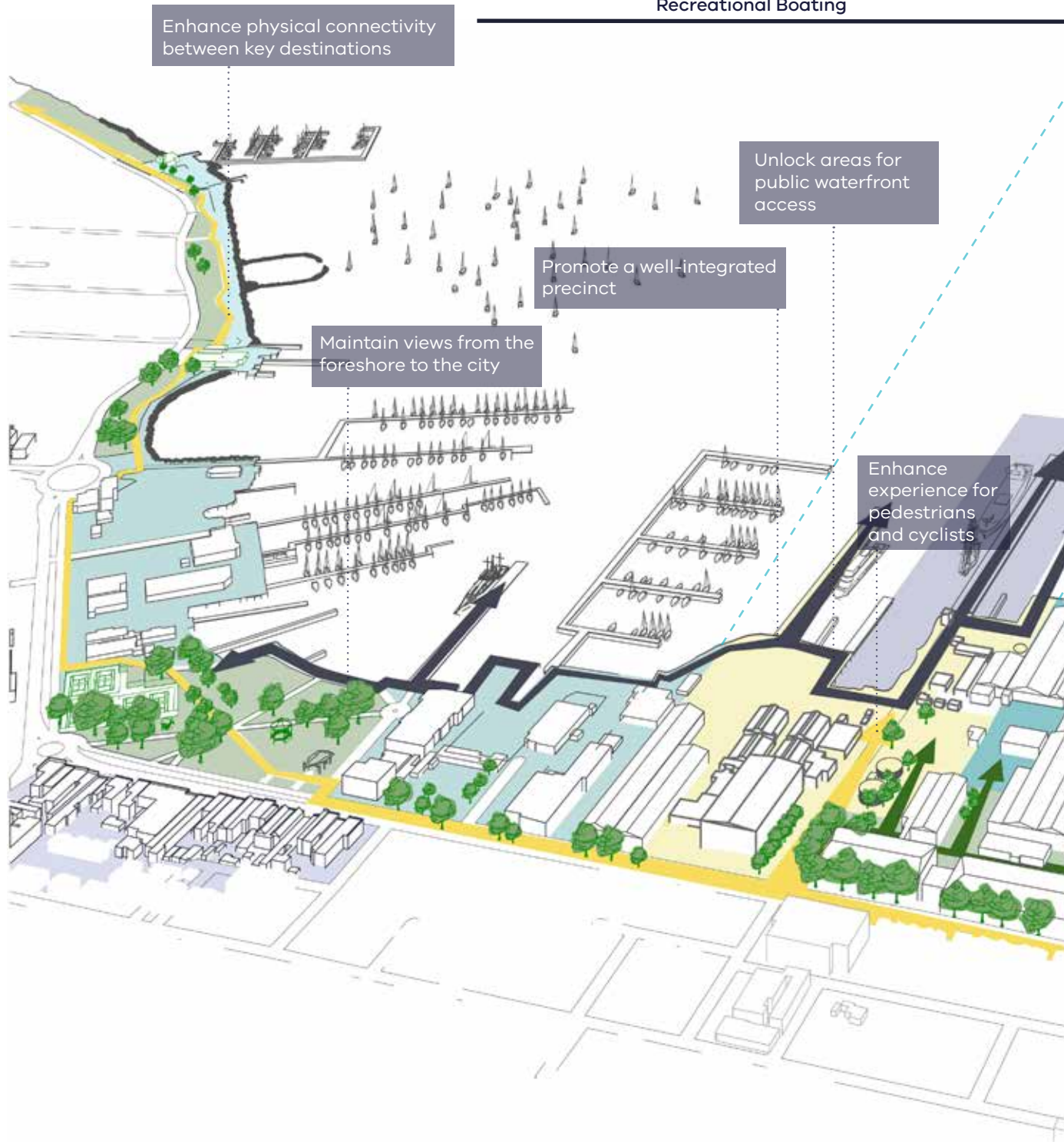
**Objective****Strategies****5.3 Allow people to revel in the amphitheatre**

- The Williamstown Maritime Precinct is an iconic arena, where people can witness and take part in various activities. It provides a stage like setting that should be preserved and celebrated, while enabling further opportunities for people to engage in its offering and enjoy scenic views over the bay and cityscape.
- Ensure significant views to the city from along the Williamstown foreshore are maintained.
- Provide opportunities for people to engage and connect with sites of heritage significance.
- Celebrate the precinct's highly valued coastal/marine environment.

**5.4 Provide an interconnected network of open space and linkages**

- Through a broader lens, focus on enhancing physical connectivity between key destinations both within and beyond the precinct.
- Promote expansion of public open space areas within the precinct, which is well connected to Nelson Parade, the Bay Trail and foreshore access points, and is safe and comfortable.
- Forge stronger linkages between water and land based activities, to reinforce a strong sense of place and vibrancy within the precinct.
- Provide a greater level of wayfinding coherence within the precinct allowing for easy and clear navigation by the local community and visitors.
- Provide opportunities for people to engage and connect with sites of heritage significance.

Recreational Boating









## Direction 6: An innovative and prosperous precinct

### Objective

### Strategies

#### 6.1 Promote industry and business growth

- Promote uses within the BAE systems site and other strategic sites that have a strong alignment with the existing port, maritime and government agency operations.
- Through the land use strategy improve commercial viability and opportunities for new industry and business growth expansion (boat recycling initiatives etc)
- Undertake a feasibility assessment for the BAE systems site, exploring viable solutions that respond to the floorspace and other functional requirements of the current and/or prospective tenants needs, ground conditions, heritage and other site constraints.

#### 6.2 Raise the status of the precinct

- Determine a suitable pathway for the WMP to gain traction and status as a significant precinct within the current Victorian Portfolio, noting the objectives set out by Government to boost innovation, productivity and build commercial success around the precinct's maritime industry specialisation.
- Seek whole of government support and funding, to explore opportunities for a GovHub and deliver other critical infrastructure upgrades within the precinct.



Image: Preserving heritage - the 'Clipper', Port of Adelaide

## Objective

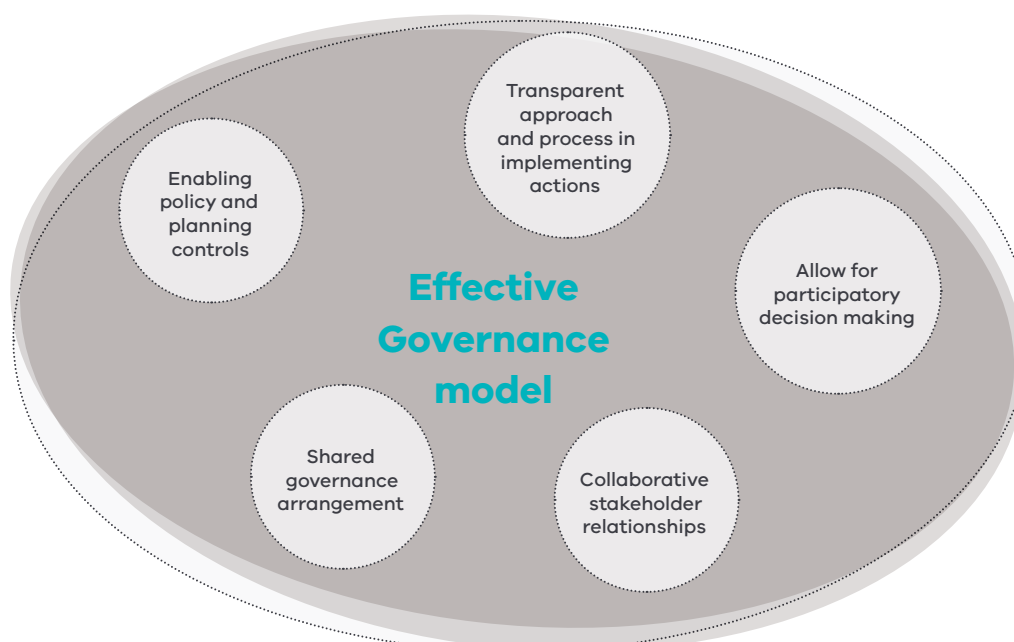
## Strategies

### 6.3 Establish clear governance and management systems for the precinct

- Provide for greater transparency and ownership in future management and oversight of the precinct and delivering actions outlined in this framework.
- Review the current governance structure and lease arrangements, to nurture strong landlord and tenant relationships and achieve objectives of the WMPF.
- Foster shared ownership and decision making in future directions for the precinct by encouraging the establishment of a reference or coordination group as part of the delivery of projects within the precinct that are in line with the direction of the WMPF.
- Establish a coordinated approach to planning controls in line with recommendations of the WMPF.
- Incorporate the WMPF into the planning policy framework, so that it becomes a reference document to guide future development and decision making for the precinct.

