

Williamstown Foreshore Strategic Plan 2010

STONY CREEK TO POINT GELLIBRAND



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Disclaimer

This plan is prepared without prejudice to any negotiated or litigated outcome of any native title determination applications covering land or waters within the plan's area. It is acknowledged that any future outcomes of native title determination applications may necessitate amendment of this plan; and the implementation of this plan may require further notifications under the procedures in Division 3 of Part 2 of the Native Title Act 1993 (Cwlth).

The plan is also prepared without prejudice to any future negotiated outcomes between the Government/s and Victorian Indigenous communities. It is acknowledged that such negotiated outcomes may necessitate amendment of this plan. Every effort has been made to ensure that the information in this plan is accurate. Parks Victoria does not guarantee that the publication is without flaw of any kind and therefore disclaims all liability for any error, loss or other consequence that may arise from you relying on any information in the publication.

FOREWORD



Williamstown is a vibrant tourist and residential destination with many land and water based uses occurring along the foreshore.

This plan provides a long term vision for improvements to the foreshore, which will ensure that Williamstown remains an attractive place to live, play and work.

The key features of the plan include improved pedestrian access to waterfront areas previously closed to the public, the definition of fairways and transit lanes and the installation of navigational aids to improve safety on the water, definition of additional marina berth areas and realignment of the mooring ground to accommodate more moorings more efficiently.

This plan takes account of the environmental, physical and social values of Williamstown. In particular I am pleased that the community has been engaged throughout the process to ensure that this Plan meets their needs.

The Bays and Maritime Initiative – Our Bays Vision identifies Williamstown as a maritime precinct designated in the State Planning Policy Framework of the Planning Scheme. This plan provides the direction required for delivering the Williamstown maritime precinct.

I wish to thank the community, the project steering committee and consultant team for their hard work in the development of this plan for the future of the Williamstown foreshore.

A handwritten signature in black ink that reads "Gavin Jennings". The signature is stylized with a large, sweeping initial 'G'.

Gavin Jennings

Minister for Environment and Climate Change
April 2010

EXECUTIVE SUMMARY

The purpose of this study is to review the existing Williamstown Foreshore Strategic Plan prepared in 2000 (Strategic Plan 2000) and produce a Revised Strategic Plan for the next ten years. This Plan will provide direction for the use and development of land along the foreshore and adjoining waterways from Stony Creek Park to Point Gellibrand Coastal Heritage Park, focusing on both land based and water based activities.

The land included within the study area is mostly Crown land managed by various authorities, but includes some privately owned land at the southern end around the Wharves.

The revised document will cover the same area as Strategic Plan 2000, but with changes to the Precinct boundaries. The five precincts selected allow assessment to be undertaken at a localised level. The figure below provides an outline of the study area and the five precincts used to guide the assessment of issues.

Revised Strategic Plan Study Area



Implementation of existing Strategic Plan

Strategic Plan 2000 resulted in a table of recommended actions being produced for each Precinct. In total, forty two actions were outlined.

A review of the status of each action contained within the document has highlighted that, since the approval of Strategic Plan 2000, all actions have been completed or addressed to some extent. The following list summarises the status of the actions:

- Twelve of the actions have been implemented (eight have been fully completed and four completed with modifications).
- Two of the actions are partially completed/underway.
- Twenty-one actions are ongoing.
- Seven actions have been assessed and considered to no longer be required or appropriate.

Appendix A provides details on the status of each action contained in the Plan. Actions from Strategic Plan 2000 that are ongoing or deemed to still be relevant have been included in the recommended actions outlined in the Revised Strategic Plan.

Revised Strategic Plan

The information contained in the Revised Strategic Plan has been informed by consultation and literature that has been reviewed, with particular emphasis on the following studies that have recently been prepared:

- *Williamstown Landscape and Visual Assessment*, Parks Victoria and Hobsons Bay City Council (2008).
- *Williamstown Vessel Traffic Management Plan*, Parks Victoria (2008).
- *Williamstown Fairways Plan Report*, Parks Victoria (2007).

The following issues, which are either relevant across the study area or are not location specific, have been addressed in the first part of the Revised Strategic Plan:

- Climate Change
- Shading
- Heritage
- Stormwater Drainage
- Maritime Servicing Facility
- Built Form
- Signage.

Others issues have been addressed within the relevant precincts.

The following table outlines the recommended actions and the lead and supporting agencies responsible for implementing each of the actions outlined in the Revised Strategic Plan. The anticipated timeframe for completing each item is also included, with the timing to be defined as follows:

- Short Term – 0 to 3 years.
- Medium Term – 4 to 7 years.
- Long Term – 8 to 10 years.

The timing for actions that have no specific timeframe will be noted as being Ongoing or As Required. These items will have a priority (Low, Medium or High) allocated to them to assist with prioritising actions.

Implementation Plan for Revised Strategic Plan actions

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
Study Area Wide					
A1	Consider the anticipated impacts of climate change in planning for the future protection of the foreshore and any potential development in accordance with State policy.	PV HBCC POMC	DPCD DSE CCB	High	Ongoing
A2	Consider opportunities to provide additional shade throughout the study area in line with the <i>Hobsons Bay City Council Heatwave Strategy 2009-2010</i> .	HBCC			Short Term
A3	Review existing heritage studies to ensure all relevant features/places within the study area have been assessed and follow up any identified features/places that warrant further protection.	HBCC POMC PV	DPCD HV AAV		Short Term
A4	Address stormwater drainage issues and investigate the potential for Gross Pollutant Traps (GPT) to be installed in line with the <i>Hobsons Bay Stormwater Management Plan 2006</i> .	HBCC	PV POMC		Long Term
A5	Undertake further detailed investigations to determine the location and feasibility of the Maritime Servicing Facility within the State Marine Precinct.	PV	HBCC		Short Term
A6	Ensure any new development/facilities are of low scale and complementary to existing activities and facilities.	HBCC	DPCD	High	Ongoing
A7	Rationalise and co-ordinate the number and style of signage along the foreshore and improve information to highlight the proximity of public transport.	PV HBCC POMC	DOT		Short Term

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct One – Stony Creek and Yarra Frontage					
1.1	Enhance environmental values and vegetation in and around Stony Creek Park, including continued implementation of the Neighbourhood Environmental Improvement Plan for the Park.	PV		High	Ongoing
1.2	Encourage the involvement of the Stony Creek Friends Group in vegetation and habitat management works.	PV		High	Ongoing
1.3	Continue the regular monitoring and maintenance of the Precinct.	HBCC POMC	PV	Medium	Ongoing
1.4	Prepare a Master Plan for Riverside Park to provide future direction for the open space and integrate the Hobsons Bay Coastal Trail into its redevelopment.	HBCC	PV POMC		Short Term
1.5	Provide improved access throughout the site for pedestrians and bikes, focusing on improving safety and opportunities for uninterrupted views across the Yarra River and towards industrial elements within and adjoining the Precinct.	PV HBCC	POMC		Medium Term
1.6	Establish a safe crossing point between the foreshore and the areas to the west of Douglas Parade (in the vicinity of Scienceworks and The Punt).		HBCC (advocacy role with VicRoads)		Medium Term
1.7	Continue to investigate opportunities to improve the Punt service.	HBCC	PV		

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct Two – Newport Park/The Warmies					
2.1	Undertake an ecological assessment of Greenwich Bay (focusing on water quality) prior to carrying out any works that require sediments within the Bay to be disturbed.	PV		High	As Required
2.2	Commence a staged program of remediation works, by means of a sea wall, to protect the foreshore from further erosion.	HBCC	DSE POMC PV		Medium Term
2.3	Support revegetation of Sandy Point and the spit to reinforce the environmental significance of these areas and encourage the Friends of Greenwich Bay to play an active role in revegetation and environment protection works.	HBCC	PV	High	Ongoing
2.4	Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities and amenities (including shading) within the Precinct.	HBCC	PV		Medium Term
2.5	Upgrade existing boating facilities at The Warmies to manage boat launching and retrieval time and provide short term berthing facilities for launch and retrieval. Consider traffic management and parking impacts of any redevelopment.	HBCC	PV POMC		Short Term
2.6	Continue implementation of pedestrian refuge islands along The Strand as per the <i>North Williamstown Local Area Traffic Management Study 2004</i> to provide safer crossing of the road and facilitate use of the public open space along the foreshore.	HBCC			Medium Term
2.7	Upgrade the pathway system within Precinct Two to provide a more active shared path along The Strand and passive walking path adjacent the foreshore.	HBCC	PV		Medium Term