### 6.4 Provide a pathway to long term land and coastal management

- Advance the objectives of the Hobsons Bay City Council CMMP, and opportunities to work closely with TO representatives, to preserve, restore and enhance the foreshore and marine environment for its continued use.
- Assess the condition of the foreshore area and explore innovative solutions to rehabilitate declining areas, in conjunction with future works and enhancements to marine and land based infrastructure.
- Consider education, training and volunteer programs on coastal management practices, to improve participation, shared ownership and awareness of relevant issues.





# Precinct scenarios



The WMPF sets out the preferred land use and movement directions for the precinct. The ability to revitalise parts of the precinct and realise a more optimal structure is subject to a range of development scenarios.



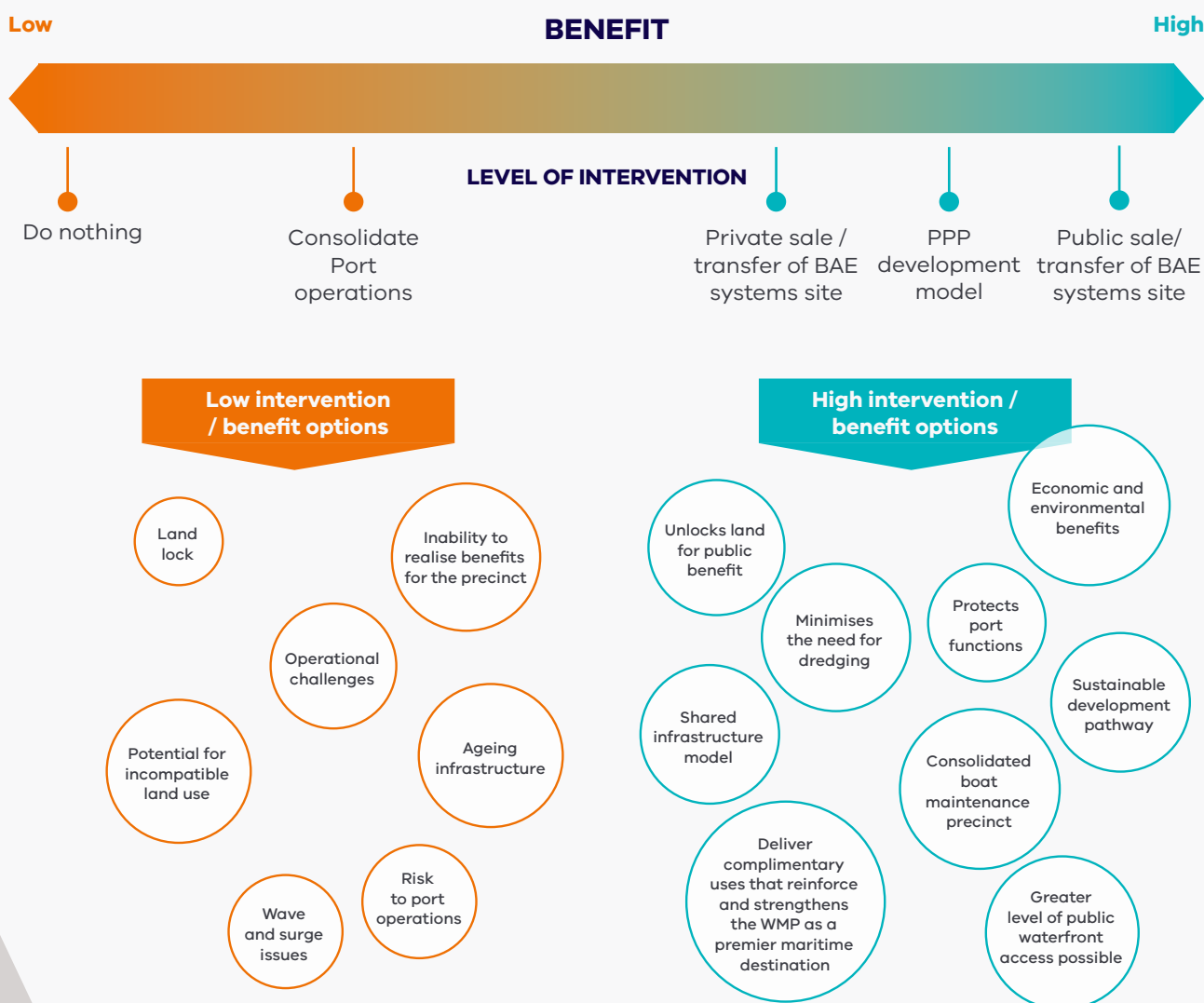


# Precinct scenarios

The WMPF sets out the preferred land use and movement directions for the precinct, however the ability to revitalise parts of the precinct and realise a more optimal structure is subject to a range of development scenarios

The ability to revitalise parts of the precinct and realise a more optimal structure is subject to a range of development scenarios. This section outlines the sliding scale of intervention and related benefits that can be realised under different scenarios, from 'do nothing' through to a more comprehensive development model that would see Government invest in the BAE systems site to secure its future potential.

It should however be noted that future uses and activities within the BAE systems site, is subject to the Worksafe Guidelines and detailed feasibility studies to confirm viability of possible development scenarios.



## Option 1 — Do Nothing

### Overview

As highlighted under the Key Insights section of this report, the precinct is facing a number of challenges. Several agencies and tenants, in particular Seaworks, Parks Victoria, Vic Police and Search and Rescue agencies, are land locked and confronted by operational challenges in respect of suitable water access, insufficient floor space to meet current and future functional needs, and issues associated with ageing infrastructure.

The Williamstown waterfront is in great demand but is susceptible to effects of wave and surge events from passing vessels, as outlined in the Williamstown Wave, Wash and Surge Study. Additionally, many assets (jetties, piers and marina infrastructure) are close to the end of their service life. There are also a number of barriers for public waterfront access at present on account of the precinct structure and land ownership arrangements. A strong desire to improve this aspect was expressed by many key stakeholders and the community during the various engagement sessions held for this project.

Under the scenario of 'do nothing', there will be significant challenges for the longevity, safety and continued operation of existing functions within the precinct. Parks Victoria is acting as the local waterway manager, however with limited funding and the growth and expansion this area, the pressures are increasing. It is these pressures that has led to the commissioning of the WMPF and based on the evidence based research and engagement to date, there are substantive grounds to warrant further investigation and investment in the precinct.

### Issues

- Ageing infrastructure at end of service life, with no strategy to prioritise investment. Safety and public liability risks may ensue.
- Risk to Port operations through the encroachment of incompatible uses.
- Inability to achieve the vision and objectives set out in the WMPF.

### Benefits

- No tangible benefits shall be realised for the precinct.
- Low cost to Government

Sustainability Development Goals	Advanced	Benefit	Comment
Climate and Energy	<div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	No net change.
Community Outreach and Port-City Dialogue	<div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	No net change.
Governance and Ethics	<div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	No net change.
Resilient Infrastructure	<div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	No net change.
Safety and Security	<div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	No net change.



Images (left to right): Boyd pier and Seaworks – Gellibrand Pile Light

## Option 2 — Consolidation of Port functions

### Overview

Based on advice sought from PoM, the Ann Street pier and adjacent storage areas are no longer required to serve their needs, and current plans are looking at staged demolition of this asset. There is an opportunity to consolidate these functions within the southern part of the BAE systems site, adjacent to the existing port operations. This will provide unimpeded port operations and greater land efficiency. It would also support suitable land provision alongside the new berth, on the north side of Gellibrand Pier. Through public acquisition, opportunities are then expanded for the use of Ann Street pier including:











- For Tall ships berthing: offering an opportunity to save on dredging Workshops Jetty and allows all Tall Ships to be berthed together. Ann St pier at circa ~250 metres in length would satisfy all Tall ship berthing needs, if ships were to moor on both sides.
- For public use: allowing key State Government Agencies to review the need to maintain and rehabilitate other piers that are well beyond their service life. The use of Ann St Pier in place of others may offer a lower cost investment pathway in the longer term.
- For improving visitor services and attractions, such as:
  - Facility for accommodating small cruise ships and cruise ship transfers from Station pier;
  - Allowing ferry service providers to optimise their operations between Gem Pier and Ann St Pier;
  - Housing visiting ships; and
  - Promoting the return of the Enterprize and Alma Doepel tall ships to homeport from Williamstown.

### Issues

- Subject to policy decision and ongoing funding, as to whether it becomes a local port asset.
- Acquisition and repair/maintenance costs, and existing asset liability associated with Ann Street Pier.
- Ongoing management responsibilities for berthing and associated dredging requirements (6m depth maintained alongside Ann Street Pier by PoM currently).
- Redirecting a portion of foot traffic to Ann Street Pier from Gem Pier. Further investigations required into the impact on tourism for adjoining retailers and service providers.

### Benefits

- Protect and improve the functionality and quality of Ann Street pier to host commercial, touristic and tall ship vessels.
- Social and economic benefits through increased capacity to cater for Tall Ships and commercial vessels.
- Minimises the need for dredging at Workshops Jetty, providing environmental benefits.
- Ability to relieve congestion and pressure on Gem Pier.
- More efficient use of land around the Pier and opens up opportunities along and south of Ann Street, to create a continuous spine with public access, adjacent to Seaworks.

Sustainability Development Goals	Advanced	Benefit	Comment
Climate and Energy			No real change or benefit anticipated.
Community Outreach and Port-City Dialogue			Unlocks area around Ann Street pier for public access and further tourism/cultural activities, improving the urban/port interface. This may provide for positive public favour.
Governance and Ethics			No real change or benefit anticipated.
Resilient Infrastructure			Would allow for continued use of Ann Street pier for public access, common user berths, tall ships and other commercial vessels.
Safety and Security			Some benefit anticipated for port operations and Seaworks.

## Option 3 — Private sale/transfer of BAE systems site

### Overview

The greatest benefits within the precinct shall be realised through the sale or transfer of the BAE systems site. The site represents a strategic re-development opportunity, with existing buildings and assets that may be re-purposed for maritime and complementary activities. Based on the way land has developed within the broader local area, Williamstown affords a unique lifestyle opportunity. There has been a demonstrated and strong growth in the demand for residential and commercial development over the last decade, with land south-east of the Port re-developed as a mixed use precinct.











The private sale of this site would in the same way, pose a risk to the current Port of Melbourne operations, placing it under pressure and risk of re-development for alternative uses, unless managed through strict planning controls. Given the presence of on-site tanks for liquid fuel storage within the Port, Worksafe MHF guidelines currently prohibit certain uses. That said, any private developer who purchased the site would look at maximising the overall yield and profit margins. Objectives that have been established as part of the WMPF, particularly in respect of maintaining heritage and the establishment of a GovHub would be unlikely, unless delivered through a PPP model or through further regulatory controls.

### Issues

- Further detailed site investigations and feasibility studies required to understand land potential, to attract prospective buyers. Would need to investigate extent of contamination and rehabilitation options.
- No guarantee or assurance of future land use/development of the BAE systems site. Potential for incompatible uses and pressure placed on port operations.
- Subject to the design solution, lower likelihood of achieving public amenity, place-based and sustainability objectives. It would also limit the potential for a consolidated boat lift, maintenance, repair and storage facilities.
- The site is currently set up for a very specific purpose and new uses may be incompatible with the current fixed assets requiring significant demolition. This adds to cost and potential contamination risks depending on any new use.
- GovHub model would not be delivered under this scenario (unless the required area is leased/purchased), and therefore does not address land lock and operational challenges for existing tenants.

### Benefits

- Land sale would see derelict buildings / underutilised areas of the BAE systems site utilised for alternative functions.
- Other socio-economic and environmental benefits would be subject to the design and development outcome.
- Liability would sit with the private sector and as such, taxpayers do not pick up the cost.

Sustainability Development Goals	Advanced	Benefit	Comment
Climate and Energy			Subject to master plan outcome, however some net benefit anticipated on account of re-purposing of site.
Community Outreach and Port-City Dialogue			Subject to master plan outcome, however some net benefit anticipated on account of improving port/urban interface.
Governance and Ethics			No net change or benefit anticipated.
Resilient Infrastructure			Would likely result in rationalisation and repurposing of existing assets and infrastructure within the BAE systems site.
Safety and Security			Subject to master plan outcome, however some net benefit anticipated on account of re-development, particularly Ann St.



### Option 4 — Public sale/transfer of BAE systems site

#### Overview

As highlighted under Option 3, redeveloping the BAE systems site will generate widespread benefits for the precinct, and more broadly support further tourism and cultural uses, business and industry growth. This option provides the greatest gains, by securing the site's future and long-term strategic land use direction.

The division of land, as represented in the preferred land use and movement strategy would support:

- The expansion of tourism and cultural space and complementary commercial functions along the northern part of the site, outside of the MFH outer safety area, adjacent to Seaworks
- A GovHub precinct, supporting the relocation of existing Government Agency tenants who are at capacity and would benefit from a consolidated centre, along with other prospective aligned agencies
- Maritime heritage and boat maintenance industry operations and access to the historic Alfred Graving Dry Dock area, which complement the port and maritime functions in this location
- Expansion of the Port area, to enable the existing facilities and storage areas from Ann Street Pier to be consolidated within the one location.

#### Boat maintenance and maritime heritage

Land uses within the inner safety zone of the MHF need to be compatible with the industrial setting of the Gellibrand Pier operations. On that basis, boat maintenance, port and industrial uses would be compatible uses and fit reasonably well based on initial guidance from Worksafe. The establishment of an expanded boat maintenance precinct in Williamstown would help to satisfy the needs of the Victorian boating industry and Tall Ship operators who have reinforced this idea throughout our engagement. This includes:

- The need to access suitable berths / piers where on-water maintenance can be undertaken in Victoria. Options are currently limited for the likes of the SeaRoad Ferries, Port Phillip Ferries, Tall Ships, Tugs and Work Boats. Structures offered in Docklands / along the Yarra River are reported to be of insufficient structural capacity.
- Access to a lift out facility of at least 400 tonnes and potentially more than 1000 tonnes to facilitate boat repairs and maintenance for vessel fleets now operating in Port Phillip, Westernport, Tasmania and the east coast. This could potentially be established as a 'sister'

facility to that currently available in Launceston under the ownership of SeaRoad Ferries. The facility in Launceston is somewhat constrained by water depth and air draught restrictions.

Establishing a boat lift-out facility in Williamstown may also provide an opportunity for co-contribution from the Port of Melbourne. As set out earlier, they have an obligation to provide access to such a facility in Melbourne, but the current slipway in Victoria Dock is a constraint to their planned expansion of container capacity. New facilities in Williamstown could in fact be a replication of lift out capacity from Victoria Dock, which provides a win-win opportunity for PoM and locals together.

Lift out facilities and lay down areas on land (suited to number of vessels and safe working areas around them) – with travel hoists are ideal as they can transfer boats to different locations. Slipways limit the number of vessels that can be worked on at any one time. An area of between 1.5 to 4 hectares would likely be sufficient. The eastern portion of the BAE systems site offers over 4 hectares in area and would be suitable for this purpose.