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct Three – The Strand					
3.1	Stabilise the eroding foreshore by constructing a seawall.	HBCC DSE	POMC PV		Medium Term
3.2	Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities, views and amenities (including shading) within the Precinct.	HBCC	PV		Medium Term
3.3	Maintain the low level of boating activity within the Precinct (facilities to be limited to existing levels) and the mooring facilities located within the Bay.	PV		Medium	Ongoing
3.4	Audit and reconfigure the swing moorings to improve the layout of moorings and fairway widths.	PV			Short Term
3.5	Realign the shared path in front of The Anchorage Restaurant.	HBCC	PV		Short Term
Precinct Four – Williamstown Centre					
4.1	Undertake an assessment of key sites within Precinct Four to ascertain the potential to provide additional public parking spaces for cars and trailers.	HBCC PV			Medium Term
4.2	Ensure that any future redevelopment proposals address anticipated impacts, including on-site provision of any additional parking required.	HBCC	DPCD PV	High	As Required
4.3	Implement the redesigned shared path at The Strand/Ferguson Street roundabout.	HBCC	PV		Short Term
4.4	Investigate opportunities to improve safety of the shared path in the vicinity of Williamstown Sailing Club and Williamstown Sea Scouts.	HBCC	PV		Medium Term
4.5	Continue to maintain the facilities within Commonwealth Reserve and undertake a regular program of asset renewal.	HBCC		Medium	Ongoing
4.6	Initiate discussions between government agencies, yacht clubs and other tenants to explore options for relocation of dredged material.	PV			Short Term

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct Five – The Wharves					
5.1	Continue with the planting program using vegetation that is representative of streets in the locality.	HBCC POMC		Medium	Ongoing
5.2	Support and enhance existing industrial/port activities. Any changes to the existing use will require detailed investigation and master planning to be undertaken.	HBCC POMC	DPCD PV	High	As Required

Key:

AAV – Aboriginal Affairs Victoria
 HBCC – Hobsons Bay City Council
 CCB – Central Coastal Board
 HV – Heritage Victoria
 DOT – Department of Transport
 POMC – Port of Melbourne Corporation
 DPCD – Department of Planning and Community Development
 PV – Parks Victoria
 DSE – Department of Sustainability and Environment

Williamstown Centre Master Plan

The Master Plan outlined in section 5 of this document focuses on the area contained in Precinct 4 (Williamstown Centre). The purpose of the Master Plan is to provide further detail on the direction for future development within this highly utilised section of the foreshore.

The Master Plan focuses on the following items:

- Co-ordination of recent investigations undertaken within the Precinct, including the *Williamstown Fairways Plan Report and Williamstown Vessel Traffic Management Plan*.
- The current congestion around Gem Pier.
- Potential for land and water based expansion.
- The opportunity for co-location of facilities.
- Improving public links to the foreshore.
- Proposed redevelopment of the Knight’s Slipway site and Williamstown Seaworks site.

The following table outlines the recommended actions and the lead and supporting agencies responsible for implementing each of the actions outlined in the Master Plan. The anticipated timeframe for completing each item is also included (Short Term – 0 to 3 years, Medium Term – 4 to 7 years and Long Term – 8 to 10 years).

The timing for actions that have no specific timeframe will be noted as being Ongoing or As Required. These items will have a priority (Low, Medium or High) allocated to them to assist with prioritising actions.

Implementation Plan for Master Plan actions

No.	Action	Lead Agency	Supporting Agency	Priority	Timing
M1	Implement a Fairways Plan that clearly delineates water space allocated to the fairways. The Plan is to also outline any potential development areas that would not impact on the efficient operation of the designated fairways.	PV	MSV		Short Term
M2	Implement the remaining elements of the Vessel Traffic Proposal to improve congestion and safety within the Precinct.	PV	MSV		Short Term
M3	Investigate relocation of the HMAS Castlemaine to the south side of Gem Pier.	PV			Medium Term
M4	Ensure that any proposed land or water based redevelopment addresses traffic management and parking issues, including the ability to accommodate any additional parking on site. Opportunities to activate street frontages and integrate the foreshore to Nelson Place should also be explored.	HBCC PV		High	As Required
M5	Prepare a plan for the area around the Williamstown Sea Scouts and Williamstown Sailing Club that considers the replacement of the toilet and improvements to the separation of the shared path from vehicles.	PV	HBCC		Short Term
M6	Establish a continuous shared path along the foreshore.	PV			Long Term
M7	Redevelop the Williamstown Seaworks site in accordance with the <i>Williamstown Seaworks Site Strategic Development Plan</i> .	PV			Long Term

Key:

HBCC – Hobsons Bay City Council

MSV – Marine Safety Victoria

PV – Parks Victoria

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1

INTRODUCTION

1.1 Study background

Williamstown is a vibrant tourist and residential area with various land and water based uses occurring along the foreshore, including industrial, retail/commercial, tourism, recreation and boating. Located approximately 13 kilometres south-west of Melbourne at the mouth of the Yarra River, Williamstown is a popular destination with a variety of activities for all ages.

The purpose of this study is to review the existing Williamstown Foreshore Strategic Plan prepared in 2000 (Strategic Plan 2000) and produce a Revised Strategic Plan for the next ten years, focusing on the use and development of land along the foreshore and adjoining waterways. The document will cover the same area as Strategic Plan 2000 (between Stony Creek Park and Point Gellibrand), but with changes to the internal Precinct boundaries. The five precincts selected allow assessment to be undertaken at a localised level. Figure 1 provides an outline of the study area and the five precincts used to guide the assessment of issues.

The study area is generally surrounded by water to the east and south, whilst to the west, there is a mix of uses comprising mainly residential, commercial (around Nelson Place) and industrial (north of High Street, Spotswood). The study area forms part of the Hobsons Bay Coastal Park, which is of municipal and regional significance, and the Crown land is delegated to the following Committees of Management:

- Parks Victoria is the Committee of Management, appointed under the Crown Land (Reserves) Act 1978 for Stony Creek Backwash, The Anchorage Marina, Williamstown Sailing Club and most of the area between Ferguson Street through to the Seaworks site. The majority of these sites are leased to businesses and clubs relating to water based and maritime industry activities. Parks Victoria is also the local port manager of Port Phillip Bay, which includes the Hobsons Bay waterway.
- Hobsons Bay City Council is the Committee of Management for the area between Greenwich Reserve and Ferguson Street, and Commonwealth Reserve. The Council also manages part of Riverside Park and Newport Park.
- Port of Melbourne Corporation manages the land and channel assets associated with the Port of Melbourne, from Stony Creek Backwash to Greenwich Reserve and The Wharves. Facilities include the Ann Street Pier, Gellibrand Pier and Breakwater Pier. All of these assets are expected to remain operating port facilities for the foreseeable future.

Figure 2 denotes the areas of responsibility for the three land managers.