Associated 'on-water' berths would also be required to allow on-water boat repairs and minimise the need to lift boats. Ideally something 100-200 metres alongside the berth. These facilities would also necessitate power, water and lighting services, and the installation of run-off waste/water collection systems. The vacant piers and jetties on the BAE systems site could be considered for this.

An expanded boat maintenance precinct, may also provide a solution to the dredging challenge that exists as a consequence of constrained water depths around some of the yacht clubs and boat maintenance facilities located north of Ann St Pier. If such operations were relocated to the BAE systems site as part of a centralised boat maintenance facility, it is anticipated that the dredging programme under consideration could be reduced.

The waterfront, and vacant piers and jetties on the BAE systems site could be used to support a boat maintenance precinct, providing much needed on-water maintenance berth infrastructure. The existing sheds and warehouse structures can be repurposed for boat maintenance purposes.

### GovHub Model

Compatible land uses within the outer safety zone of the MHF include industrial, commercial and light industrial uses and for operators with an awareness of operational hazards and risks. Such land within the BAE systems site could be considered for establishment of a multi-agency government hub.

Discussions regarding the Seaworks site have shown that Parks Victoria, Vic Police and the Marine Search and Rescue teams are currently constrained and working in a sub-optimal manner. Their current location within the Seaworks footprint also affects the free movement of public in the area and constrains the Seaworks in their delivery of their masterplan.

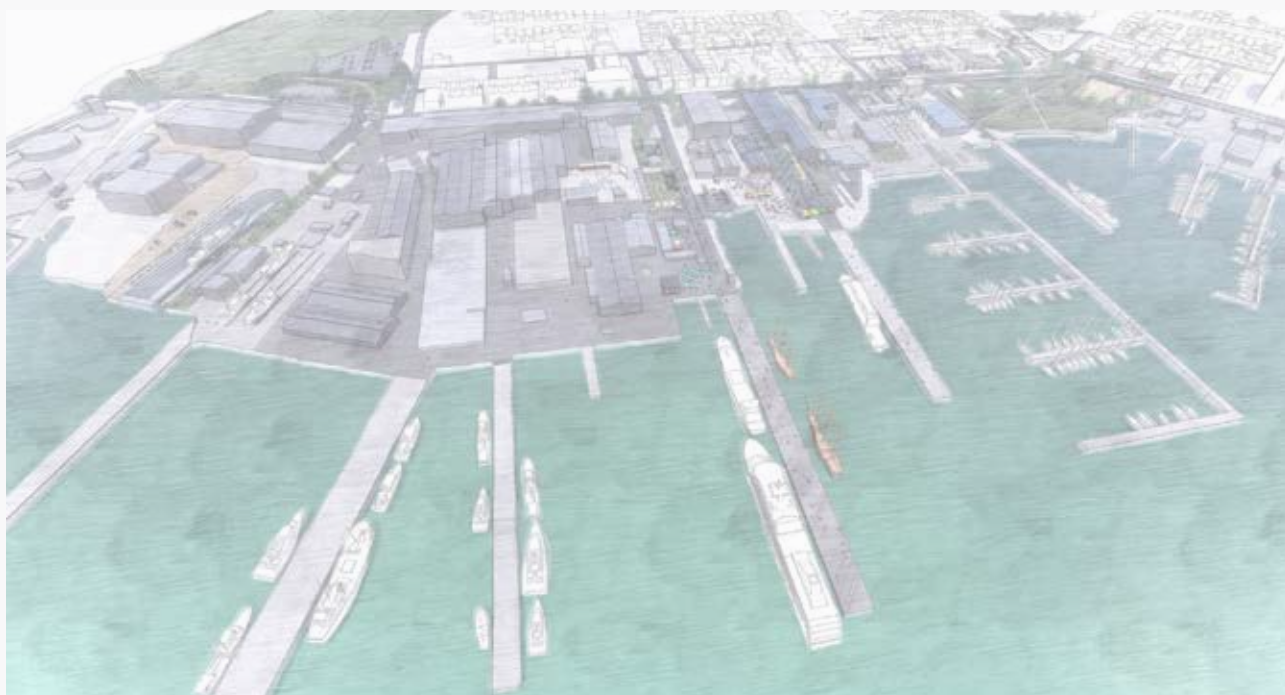
Pulling these government departments out of Seaworks site, and relocating them to the BAE system site provides an opportunity for multiple parties to prosper. This has potential to create the following benefits, including:

- Allowing Seaworks to grow, provides greater opportunity for them to increase revenue and help them maintain the assets on their site;
- Public access along the waterfront and adjacent yacht club can be achieved;
- Providing a new footprint for Vic Police, would be expected to unlock their current operational constraints, providing them with secure facilities, unconstrained access to water and sufficient space for their growing operation;

- Better cohesiveness and collaboration between like agencies;
- Co-locating multiple government agencies also provides an opportunity for government to save expenditure in the longer term, both through leasing costs and economies of scale – especially if multiple agencies can be co-located; and
- Locating government agencies adjacent to a dedicated boat maintenance precinct would also address a number of current shortfalls faced by Vic Police – i.e easy access to boat maintenance services.

### Expanded tourism and cultural area

The northern portion of the BAE systems site, may also provide an opportunity for expansion of commercial and cultural/touristic activities which are centred around Gem Pier and the Seaworks site currently. This concept along with the re-purposing of the Ann Street Pier, provides an optimal point of access for public waterfront access, and the mooring of Tall Ships and other charter watercraft. As a continuous spine connecting with the residential neighbourhood to the south, and given its adjacency with Seaworks, there is an opportunity to further capitalise on this area.













*Artistic impression - realising opportunities under Option 4*

### Issues

- Would need to investigate extent of contamination investigated and consider rehabilitation options.
- Significant investment costs.
- Would necessitate an audit of existing infrastructure assets (condition, use, function) and the implementation of a prioritisation tool such as the Sustainable Local Ports Framework, to help inform infrastructure investment and the rationalisation of jetty and pier infrastructure, and ownership/lease arrangements.
- Requires further site and feasibility assessment, and detailed cost/benefit analysis.
- Would demand modifications to existing infrastructure.

### Benefits

- Anticipated to minimise the need for dredging in other parts of the precinct.
- Unlocks land constraints for Vic Police, Search and Rescue, Parks Victoria and Seaworks.
- Protects existing Port functions, with aligned industry facilities adjacent to the Port within the MHF inner safety zone.
- Ability to secure public access through to the Alfred Graving Dry Dock.
- Promotes optimal use of land and infrastructure assets within the BAE Systems site, and the precinct as a whole.
- Provides an opportunity to deliver centralised waste management systems, to reduce and mitigate environmental impacts within the precinct.
- Economic benefits and efficiencies gained through shared models.

Sustainability Development Goals	Advanced	Benefit	Comment
Climate and Energy			Ability to consolidate service, lift out and boat maintenance functions and employ best practice environmental approaches for such facilities. Other climate and energy benefits can be realised on account of lower dredging requirements.
Community Outreach and Port-City Dialogue			Would create an optimal precinct structure, enabling greater land use synergies, with the potential to improve the urban/port interface and dialogue around port functions.
Governance and Ethics			Provides greater opportunity to realise benefits through a shared ownership and governance model.
Resilient Infrastructure			Development model would capitalise on existing buildings and optimise the use of current and new infrastructure.
Safety and Security			Provides a more logical structure, aiding future security and safety objectives.

# Appendix





# Appendix A

## Glossary and technical terms

### Glossary

Acronym	Term
CBD	Central business district
CHS	Cultural Heritage Significance
CHMP	Cultural Heritage Management Plan
CMMP	Coastal and Marine Management Plan
DoT	Department of Transport
GHD	Gutteridge, Haskins and Davey Pty Ltd (Consultant)
DELWP	Department of Environment, Land, Water and Planning
DJPR	Department of Jobs, Precincts and Regions
DTF	Department of Treasury and Finance
HBCC	Hobsons Bay City Council
HBYC	Hobsons Bay Yacht Club
HV	Heritage Victoria
MHF	Major Hazard Facility
PoM	Port of Melbourne
PSC	Project Steering Committee
PV	Parks Victoria
RAN	Royal Australian Navy
RVMYC	Royal Victorian Motor Yacht Club
RYCV	Royal Yacht Club of Victoria
SGD	Significant ground disturbance
SDG	Sustainability Development Goal
TO	Traditional Owners
WMP	Williamstown Maritime Precinct
WMPF	Williamstown Maritime Precinct Framework
WSC	Williamstown Sailing Club
WWWSS	Williamstown Wave, Wash and Surge Study

## Technical terms

Acronym	Term
<b>Active transport</b>	Refers to walking and cycling, and other non-motorised modes of transport.
<b>Air draught</b>	Distance from the highest point of a vessel to the waterline.
<b>Artefact</b>	An object made by a human being, typically one of cultural or historical interest.
<b>Berth</b>	An allotted place at a wharf, dock or marina for marine vessels.
<b>Dredging</b>	Removal of sediments and debris from the bottom of water bodies, to avoid sedimentation caused through natural processes of sand and silt washing downstream, which can gradually fill channels and harbours. Dredging is often required to maintain the depth of navigation channels or berthing areas, to ensure safe passage for vessels.
<b>Fairway</b>	Section of a marine waterway that is specifically designed as an approach channel, designed for safe navigation of vessels in one or two-way traffic.
<b>GovHub</b>	Development model initiated by the Victorian Government. The aim is to diversify local economies, attract new industries, create new employment opportunities and improve liveability. This development model promotes the co-location of aligned Government Agencies and/or private organisations, to create specialist hubs for related activities.
<b>Homeported</b>	The port in which a vessel is registered, operates or is permanently based.
<b>Liquid bulk</b>	Liquid bulk products include crude oil, gasoline, diesel and biofuels, liquid chemicals and edible oils and fats.
<b>Marine environment</b>	Ecosystems and habitats that support marine life within saltwater bodies of water.
<b>Maritime</b>	Activities which are directly associated with the sea or waterways to the sea in relation to navigation, shipping and trade.
<b>Mooring</b>	Any permanent structure to which a vessel may be secured, including quays, wharfs, jetties, piers and buoys.
<b>Planning zones</b>	The planning scheme zones land for particular uses, for example, residential, industrial, business or other. The zones are listed in the planning scheme and each zone has a purpose and set of requirements.
<b>Planning overlays</b>	The planning scheme map may show that a piece of land has an overlay as well as a zone affecting it. Not all land has an overlay. Some land may be affected by more than one overlay.
<b>Slipway</b>	A boat ramp or slope leading down into water, used for launching and landing vessels and repairing them.
<b>Terrestrial environment</b>	Ecosystems and habitats that are found only on landforms.
<b>Wayfinding</b>	Orienting oneself within an area, to plan and follow a route.

# Appendix B

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# Appendix B

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HMAS Castlemaine vessel stationed at Williamstown	28	GHD
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The Enterprize Tall ship, homeported at the Docklands	29	Creative commons
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Tall ship events at Port of San Diego; Emu Bay Pier, Kangaroo Island	63	Creative commons
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# Appendix C

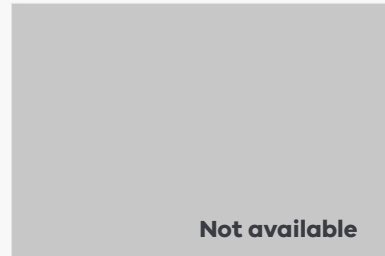
## Relevant strategies



<b>Title</b>	<b>Williamstown Foreshore Strategic Plan 2010, Parks Victoria (review of 2000 Plan)</b>	<b>Hobson's Bay Biodiversity Strategy 2017-2022</b>
<b>Year</b>	2010	2017
<b>Summary</b>	<p>A review of the 2000 Williamstown Foreshore Strategic Plan (Strategic Plan) was undertaken to produce a revised plan for the following ten year period from 2010-2020. The intent of the Strategic Plan is to provide direction for the use and development of land along the foreshore and adjoining waterways from Stony Creek Park (to the north) to Point Gellibrand Coastal Heritage Park (to the south), focusing on both land and water based activities.</p>	<p>The Biodiversity Strategy is a five year strategy with a vision to value and protect the unique biodiversity of Hobsons Bay for current and future generations. The Strategy recognises the diverse array of native plants and animals within the municipality, particularly along its coastline and waterways, and its importance for the large range of ecosystem services that it provides the local community.</p>
<b>Relevance to the WMPF</b>	<p>The Strategic Plan separates the area into five precincts to guide the direction on use and development, with two of those precincts included in the WMPF project area - Precinct Four (Williamstown Centre) and Precinct Five (The Wharves). The Master Plan includes the following focuses relevant to the WMPF:</p> <ul style="list-style-type: none"> <li>• Congestion around Gem Pier</li> <li>• Potential for land and water based expansion</li> <li>• Opportunity for co-location of facilities</li> <li>• Improving public links to the foreshore</li> <li>• Proposed redevelopment of the Knight's Slipway site and Williamstown Seaworks site</li> <li>• The Master Plan outlines a number of recommended actions to implement the Strategic Plan and develop the Precinct.</li> </ul>	<p>The Strategy identifies a large part of the WMPF area as an area with a 'very high Significant Biodiversity Class'. Ongoing protection and management of these areas is important to the local community, with habitat loss and scale of development identified as the two of the top threats. The Strategy also suggests that people value being able to interact with the natural environment. Of the six biodiversity goals that the Strategy identifies, those relevant to the WMPF include:</p> <ul style="list-style-type: none"> <li>• Build ecosystem resilience through long term, adaptive planning</li> <li>• Utilise urban ecology and natural area management to prevent the loss of species</li> <li>• Protect the unique biodiversity through holistic strategic land use planning</li> <li>• Incorporate recreational benefits without compromising biodiversity.</li> </ul>



Title	Port of Melbourne's 2050 Port Development Strategy (Draft)	Coastal and Marine Management Plan, Hobsons Bay City Council (at community consultation phase)
Year	2019	2020
Summary	<p>The draft 2050 Port Development Strategy (2050 PDS) sets out a strategic framework for the future growth and development of the Port over the next 30 years through to 2050.</p> <p>The 2050 PDS outlines its high-level plans and approach for developing the capacity and efficiency of the Port and providing a planning framework to do so. The Draft 2050 PDS was released in November 2019 for consultation and the final 2050 PDS was expected in mid-2020.</p>	<p>Hobsons Bay City Council (HBCC) is currently developing a Coastal and Marine Management Plan (CMMP) to guide the future management of its coastal and marine areas. The CMMP is being developed in consultation with local community, Traditional Owners and a range of stakeholders. Community consultation closes on 20 September 2020. Long term objectives for the CMMP are to be aligned with pillars of the Marine and Coastal Policy.</p>
Relevance to WMPF	<p>There are four principles that underpin the PDS. Of relevance to the WMPF are:</p> <ul style="list-style-type: none"> <li>• Develop Port capacity that responds effectively to the changing nature of future demand</li> <li>• Support the delivery of capable and reliable landside transport networks for distributing Port freight</li> <li>• Consider opportunities for social and environmental initiatives as part of Port development activities.</li> </ul> <p>The 2050 PDS specifically recognises the Gellibrand and Breakwater Piers for the storage and handling of liquid bulk. It also identifies that there is forecast continued growth in liquid bulk trade and the need to handle larger liquid bulk vessels, which is expected to result in the need for expanded liquid bulk capacity. Identifying the preferred arrangement and location for developing new liquid bulk capacity is identified as one of nine projects PoM proposes to deliver by 2035. The 2050 PDS also recognises the importance that buffers play in supporting the safe and efficient running of the Port, while mitigating noise and visual amenity impacts to local communities associated with port operations.</p>	<p>Management of the foreshore is a shared responsibility between HBCC, DELWP, Parks Victoria, Melbourne Water and PoM, with each stakeholder facing a range of existing and future management issues and challenges. A key focus of the CMMP is to balance the many uses and values of the coastal and marine areas, which the WMPF must also consider.</p>