Figure 1. Study Area

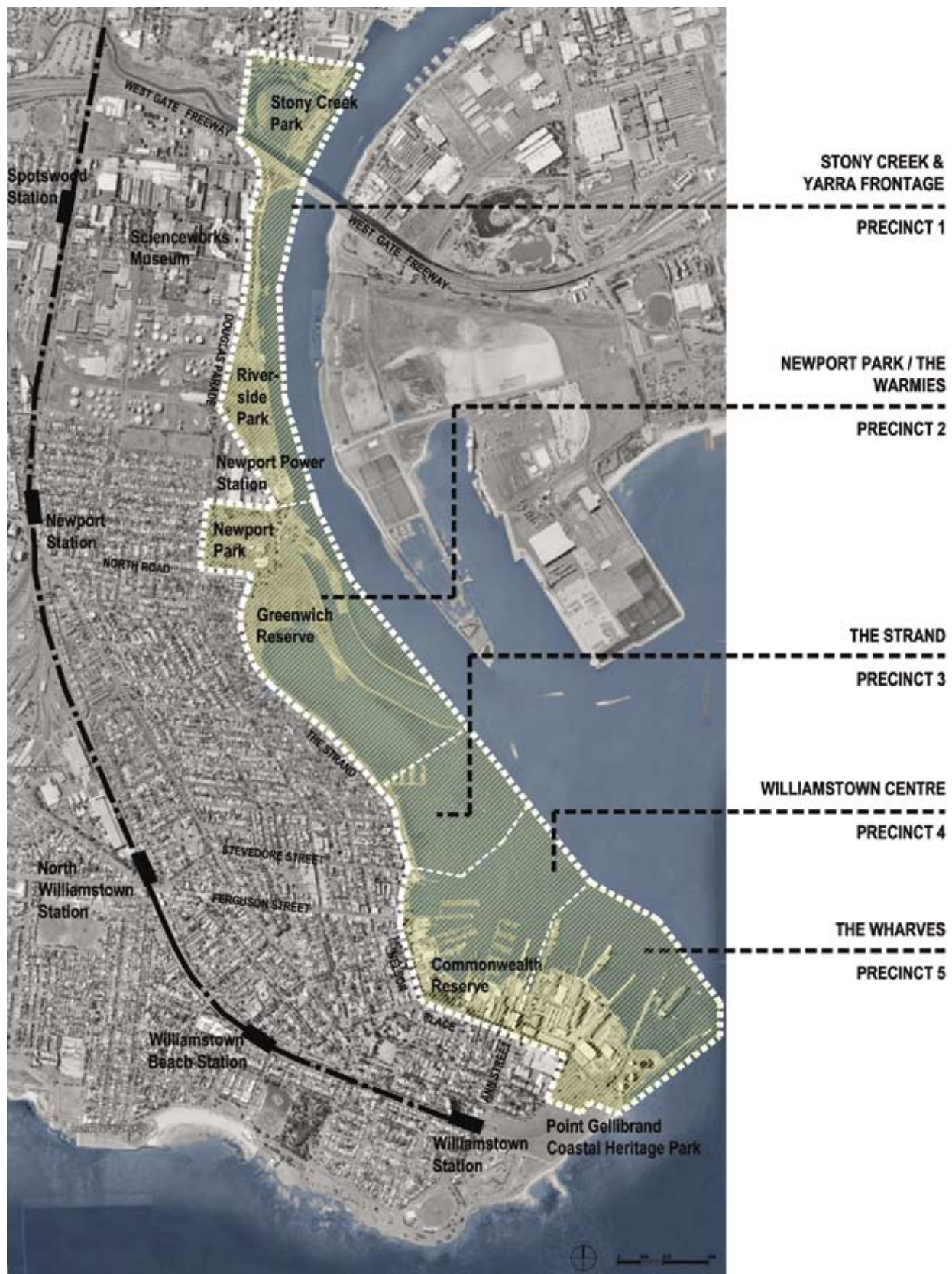
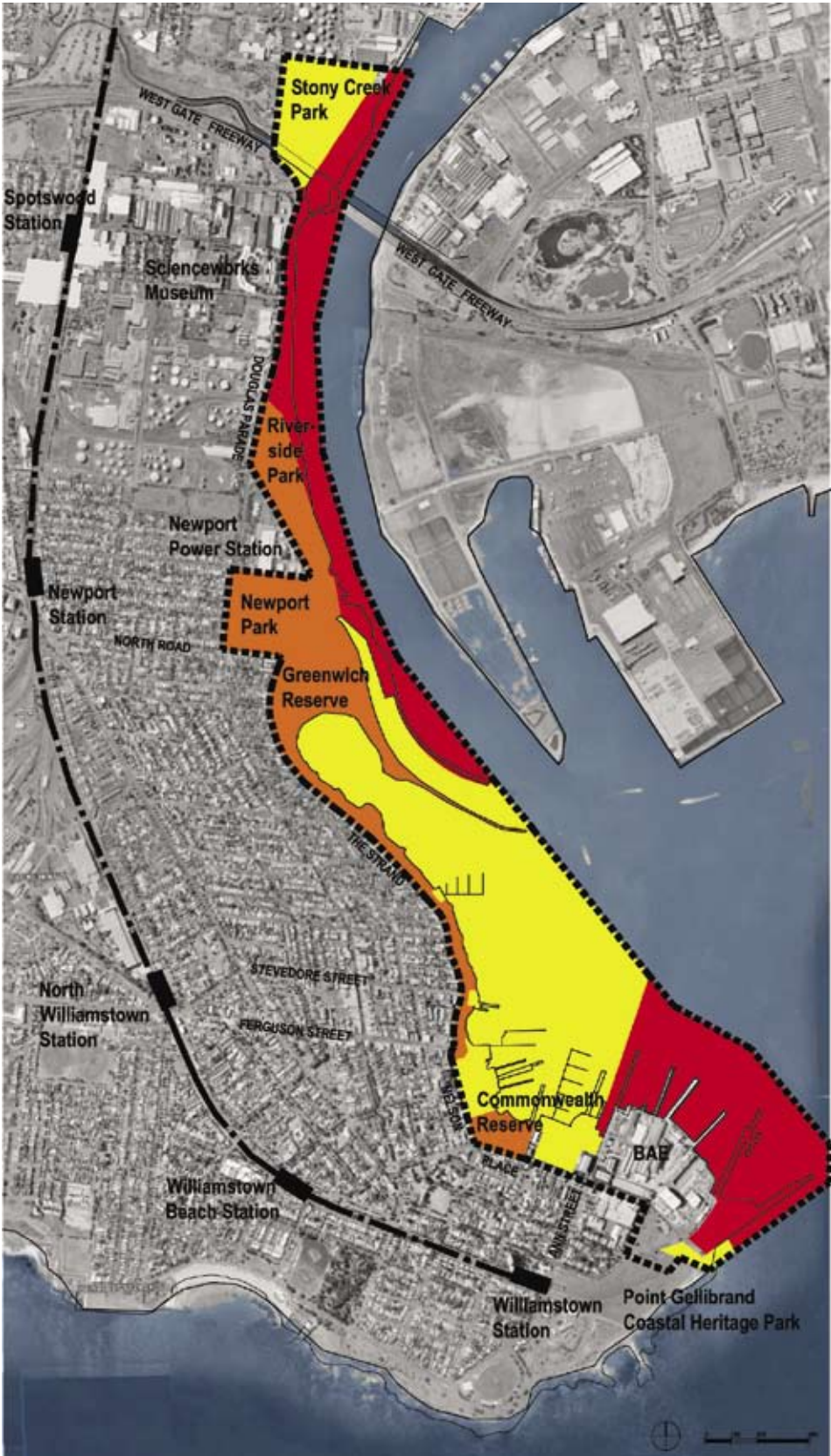


Figure 2. Land Management Responsibility



1.2 Implementation of existing Strategic Plan

Strategic Plan 2000 resulted in a table of recommended actions being produced for each Precinct. In total, forty two actions were outlined.

A review of the status of each action contained within the document has highlighted that, since the approval of Strategic Plan 2000, all actions have been completed or addressed to some extent. The following list summarises the status of the actions:

- Twelve of the actions have been implemented (seven have been fully completed and four completed with modifications).
- Two of the actions are partially completed/underway.
- Twenty-one actions are ongoing.
- Seven actions have been assessed and considered to no longer be required or appropriate.

Appendix A provides details on the status of each action contained in the Plan. Actions from Strategic Plan 2000 that are ongoing or deemed to still be relevant have been included in the recommended actions outlined in the Revised Strategic Plan.

In addition to those actions listed in Strategic Plan 2000, four other developments have been completed under the auspices of the Plan. These are:

- Redevelopment of the J.J. Savage and Sons' site, both on-shore and through expansion of their previous marina, which resulted in a substantial increase in boating accommodation while maintaining an adequate fairway width for the seaplane operation.
- The Parsons Marina was redeveloped and now operates as The Anchorage Marina. The development comprised a significant marina upgrade and expansion with complementary land-based facilities and dredging of an approach channel.
- The Victorian Water Police expanded their facilities and water access requirements at Williamstown.
- The Port of Melbourne Corporation has become the Committee of Management of Ann Street Pier at the southern end of the study area.

Further developments within the study area, such as the proposed redevelopment of the Knight's Slipway site are also currently progressing.