<b>Title</b>	<b>Experience Hobsons Bay Tourism Strategy 2019-2024, Hobsons Bay Business</b>	<b>Williamstown Wave, Wash and Surge Study, Parks Victoria</b>
<b>Year</b>	2019	2021
<b>Summary</b>	<p>The Experience Hobsons Bay Tourism Strategy (EHBTS) sets out the importance of Williamstown as a tourist destination for the local economy and jobs, with tourism a major contributor to the local economy. The EHBTS outlines the key themes and objectives that will guide Council's work in supporting the sustainable growth of the local visitor economy, with four key themes:</p> <ul style="list-style-type: none"> <li>• Recognising the visitor economy</li> <li>• Rich experiences</li> <li>• City image and presentation</li> <li>• Leadership.</li> </ul>	<p>Parks Victoria engaged consultants, BMT Group, to undertake the Study to identify and categorise 'wave, wash and surge' events intermittently experienced and reported by stakeholders. The aim was to better understand potential causes and dynamics of the 'wave, wash and surge' events through monitoring and data analysis, and identify high level options to guide future planning of the study area. A stakeholder reference group was established including Boating Industry Association of Victoria, Department of Transport , Hobsons Bay Yacht Club, Port of Melbourne, Transport Safety Victoria, Ports Victoria, and the Royal Yacht Club of Victoria.</p> <p>The Study found:</p> <ul style="list-style-type: none"> <li>• Wave events arise from both individual and multiple vessels</li> <li>• Over four months almost 8,400 wave events were detected at three Williamstown marina locations</li> <li>• More than 90% of wave events have amplitudes less than ten degrees</li> </ul>
<b>Relevance to WMPF</b>	<p>The EHBTS specifically identifies the Seaworks site as a major attraction in Hobsons Bay, having an important role in attracting visitors and raising the profile of the local tourism industry. The EHBTS also identifies a number of key assets, attractions and experiences in the Precinct including Gem Pier, HMAS Castlemaine, Nelson Place heritage precinct, Point Gellibrand Coastal Heritage Park and sailing clubs. The WMPF must consider the impacts of intensifying industrial activity on this area as a tourist</p>	<p>The Study identifies actions to mitigate effects of incident waves on the study area.</p>



# Appendix D

## Precinct maps

### PLANNING ZONES



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Metres  
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Grid: GDA 1994 MGA Zone 55



LEGEND  
Road  
Railway  
Precinct Area  
Parcel

Planning zone  
Commercial 1  
General Residential  
Public Park and Recreation  
Public Use

Public Use - Transport  
Port  
Road - Category 1  
Special Use



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Planning Zones



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Metres  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55



LEGEND  
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Railway  
Precinct Area  
Parcel

Planning zone  
Commercial 1  
Commonwealth Land  
General Residential  
Mixed Use

Public Park and Recreation  
Public Use  
Public Use - Transport  
Special Use



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Planning Zones



**Table 1 Precinct Planning Zones**

Zone	Purpose	Restricted Uses
<b>Special Use Zone 2 and 5 (SUZ2 – Port of Melbourne) (SUZ5 – Hobsons Bay)</b>	To recognise the importance of the Port of Melbourne and its environs as a focus for major marine industrial development. To support the special importance of shipbuilding operations and its contribution to State economic development and employment. To provide for development which protects the amenity, safety and character of nearby areas	Generally consistent with zone purposes, while also permitting a limited range of other uses that are not marine industry related.
<b>Special Use Zone 3 (SUZ3) Hobsons Bay</b>	To provide for the operation and expansion of the petrochemical industry in a manner that does not affect the safety and amenity of nearby areas. To provide for the minimisation of exposure to risk to health or life of persons working in or visiting the area. To provide for the orderly and proper development of the area and for adequate landscaping to reduce the visual impact of the petrochemical complex.	Generally consistent with zone purposes, largely limiting uses to the petrochemical industry.
<b>Special Use Zone 4 (SUZ4) Port of Melbourne</b>	To provide navigable channels and access for shipping to the Port of Melbourne as a key area of the State for the interchange, storage and distribution of goods; and to provide for boating and recreational uses within the waters of Port of Melbourne	Generally consistent with zone purposes.
<b>Port Zone (PZ) Port of Melbourne</b>	To recognise the significant transport, logistics and prime maritime gateway roles of Victoria's commercial trading ports in supporting Victoria's economy. To provide for shipping, road and railway access and development of Victoria's commercial trading ports for the interchange, storage and distribution of goods and to provide for uses which derive direct benefit from co-establishing with a commercial trading port.	A number of uses in the PZ are restricted, including leisure and recreation, office, employment training centres and recreational boat facilities.
<b>Mixed Use Zone (MUZ) Hobsons Bay</b>	To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality. This includes higher density housing that responds to the existing or preferred neighbourhood character of the area and to facilitate the use, development/redevelopment of land.	A number of uses require a planning permit, including retail and industry.
<b>General Residential Zone (GRZ) Hobsons Bay</b>	To encourage development that respects the neighbourhood character of the area, to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport, and to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.	Generally consistent with zone purposes, while also permitting a limited range of non-residential uses. The GRZ is located adjacent to the Precinct to the east (predominantly zoned SUZ and MUZ). This could cause amenity issues as GRZ land uses are generally not compatible with adjacent industrial uses. Reducing restrictions around retail uses in key locations could facilitate development and activation of the area.
<b>Commercial Zone (C1Z) Hobsons Bay</b>	To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses and to provide for residential uses at densities complementary to the role and scale of the commercial centre.	Generally consistent with zone purposes.
<b>Public Park and Recreation Zone (PPRZ) Hobsons Bay</b>	To recognise areas for public recreation and open space, to protect and conserve areas of significance where appropriate, and to provide for commercial uses where appropriate.	A number of uses are prohibited in this zone however, this is consistent with the zone purpose.

PLANNING OVERLAYS



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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55



LEGEND  
— Road  
— Parcel  
— Railway  
— Precinct Area  
Planning overlay  
Design and Development



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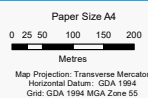
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## PLANNING OVERLAYS



LEGEND

 Road  
 Railway  
 Precinct

☐ Parcel

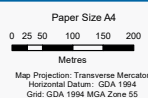
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LEGEND

 Road  
 Railway  
 Precinct

☐ Barcel

**Planning overlay**



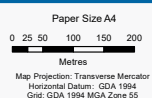
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## HERITAGE SITES



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== R

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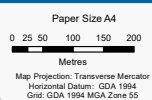
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Heritage

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LEGEND

—— R<sub>1</sub>

==== R<sub>2</sub>

--- P<sub>1</sub>

**Planning overlay**



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Heritage

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**Table 2 Precinct Planning Overlays**

Overlay	Location	Purpose	Restricted/ Requirements
<b>Design and Development Overlay (DDO) Hobsons Bay</b>	Schedule 4 - Point Gellibrand Heritage Park and foreshore. Schedule 8 - Mill Lane and Garden Street, Nelson Place, Ferguson Street between Nelson Place and the Strand, James and Aitken Streets and Rifle Range Estate Schedule 11 -Former Port Phillip Woollen Mills and Surrounds	The DDO identifies areas which are affected by specific requirements relating to the design and built form of new development. Each schedule relates to a different location and ensures appropriate design guidelines are in place for each location.	Maximum building heights of two storeys (Schedule 4); three storeys (Schedule 8); and varying height restrictions from 10 metres to 25 metres (Schedule 11).
<b>Heritage Overlay (HO) Hobsons Bay</b>	Schedules - various (refer Heritage report) All land south of Nelson Place and some land located within the wharves area.	To conserve and enhance heritage places of natural or cultural significance and those elements which contribute to the significance of heritage places. To ensure that development does not adversely affect the significance of heritage places. To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.	Restrictions on external changes may be seen as a barrier to development. Refer heritage background report for detail.