1.3 Consultation

To assist in the preparation of the Revised Strategic Plan, the consultant team has engaged with various stakeholders to gain a better understanding of the key issues facing the study area and to test the proposed actions outlined in the Plan. Stakeholder consultation has included the following:

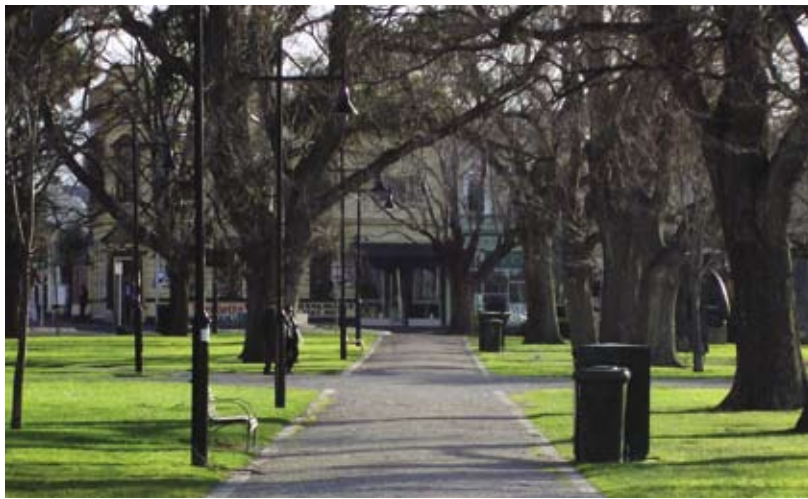
Key Issues and Opportunities

- A community workshop, which was open to the public, was held on Monday 23rd February 2009 with approximately 40 people in attendance. Those who attended were placed in small groups and discussed a variety of questions and issues covering both study area wide and precinct based issues.
- Four focus groups were held on Tuesday 24th February 2009 with invited stakeholders representing Water Commercial User Groups; Traders; Community Land Based Groups and Community Water Based Groups.
- The feedback from all workshops and focus groups, in addition to the 18 written submissions received in the early stages of the study, were considered in the formation of the Draft Revised Strategic Plan.

A sample of the community aspirations for each Precinct, highlighted during the above consultation, has been included in section 3 of this report.

Draft revised Strategic Plan

The Draft Revised Strategic Plan was placed on public exhibition for a four week period between 5 October and 30 October 2009. A community information session was held on Saturday 10 October between 12 noon and 3 pm, with approximately 22 people attending the event. A total of nine submissions were received. Changes have been made to the Revised Strategic Plan to address some of the issues raised.



2

STUDY AREA CONTEXT

2.1 Background

The focus of this Revised Strategic Plan is a five and a half kilometre stretch of foreshore, incorporating land and adjoining waterways, which starts at Stony Creek Park (north of the West Gate Freeway) and ends at Point Gellibrand Coastal Heritage Park. The land included within the study area is mostly Crown land delegated to various Committees of Management, but includes some privately owned land at the southern end around the Wharves.

With regard to issues associated with the use and development of land and the waterways, it is important to note that both the Hobsons Bay and Port of Melbourne Planning Schemes control different parts of the study area. The Minister for Planning is the Responsible Authority for administering and enforcing the Port of Melbourne Planning Scheme, which covers the majority of the study area's foreshore.

2.1.1 Land use and character

Landside

A large portion of the landside area is characterised by open space and parkland. The area between Stony Creek and The Anchorage Marina contains a number of parks – Stony Creek Park, Riverside Park, Newport Park and Greenwich Reserve. The foreshore along The Strand is quite narrow and The Anchorage Marina and Restaurant site signals the first of the commercial uses located on the foreshore. From this point on, community and commercial facilities become more prevalent, with an emphasis on sailing and boating clubs and boating industry activities.

Commonwealth Reserve is a key area of open space located within a very popular activity node in Williamstown for both land and water based activities. The southern portion of the study area between Ann Street and Breakwater Pier is a key industrial area focusing on marine engineering activities (including defence related boat building) and this land is mostly under private ownership.

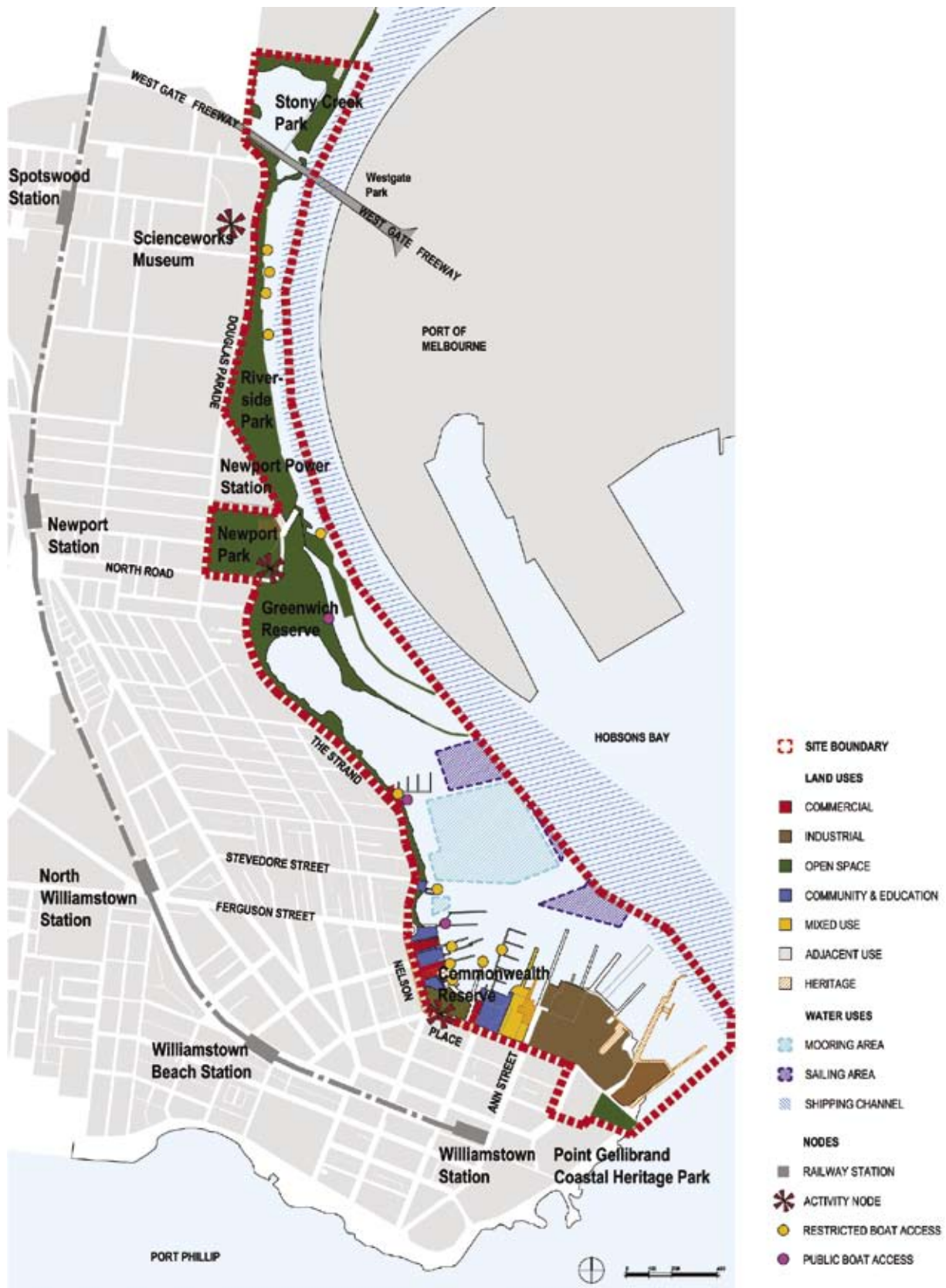
There are several heritage listed buildings and features located adjacent to the study area, such as the former MMBW Spotswood Pumping Station (currently operating as Scienceworks Museum) and the former Commercial Bank of Australia at Nelson Place, which contribute to the strong historic character of the area. The heritage elements located within the study area focus on the maritime heritage of the area and include the former Customs House and former Point Gellibrand Lighthouse (The Timeball Tower).

Waterside

Whilst boating activity occurs along the length of Williamstown foreshore, it is concentrated in a couple of locations, namely around The Warmies Boat Ramp; the area between The Anchorage Marina and Williamstown Sailing Club; and central Williamstown area opposite Nelson Place. The area between The Anchorage Marina and Williamstown Sailing Club is primarily occupied by swing moorings, while numerous piers along the foreshore provide berths for recreational and commercial vessels. In total, there are approximately 350 swing moorings, 500 marina berths and 32 short term berths.

Gem Pier is home to a number of commercial activities, including ferry services that run tourism/sight seeing and charter cruises to Southbank and St Kilda, and the HMAS Castlemaine, which operates as a museum. The sea plane operates from a pontoon opposite Commonwealth Reserve (between Gem Pier and the Naval Cadets) offering sight-seeing tours to various parts of Melbourne. These services contribute to the attraction of Williamstown as a tourist destination.

Figure 3. Site Analysis – Land Use and Character



2.1.2 Movement

There are a variety of movement and transportation patterns within the study area undertaken by pedestrians, cyclists, motor vehicles and boats.

Landside

The Hobsons Bay Coastal Trail runs continuously from Stony Creek Park to Point Gellibrand Coastal Heritage Park and forms part of the Port Phillip Bay Trail. This provides a scenic coastal walk/bike ride along the foreshore. The Punt within Precinct One provides a limited service for cyclists to cross the Yarra River and join the pedestrian/bike trail at the opposite side of the River. In addition, there is an on-road bike path that runs along the main vehicular route from Douglas Parade along The Strand to Nelson Place.

Douglas Parade, the Strand and Nelson Place form the main access route through the study area for vehicles. The demand for parking is high throughout the study area, but is particularly an issue within the Williamstown Centre Precinct. Trailer parking is available at The Warmies and adjacent to the Williamstown Sailing Club.

Along the length of the study area, there are five railway stations located, in most cases, within a walking distance of approximately 400 – 800 metres from each Precinct. Each railway station is situated within close proximity to bus routes and main roads providing access to the foreshore including North Road, Ferguson Street and Ann Street.

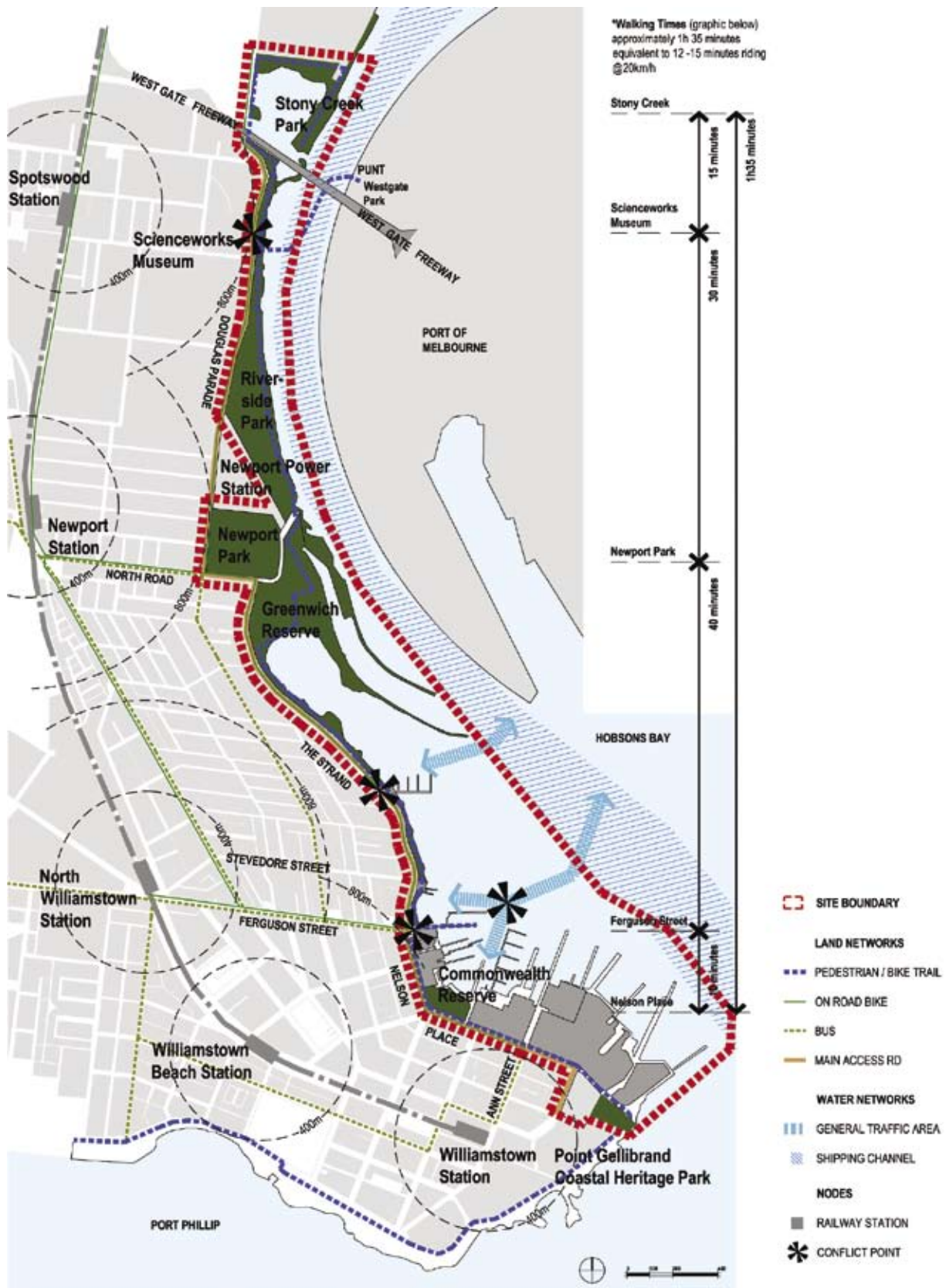
Walking the length of the study area is estimated to take one and a half hours, whilst the cycling time is estimated at 15 minutes (at 20 kilometres per hour).

Waterside

Waterside movement patterns are concentrated in the vicinity of The Anchorage Marina and within the waterway in central Williamstown at Nelson Place. The Bay opposite Nelson Place is particularly busy with boats entering and leaving the various clubs and marinas in the area and commercial vessels using Gem Pier.

The shipping channel generally runs along the eastern boundary of the study area for commercial ships and other vessels accessing berths in the Port of Melbourne. This area of open water is also where the main recreational boating activity takes place.

Figure 4. Site Analysis – Movement



2.2 Guiding principles

The principles identified to guide long term planning within the study area are as follows:

- Respect and protect the special character and heritage assets of Williamstown.
- Improve access to, from and within the waterways.
- Improve vessel movement and safety within the waterways.
- Improve public access to, from and along the foreshore.
- Recognise the importance of Williamstown as part of a network of boating precincts at the top of Port Phillip Bay.
- Acknowledge and protect the Port functions, in particular Ann Street Pier, Gellibrand Pier and Breakwater Pier and the shipping channel adjoining the study area.
- Enhance the important environmental, landscape and visual qualities of the Precincts within the study area.
- Strengthen and enhance activity nodes within the study area to create and reinforce recreation and tourism destinations.
- Be consistent with the Victorian Coastal Council Strategy's guiding principles.
- Improve identified safety/risk management issues within the study area.
- Improve links from public transport to the foreshore.

2.2.1 Safer design guidelines for Victoria

Since the completion of the Strategic Plan 2000, the State Government has released the Safer Design Guidelines for Victoria to facilitate the planning and design of safer urban environments for all Victorian communities. The Guidelines have been developed to assist planners and designers apply design principles that will improve the safety of the built environment, minimise the opportunity for crime and promote safe, accessible and liveable places.

The Safer Design Guidelines aim to:

- Increase community usage of public places, in the daytime and evening.
- Achieve connection and integration of streets and public places.
- Reduce opportunities for crime and anti social behaviour.
- Improve the quality of life for the community by improving perceptions of public places.
- Create more liveable and sustainable environments.

Planning and responsible authorities must have regard to the Guidelines in assessing the design and built form of new development (Clause 19.03 of the State Planning Policy Framework).

2.2.2 Disability access

The relevant standards and legislation for disability access must also be considered in assessing proposals for redevelopment and/or expansion, including the Disability Discrimination Act 1992 and relevant building codes.

3

STRATEGIC PLAN



This section provides a more detailed assessment of each Precinct and outlines the recommended actions to be pursued over the next ten years. The rate of implementation of the actions will depend on actual funding obtained through annual budgeting processes and successful grant applications. Parks Victoria and other key agencies will continue to seek funding support to implement the recommended actions in this plan.

The information contained in the Revised Strategic Plan has been informed by the consultation and literature that has been reviewed, with particular emphasis on the following studies that have recently been prepared:

- *Williamstown Landscape and Visual Assessment*, Parks Victoria and Hobsons Bay City Council (2008).
- *Williamstown Vessel Traffic Management Plan*, Parks Victoria (2008).
- *Williamstown Fairways Plan Report*, Parks Victoria (2007).

In order to reduce repetition within each Precinct, the issues that are relevant across the study area, or are not location specific, have been addressed in the first part of this Revised Strategic Plan.