HERITAGE SITES



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**LEGEND**

- Road
- Railway
- Precinct Area
- Heritage Inventory
- Heritage Register
- Aboriginal Cultural Heritage Sensitivity
- Parcel

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Grid: GDA 1994 MGA Zone 55

**LEGEND**

- Road
- Railway
- Precinct Area
- Heritage Inventory
- Heritage Register
- Aboriginal Cultural Heritage Sensitivity
- Parcel

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Heritage

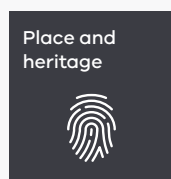
**Table 3 Historic heritage places listed within the Register of the National Estate**

Place I.D	Historic Heritage Place name	Address
5518	Former Advertiser Building	205 Nelson Place, Williamstown
5530	Alfred Graving Dock	Williamstown Dockyard 2-10 Nelson Place, Williamstown
15455	Former Bank of Australasia	189 Nelson Place, Williamstown
15681	Bay View Hotel (former) and Shop	175 Nelson Place, Williamstown
103644	Blunts Boatyard and Slipway	150 Nelson Place, Williamstown
15378	Residence	11 Coxs Garden, Williamstown
15484	St Helliers	12 Coxs Garden, Williamstown
5520	Customs House (former)	128 Nelson Place, Williamstown
5529	Former residence	43 Aitken Street, Williamstown
5522	Ashton Villa	64 Pasco Street, Williamstown
2484	Fort Gellibrand Battery Precinct	Morris Street
103804	Fort Gellibrand Commonwealth Area	Morris Street
5517	Holy Trinity Anglican Church	Nelson Place
5911	Holy Trinity Vicarage	Nelson Place
5516	Time Ball Tower	6-18 Battery Road, Williamstown
6024	Manchester Unity Oddfellows Hall	26 Pasco Street, Williamstown
5507	Mandalay	24 The Strand, Williamstown
5521	Former Morgue	8 Ann Street, Williamstown
14933	Former Royal Hotel	85 Nelson Place, Williamstown
16106	Point Gellibrand Area	Nelson Place, Williamstown
5513	Residence	231 Nelson Place, Williamstown
5515	Presbyterian Manse (former)	27 Lyons Street, Williamstown
5519	Steam packet hotel	13 Cole Street, Williamstown
5511	Tide Gauge House (former)	Nelson Place
102325	Time Ball Tower and Precinct	6-18 Battery Rd, Williamstown
15348	Tudor House	52-54 Pasco Street, Williamstown
15452	White House	5 The Strand, Williamstown
101654	Wilkinson Memorial Drinking Fountain	Nelson Pl, Williamstown
14966	Williamstown Post Office (former)	Cole St, Williamstown
102751	Williamstown Railway Station Precinct	Hanmer St, Williamstown
14960	Williamstown State Primary School (1878)	Cecil St, Williamstown



# Appendix E

## Issues and opportunities



## Place and heritage

### Key Insights

The Williamstown Maritime Precinct is unique and holds great historical and place value. The Port and maritime activities, vessels moored at piers, and distinctive foreshore setting, has become part of the skyline and charm of Williamstown. Long before it was a seaport, mud flats along the foreshore were used by the First Nation people for fishing and aquaculture. Based on the initial round of engagement with the community and key stakeholders, there is a strong sentiment that the character and heritage of the precinct and Williamstown more broadly needs to be preserved and celebrated. The preservation, interpretation and communication of cultural and maritime history at present lacks coherence, and requires a holistic and integrated strategy in to the future.

The key challenges and opportunities in respect of place identity and heritage are identified below:

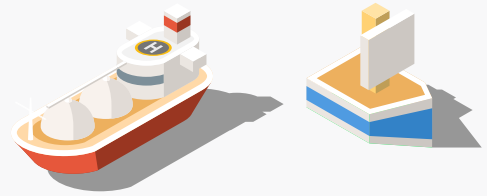
#### Challenges/Barriers

- 1 Lacks a cohesive strategy to reinforce a strong place identity and brand.
- 2 While there is recognition that the port and maritime functions are part of the urban fabric and history, there is a perceived conflict between foreshore amenity and these critical activities.
- 3 Historic infrastructure is crumbling and inaccessible.
- 4 Disconnected assemblage of historical elements that lacks coherence.
- 5 Preservation and cost implications of maintaining depreciating heritage assets, such as the Alfred Graving Dry Dock, Ann Street, Boyd and Commissioners Piers.
- 6 Precinct disjointed due to the current land tenure arrangements.

#### Opportunities

- 1 Protect and celebrate the cultural and maritime heritage of the precinct. Acknowledgement that this needs to be a shared responsibility.
- 2 Meaningful recognition of Indigenous values.
- 3 Build on place identity through storytelling and interactive interpretation of maritime and cultural heritage.
- 4 Provide opportunities to see and participate in maritime skills and trades, such as boat building and maintenance. There is an opportunity to build a strong education hub around maritime activities.
- 5 Improve overall public amenity and access along the waterfront.
- 6 Open up access opportunities to significant landmarks and sites of heritage significance, particularly the Alfred Graving Dry Docks.
- 7 Educate locals and visitors on the history and significance of the area, port and maritime activities.
- 8 Improve connections to heritage features, sites and landmarks, through historic and cultural awareness initiatives.
- 9 Reinforce the history and significance of the port.
- 10 Expand on education and tourism offer at Seaworks reinforcing this as a premier maritime destination.





# Land use and activities

## Key Insights

In recent years the Williamstown Maritime Precinct activities have evolved, while its infrastructure and encumbent land remains unchanged and sometimes un-used. Meanwhile, incompatible uses have encroached on the port operation, resulting in several challenges around noise and amenity. The foreshore area has also become an increasingly popular area to visit, meaning land along the foreshore is at a premium. There is an opportunity to optimise the use of land for port and maritime related functions, to unlock suitable land for a greater diversity of activities and community benefit.

The key challenges and opportunities for the future land use strategy are identified below:

### Challenges/Barriers

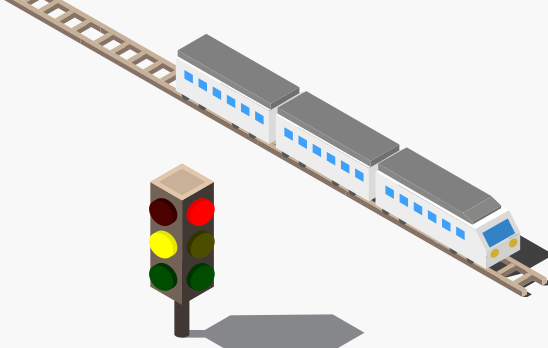
- 1 Dynamic mixed use precinct with competing needs in some instances.
- 2 Complex arrangement of freehold and leasehold tenures
- 3 Importance of the port facility and MHF designation controls future land and water uses, and this needs to be communicated to the community
- 4 Perception of increasing traffic, noise and/or emissions attributable to the port operations
- 5 Threats and impacts associated with any new land uses (traffic, amenity, competing industry)
- 6 Multiple organisations with different aims and aspirations
- 7 Constrained site footprints and evidence of sub-optimal infrastructure capacities to satisfy industry and customer needs
- 8 Uncertainty with regards to ownership / development of the BAE Systems site

### Opportunities

- 1 To consolidate port related activities to unlock assets / space for other uses (commercial, tourism, community)
- 2 To safeguard operations at Gellibrand Pier and successfully facilitate planned development.
- 3 Within the BAE systems site, identify land uses that fit with MHF safety area guidance and provide pathways for economic growth, infrastructure enhancement and operational efficiency gains
- 4 Look for synergies between operations and infrastructure needs, to explore shared land use models (GovHub)
- 5 Expand on flexible waterfront spaces for different activities and events.
- 6 Through enhanced marine infrastructure capacity and quality, expand on water-based events.
- 7 Explore opportunities for complementary activities, such as:
  - Education and training facilities to build awareness and support of Port and maritime activities
  - Creative industry / workshop spaces
  - Light and new industries with a focus on sustainable operations/circular economy
- 8 To provide a pathway that provides for better governance and management of the precinct.