3.1 Study Area Wide issues

3.1.1 Key issues and opportunities

Climate Change

The anticipated impacts of climate change need to be considered in planning for the future protection of the foreshore and any potential development. The Victorian Coastal Strategy 2008 recommends adopting a sea level rise of not less than 0.8 metres by the year 2100. The combined effects of tides, storm surges, coastal processes and local conditions, such as topography and geology, are also to be considered when assessing risks and impacts associated with climate change. The State Planning Policy Framework was amended in December 2008 to incorporate the *Victorian Coastal Strategy* principles for coastal planning and management and to adopt a minimum sea level rise for planning purposes (see Clause 15.08).

Under the *Victorian Climate Change Adaptation Program*, the *Future Coasts* project has been developed to assist the Victorian Government obtain an accurate understanding of the risks climate change presents to Victoria's coastline. This Program is being managed by the Department of Sustainability and Environment and aims to assess the vulnerability of Victoria's coastline to climate change and develop strategies to help communities and industry respond and adapt.

Shading

One of the anticipated impacts of climate change is the rise in heatwave events, which in turn leads to significant public health consequences. In response to this, Hobsons Bay City Council participated in a pilot project to develop a localised heatwave response plan.

The *Hobsons Bay City Council Heatwave Strategy 2009-2010* aims to reduce the incidence of heat related illness amongst the aged community and people frequenting beaches during a heatwave. The lack of shade along foreshore areas was identified as a key concern during the consultation for this project, and the provision of shade in public recreational areas is one of the suggestions to address the issue. Given that the *Victorian Coastal Strategy* requires permanent structures along the beach to be minimised, emphasis will be placed on using trees/vegetation to provide shade.

Heritage

Various heritage studies (addressing both indigenous and European heritage) have been undertaken for parts of the study area, including the *Hobsons Bay Heritage Study 2006*, *Draft Port of Melbourne Heritage Strategy 2006* and *Maritime Infrastructure Assessment Project (Stage 1) 2003*. These studies highlight the significant heritage values of the area and the need to ensure all relevant features/places within the study area have been captured in the various assessments.

Stormwater Drainage

The run off from roofs, roads and other impermeable surfaces is carried away by the stormwater drainage system to nearby creeks and eventually Port Phillip Bay. The *Hobsons Bay Stormwater Management Plan 2006* forms an important part of Council's planning for improved environmental management and sustainability, and aims to improve stormwater quality and the capture and reuse of this precious resource.

Opportunities to capture and harvest stormwater within the study area and install traps to prevent litter and pollutants from entering the waterways should be investigated.

Maritime Servicing Facility

The *Victorian Coastal Strategy 2008* and the *Central Region Boating Coastal Action Plan (Boating CAP) 2007* identify the Williamstown Foreshore as a State Marine Precinct. A State Marine Precinct is intended to incorporate facilities of local, regional, state, national and/or international significance. This includes ports, marinas, charter boat facilities, slip facilities, waterfront activities, marine services, piers, jetties and ramps.

A key activity associated with recreational and commercial boating is out-of-water survey, maintenance and repair. For commercial vessels such as the Yarra River boats, the demand for these services is mandated by the licensing requirements of authorities such as Marine Safety Victoria. The Yarra River boats represent an important element of Melbourne's travel and tourism industry and their continued operation is strategically important to the State.

The largest servicing facility in Port Phillip is located at Victoria Dock and currently services the river boats and other vessels. This facility is owned by the Port of Melbourne Corporation, and operated under a lease arrangement by a private company. Due to the proposed redevelopment of Victoria Dock the future of this facility is uncertain.

Vessels such as the river boats are restricted in their area of operation and are unable to sail beyond Williamstown, which means that there are no other facilities within the area that can accommodate these vessels should the facility at Victoria Dock cease operation.

The Boating CAP highlights the need to investigate potential locations for a repair and service facility north of Point Gellibrand within the State Marine Precinct. Riverside Park north of the Newport Power Station has previously been suggested as a potential site for maritime related activities. However, a proposal for dry stack boat storage was rejected due to site constraints, port operations and potential conflict with other uses.

Consequently further detailed investigations are required to determine the possible location and feasibility of a Maritime Servicing Facility within the State Marine Precinct. Other sites both within and outside the study area could also be investigated.

Built Form

In considering any new development within the study area, it is important to have regard to the surrounding built form character. The *Williamstown Foreshore Landscape and Visual Assessment* provides some guidance with regard to appropriate built form, as does the Hobsons Bay Planning Scheme, in particular DDO4 and DDO8, which outline foreshore height limitations for sections of the study area.

Signage

Given the number of Government agencies managing various parts of the study area, there is a danger of cluttering the study area unnecessarily with signs, in terms of both quantity and varying styles.

Providing a standard suite of signs may assist with minimising the impact of signage. Hobsons Bay City Council has a set of standards for signage and the applicability of these standards across the Government agencies (for at least some of the signs) should be reviewed.

Whilst the overall objective for the study area in relation to signs should be to reduce/consolidate the overall number, one area where signage could be improved relates to highlighting connections with, and proximity to, public transport.

3.1.2 Recommended actions

- Consider the anticipated impacts of climate change in planning for the future protection of the foreshore and any potential development, in accordance with State policy.
- Consider opportunities to provide additional shade throughout the study area in line with the *Hobsons Bay City Council Heatwave Strategy 2009-2010*.
- Review existing heritage studies to ensure all relevant features/places within the study area have been assessed and follow up any identified features/places that warrant further protection.
- Address stormwater drainage issues and investigate the potential for Gross Pollutant Traps (GPT) to be installed in line with the *Hobsons Bay Stormwater Management Plan 2006*.
- Undertake further detailed investigations to determine the location and feasibility of a Maritime Servicing Facility within the State Marine Precinct.
- Ensure any new development/facilities are of low scale and complementary to existing activities and facilities.
- Rationalise and co-ordinate the number and style of signage along the foreshore and improve information to highlight the proximity of public transport.

3.2 Precinct One: Stony Creek and Yarra Frontage



3.2.1 Description and characteristics of Precinct One: Stony Creek and Yarra Frontage

This Precinct commences north of the West Gate Bridge and continues south to Newport Park. This area is generally bounded by the Yarra River to the east, industrial areas to the north and parkland and industrial areas to the west. Stony Creek Park (which includes the Backwash and Westgate Memorial Park) is managed by Parks Victoria and is a significant environmental reserve, demonstrating the wetland habitat that was historically a feature of this area. The Stony Creek Friends Group is actively involved in this area. Elements such as the Mobil Oil Terminal, Port operations, West Gate Bridge and pipelines provide an industrial backdrop to the wetlands.

Underneath the West Gate Bridge is located a memorial site acknowledging those who died in the 1970 bridge collapse. Landscaping around the memorial is more formal than the surrounding wetlands.

The rest of this Precinct, south of Stony Creek Park is known as Riverside Park, which is an open grassland area situated along the Yarra River and has land managed by Hobsons Bay City Council and the Port of Melbourne Corporation. Within this area, Mobil has several pipelines, 'Y' cages and bunker jetties that impede access to the River. Hobsons Bay City Council and Port of Melbourne Corporation need to consider the pipeline infrastructure when proposing to undertake any development, so as to not prevent access to these pipes. Riverside Park is well used by pedestrians, dog walkers and cyclists, particularly along the shared trail that runs through this section of the foreshore. An on-road bike path also exists along the western boundary of the Precinct, on Douglas Parade. The foreshore edge is a popular spot for people fishing along the banks of the Yarra River. This Precinct also links to Digman Reserve and forms part of the identified Hobsons Bay Newport Park Sporting Precinct.

Another important characteristic impacting on this Precinct is the Scienceworks Museum, which is a State Tourism Attraction that attracts more than 350,000 people per year. This Museum is situated adjacent to the study area boundary to the west and is located within the largely industrial area that adjoins Precinct One. Douglas Parade separates access between the foreshore and the western part of the municipality, given the significant volume of traffic using the road. The Punt, which is located adjacent to the Museum, provides a part-time service for cyclists and pedestrians to get from one side of the Yarra River to the other. The Spotswood railway station is located approximately 800 metres away.

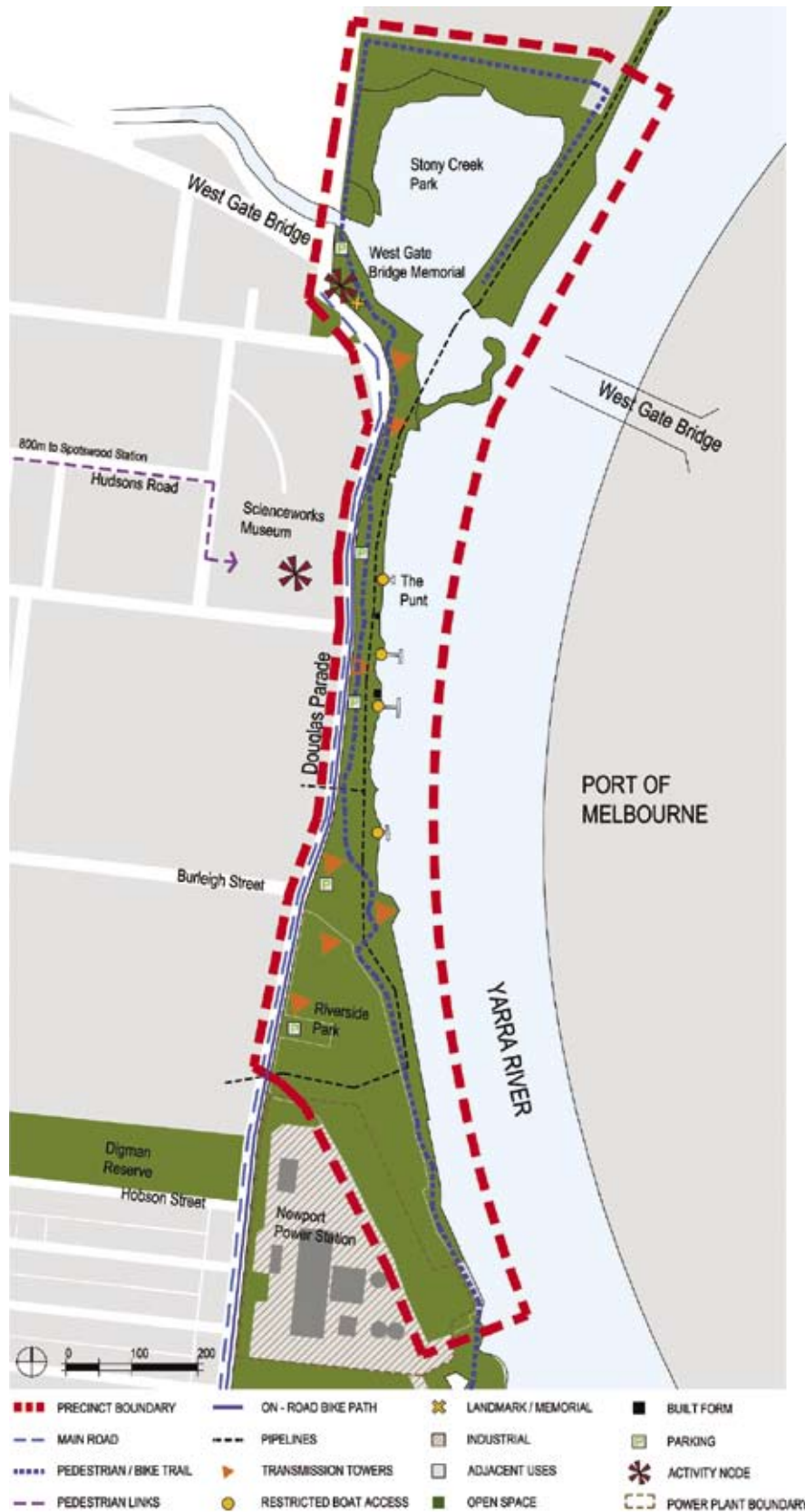
The Precinct is an important passive and active recreation area for residents and visitors, as well as providing an important wetland habitat within a significant environmental reserve with high flora and fauna values.

3.2.2 Community aspirations

The community/stakeholder consultation highlighted the following aspirations for this Precinct:

- Improved environmental quality of the area, particularly at Stony Creek Park – remove rubbish; continue with revegetation works.
- Enhanced pedestrian/bike trail.
- Enhanced views.
- Increased services at The Punt.
- Pedestrian link from The Punt to Scienceworks Museum.
- Improved signage – highlight Bay Trail commencement; historical/interpretive signage.

Figure 5. Precinct One – Analysis



3.2.3 Key issues and opportunities

Views

Views of significance available within this Precinct are outlined in the *Williamstown Foreshore Landscape & Visual Assessment* 2008 and include:

- Views from the Yarra River's edge taking in the River and West Gate Bridge in the foreground and Docklands, Melbourne CBD and Newport Power Station.
- Views from the Memorial Park, looking out over the industrial uses and the wetlands towards the CBD.
- Views of the ships passing along the River to the Port of Melbourne.

The contrast in landscapes is viewed as a positive feature of the Precinct, but visual features such as rubbish, graffiti, erosion and barbed wire/high fencing are considered to detract from the views.

Environment

Stony Creek Park has high coastal flora and fauna values and activities that enhance these natural values should be pursued, particularly with regard to improving cleanliness of the area, improving water quality and revegetation works. A Neighbourhood Environmental Improvement Plan has been prepared for the Park to address these issues.

Landscaping

Provision of consistent access along the foreshore for pedestrians and cyclists is seen as a critically important outcome, and has strong community and stakeholder support. Improvements to the linear parkland contained within this Precinct should focus on improving the cleanliness of the area (litter, weeds and graffiti), safety (lighting and landscaping) and investigating opportunities to improve the fencing and signage that interfere with valued views.

Pedestrian/Bicycle Links

Stony Creek Park is the starting point of the Hobsons Bay Coastal Trail, which continues the length of this Revised Strategic Plan's study area. Provision of a safe crossing point would improve access between the foreshore and areas west of Douglas Parade.

The Punt opposite Scienceworks Museum provides an opportunity to cross the Yarra River and continue the Trail through West Gate Park to the east. Establishing safer pedestrian access in the vicinity of Scienceworks Museum and the Punt would enhance this destination and encourage visitors to use an alternative mode of transport. Bicycle parking facilities are presently available at Scienceworks.

Riverside Park/Newport Industrial Buffer Zone

From Scienceworks south to the Newport Power Station, public land has potential to provide for recreational activity, but is also constrained by Port functions and public utilities.

The location of the Warmies Boat Ramp within a State Marine Precinct indicates the current significance of the boating facilities adjacent to Precinct One and potential to consider an upgrade/expansion of services offered.

Several stakeholders have suggested new boating facilities (such as dry storage and marine servicing) near the Newport Power Station. The need and potential location for such a facility would require further investigation (as outlined in section 3.1.1). A key consideration in the location and operation of any facility will be the impact on development and use at Riverside Park and the potential impact to the Port operations.

The Council is not supportive of new boating facilities in this area and has resolved to prepare a Master Plan for the development of sports fields and associated amenities on the Riverside Park land to cater for the increasing demand for junior sporting facilities in the area.

3.2.4 Recommended actions

The following actions are recommended for Precinct One:

- Enhance environmental values and vegetation in and around Stony Creek Park, including continued implementation of the Neighbourhood Environmental Improvement Plan for the Park.
- Encourage the involvement of the Stony Creek Friends Group in vegetation and habitat management works.
- Continue the regular monitoring and maintenance of the Precinct.
- Prepare a Master Plan for Riverside Park to provide future direction for the open space and integrate the Hobsons Bay Coastal Trail into its redevelopment.
- Provide improved access throughout the site for pedestrians and bikes, focusing on improving safety and opportunities for uninterrupted views across the Yarra River and towards industrial elements within and adjoining the Precinct.
- Establish a safe crossing point between the foreshore and the areas to the west of Douglas Parade (in the vicinity of Scienceworks and The Punt).
- Continue to investigate opportunities to improve the Punt service.

3.3 Precinct Two: Newport Park/The Warmies



3.3.1 Description and characteristics of Precinct Two: Newport Park/The Warmies

This Precinct is located south of the Newport Power Station and is bounded by the Yarra River and Greenwich Bay to the east, residential to the west and The Anchorage Marina to the South. This Precinct is characterised by open parkland and active and passive recreation, including Newport Park (incorporating sports oval, athletics track, regional skate park and fitness centre) and Greenwich Reserve (open grassland, coastal shrubs and walking/bicycle paths). Sandy Point has been rehabilitated, with the assistance of the Friends of Greenwich Bay, and is an important habitat for waterbirds. The HMAS Yarra National Memorial is located north of the Power Station Cooling Water Outlet.