# Movement and Connections



## Key Insights

The Williamstown Maritime Precinct has become a popular destination for a variety of uses and activities, for locals and visitors alike. During weekends and events, the precinct is known to become very busy and congested, both land and water side. To plan for the future, it is important to gain an appreciation of how users are moving around the precinct, barriers, areas of congestion, and explore ways to improve connectivity and access for all. Physical connections are important in linking up key attractions and services, however perceived connectivity is of equal importance. How the area reads as one unit and its overall legibility, to aid visitors and tourists to the area. Given the multitude of activities within this area, balancing public amenity and access with critical functions needs to be suitably addressed as part of the WMPF.

The key challenges and opportunities with respect to movement and connections are identified below:

### Challenges/Barriers

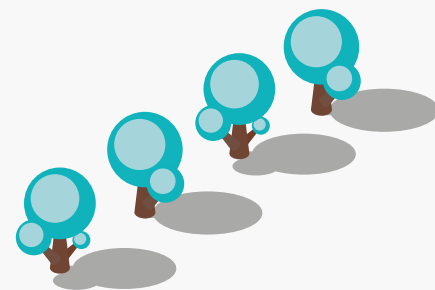
- 1 Sub-optimal and fragmented movement corridors along precinct in a north-south direction.
- 2 Land ownership poses a barrier to public movements and waterfront access.
- 3 Constrained site / access for Parks Victoria and the Water Police.
- 4 Public jetty access is limited.
- 5 Congestion and safety issues along Bay Trail (no. of users/limited width)
- 6 Car parking shortage throughout precinct. On-street parking provided along Nelson Place, however during peak periods is insufficient to deal with the demand.
- 7 Ownership of waterfront land limits SUP path alignment options, to engage with marine activities.
- 8 Intermodal conflict at pinch points along Nelson Place and the Bay Trail, between motorists, pedestrians and cyclists.
- 9 Increase in vessel traffic.
- 10 Management of any new uses in terms of their impact on local movements, traffic and amenity.
- 11 Wave wash and surge issues, causing damage to the sea wall and marina infrastructure.

### Opportunities

- 1 Rationalise jetties/piers and consider shared arrangements, around land use strategy.
- 2 Improve and open up further opportunities for public waterfront access and recreational opportunities.
- 3 Improve Bay Trail, to provide further capacity and enhanced alignment.
- 4 Improve paths and linkages between key destinations within/outside of the precinct.
- 5 Consider a small-craft drop off point.
- 6 Consistent and improved signage throughout the precinct, for wayfinding and interpretation.
- 7 Better connect the promenade with Yacht Clubs, opening up permanent access through the club and along the foreshore.
- 8 Enhance maritime infrastructure and access to enable safe berthing by different sized vessels.



# Environment and sustainability



## Key Insights

The Williamstown Maritime Precinct and broader foreshore area is a unique environment, with significant natural and aesthetic value, providing a setting for recreation and enjoyment. The port and maritime function also contributes to the Victorian economy and various community initiatives.

There are a number of environmental challenges within the precinct and marine environment, many of which apply to the broader Port Phillip Bay coastline. In conjunction with the CMMP under preparation by HBCC, the WMPF framework provides an opportunity to promote a resilient and sustainable precinct, which is able to deal with change over time.

The key challenges and opportunities relating to the precinct's current environment and sustainability performance are identified below:

### Challenges/Barriers

- 1 Location exposed to northerly winds, but reasonably well protected from easterly winds.
- 2 Climate change and associated impacts – such as sea level rise, increase in average temperatures.
- 3 Wave and surge impacts on marine environment.
- 4 Siltation and safely securing water depths.
- 5 Inefficient use of land and infrastructure in some instances.
- 6 Condition of existing marine infrastructure.
- 7 There are presently no environmental performance targets for the precinct, noting that the Hobsons City Council Coastal and Marine Management Plan, will start to address these issues.
- 8 Impact of current operations on air and water quality.
- 9 Need to be conscious of potential land disturbance, given the likely level of contamination within the precinct.
- 10 Swing/particular moorings that disturb sediment and prevent sea grass growth.
- 11 Sediment movement increases dredging task for site owners / operators which is very costly.

### Opportunities

- 1 Caring and respect for country practices, based on Indigenous values.
- 2 Establish environmental and sustainability targets and build climate resilience.
- 3 Improve operational practices and explore renewable / alternative technologies to enhance environmental performance on a site and precinct wide scale.
- 4 Safely secure water depths to reduce siltation and improve water quality.
- 5 Convert swing moorings to pontoon berths to reduce disturbance to sea bed and grasses (anchor chains)
- 6 Greening initiatives to increase canopy cover.
- 7 Optimisation of land and rationalisation of infrastructure to improve boat maintenance and maritime operations, supporting operational and economic efficiencies.
- 8 Focus on creating flexible spaces that are adaptable to changing needs and use patterns.
- 9 Build climate resilience.
- 10 Monitoring programs to look at performance of precinct against established targets.
- 11 Provide opportunities for cultural expression – by local and indigenous artists.
- 12 Consider education and innovation programs around the precinct's maritime focus.
- 13 Enhance permeability and access to improve the take-up of active transport.

# Appendix F

## Compatible land uses by sub-area

Sub-area	Compatible land uses
<b>Recreation and boating – north</b>	<ul style="list-style-type: none"> <li>• Boat ramp</li> <li>• Informal outdoor recreation</li> <li>• Jetty</li> <li>• Leisure and recreation</li> <li>• Marina</li> <li>• Mooring pole</li> <li>• Pier</li> <li>• Pontoon</li> <li>• Recreational boat facility</li> <li>• Slipway</li> </ul>
<b>Recreation and boating – south</b>	<ul style="list-style-type: none"> <li>• Boat ramp</li> <li>• Informal outdoor recreation</li> <li>• Jetty</li> <li>• Leisure and recreation</li> <li>• Marina</li> <li>• Mooring pole</li> <li>• Pier</li> <li>• Plaza / flexible open space</li> <li>• Pontoon</li> <li>• Recreational boat facility</li> <li>• Slipway</li> </ul>
<b>Tourism and culture</b>	<ul style="list-style-type: none"> <li>• Art and craft centre</li> <li>• Art Gallery</li> <li>• Bar</li> <li>• Cinema (indoor/outdoor)</li> <li>• Convenience shop</li> <li>• Exhibition centre</li> <li>• Event spaces</li> <li>• Food and drink premises</li> <li>• Function centre</li> <li>• Jetty</li> <li>• Pier</li> <li>• Market</li> <li>• Museum</li> <li>• Plaza / flexible open space</li> <li>• Restaurant</li> <li>• Retail premises</li> </ul>

Sub-area	Compatible land uses
<b>Port operations</b>	<ul style="list-style-type: none"> <li>• Port and associated operations only.</li> </ul>
<b>Maritime and boat maintenance</b>	<ul style="list-style-type: none"> <li>• Boat maintenance / industry</li> <li>• Energy generation facility</li> <li>• Jetty</li> <li>• Natural systems</li> <li>• Renewable energy facility</li> <li>• Service industry</li> <li>• Slipway</li> <li>• Store</li> <li>• Waste to energy facility</li> </ul> <p>Note: Land uses must comply MHF Worksafe guidelines for within the inner safety zone.</p>
<b>Gov Hub</b>	<ul style="list-style-type: none"> <li>• Education centre</li> <li>• Employment training centre</li> <li>• Industry</li> <li>• Heliport</li> <li>• Jetty</li> <li>• Natural systems</li> <li>• Offices</li> <li>• Renewable energy facility</li> <li>• Research and development centre</li> <li>• Slipway</li> <li>• Waste to energy facility</li> </ul> <p>Note: Land uses must comply MHF Worksafe guidelines for within the outer safety zone.</p>
<b>New public realm</b>	<ul style="list-style-type: none"> <li>• Informal outdoor recreation (linear open space connection, walking and cycling paths)</li> <li>• Public carpark</li> </ul>



# Acknowledgements

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This document has been prepared by GHD  
in partnership with Department of Transport

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