The Warmies Boat Ramp is a significant boating facility in the western region of Melbourne, with the Inlet providing a popular land based fishing spot. More formal landscaping has been established around the car park servicing this facility.

The shoreline is characterised by an informal rock edge and subject to erosion.

The Hobsons Bay Coastal Trail extends along the foreshore from Precinct One continuing through this Precinct. An on-road bike path exists along Douglas Parade and The Strand, which forms the western boundary of this section of the study area.

This Precinct is adjacent to various heritage listed residential buildings situated to the west and is approximately 800 metres away from the Newport railway station.

The Precinct is highly valued for its passive and active recreation facilities and open views across Port Phillip Bay.

3.3.2 Community aspirations

The community/stakeholder consultation highlighted the following aspirations for this Precinct:

- Enhanced environmental quality of the area, including improved waste management, re-vegetation and foreshore remediation works.
- Improved amenities, including lighting, shade, seating, BBQ facilities.
- Wider shared path, with bikes and pedestrians separated.
- Additional recreational opportunities.
- Improved roads.
- Improved management and efficiency of parking areas.

3.3.3 Key issues and opportunities

Views

Views of significance available within this Precinct are outlined in the *Williamstown Foreshore Landscape & Visual Assessment* 2008 and include:

- Expansive panoramic views across Williamstown Channel and Webb Dock towards the CBD. The city skyline often 'emerges' from behind the large container ships travelling to and from Webb Dock.
- Views down the east-west orientated streets that provide 'surreal' views of the ships travelling across the green grass of the reserve.
- Clear views across wide expanses of water and large areas of open space to the West Gate Bridge.
- Looking south from the reserve across wide expanses of water and large areas of open space towards the boats of Williamstown and beyond.

Environment

Concerns regarding the environmental and ecological health of Greenwich Bay have been raised by several stakeholders. Some of the issues highlighted are: foreshore erosion, siltation, exposed rubbish in the shallows and water quality. Erosion of the foreshore has been noticeable over the last few years and will require an on going program of remediation works to stabilise the banks. A report prepared by Sinclair Knight Merz titled *Williamstown Foreshore Protection Options* 2007, assesses various options for foreshore protection at The Strand and recommends a 'fitted' rock armour revetment system (sea wall).

The revegetation of Sandy Point and the spit, to reinforce the environmental significance of these areas, is an on-going project and support for it should continue.

Figure 6. Precinct Two – Analysis



Landscaping

This Precinct contains the largest concentration of open space within the study area, comprising both formal and informal recreational spaces. Hobsons Bay City Council has a number of plans and projects that seek to incrementally improve the landscaping, access and amenities of this area, such as the Public Toilet Strategy, Playground Strategy and the Hobsons Bay Signage and Furniture standards. It is recommended that a landscape master plan be prepared to guide the planting of vegetation and integrate existing strategies/plans into a physical landscape framework plan.

In upgrading playgrounds, Hobsons Bay City Council is reviewing the location and layout of play equipment to resolve risk management issues, including the safety standard of play equipment and improvements to the road safety barriers.

Boating

The Warmies Boat Ramp is located off The Strand in Newport and has parking for 55 vehicles with trailers, 12 standard car spaces and a dual ramp. It is designated as a District Facility in the Boating CAP and is operated by Hobsons Bay City Council.

Preliminary assessment of usage has been undertaken by Hobsons Bay City Council (*The Warmies Boat Launching and Retrieval Facility Feasibility Study 2008*), which estimated approximately 21,000 launches from the Warmies Boat Ramp in 2006/07. An assessment of launches contained in the *Williamstown Vessel Traffic Management Plan* suggests that the boat ramp is already over capacity on summer Saturdays. Based on a 6% growth rate in launches, capacity will be exceeded every day of the week during summer by the year 2018. It should be noted that this assessment is indicative only and the *Williamstown Vessel Traffic Management Plan* recommends that further monitoring is required to ascertain traffic volumes, pattern of use and traffic conflicts.

The *Hobsons Bay Boating Forum: Summary Report 2006* outlined a number of recommendations to improve the capacity, safety and efficiency of The Warmies Boat Ramp, including additional ramps and floating jetties and improved signage. Funding to install on-water berths at The Warmies Boat Ramp was allocated in July 2009 through the Marine Safety Victoria Boating Infrastructure Fund.

Traffic Management/Parking

Any development associated with The Warmies Boat Ramp that will increase capacity is likely to result in traffic management and parking impacts. These issues will need to be carefully considered as part of any redevelopment undertaken, to ensure that appropriate traffic management measures are put in place and adequate parking (for both cars and trailers) is provided.

Hobsons Bay City Council has commenced improvement works along The Strand that will provide several pedestrian refuge islands within this Precinct to enable safer crossing of the road to and from the foreshore. The first one has been constructed adjacent to Yarra Street.

Pedestrian/Bicycle Links

Whilst part of the shared path within the Precinct runs along the foreshore at Greenwich Bay, most of the path is located adjacent to The Strand. The shared path is currently well utilised and it is anticipated that usage will increase in the future. A potential solution being explored by Hobsons Bay City Council is for a more active shared path to be retained along the roadside, with a passive walking path located along the foreshore.

3.3.4 Recommended actions

The following actions are recommended for Precinct Two:

- Undertake an ecological assessment of Greenwich Bay (focusing on water quality) prior to carrying out any works that require sediments within the Bay to be disturbed.
- Commence a staged program of remediation works, by means of a sea wall, to protect the foreshore from further erosion.
- Support revegetation of Sandy Point and the spit to reinforce the environmental significance of these areas and encourage the Friends of Greenwich Bay to play an active role in revegetation and environment protection works.
- Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities and amenities (including shading) within the Precinct.
- Upgrade existing boating facilities at The Warmies to manage boat launching and retrieval time and provide short term berthing facilities for launch and retrieval. Consider traffic management and parking impacts of any redevelopment.
- Continue implementation of pedestrian refuge islands along The Strand as per the *North Williamstown Local Area Traffic Management Study 2004* to provide safer crossing of the road and facilitate use of the public open space along the foreshore.
- Upgrade the pathway system within Precinct Two to provide a more active shared path along The Strand and passive walking path adjacent to the foreshore.

3.4 Precinct Three: The Strand



THE STRAND
PRECINCT 3

3.4.1 Description and characteristics of Precinct Three: The Strand

The Strand Precinct boundary begins at The Anchorage Marina and Restaurant and extends south to Stevedore Street (just before the Williamstown Sea Scouts). This Precinct is bordered by Hobsons Bay to the east and low scale residential areas to the west. The Precinct forms part of the narrow seaside promenade that runs along the edge of the shoreline for the length of The Strand. The area has sparse vegetation, but is popular with walkers, cyclists and families.

The Anchorage Marina provides private facilities for launching and retrieving boats and accommodation for boats in the form of both berths and swing moorings for a fee. There are some free public berths available for a few hours subject to availability.

From this point south, the boating activity intensifies. A large mooring area, managed and operated by Parks Victoria and containing approximately 240 formal swing moorings, is located between The Anchorage Marina and Williamstown Sea Scouts.

Similar to Precinct Two, this area is characterised by several heritage listed residential buildings adjacent to the study area to the west. The historic Sea Baths, which is not subject to a heritage overlay, is also located within this Precinct.

The North Williamstown railway station is located over one kilometre away and can be accessed via Stevedore Street or Ferguson Street.

The Strand is valued for the seaside promenade and parkland and low scale boating activity.

3.4.2 Community aspirations

The community/stakeholder consultation highlighted the following aspirations for this Precinct:

- Improved maintenance of foreshore.
- Improved/safer access for pedestrians/bikes through The Anchorage car park.
- Impacts of commercial shipping to be minimised.
- No expansion of built form on the foreshore.

3.4.3 Key issues and opportunities

Views

Views of significance available within this Precinct are outlined in the *Williamstown Foreshore Landscape & Visual Assessment* 2008 and include:

- Strong sweeping view lines from the foreshore reserve through the evenly spaced yacht masts that capture the West Gate Bridge, the Dandenongs, the CBD and Port Phillip Bay.
- Across the low lying reserve south of The Anchorage Marina, with the open water in the foreground, the swing moorings in the middle ground and the CBD on the horizon.
- Residential streets running east-west that provide vistas across the green space and out into Hobsons Bay.

Environment

Foreshore erosion is occurring, resulting in some undermining in this Precinct (eg. at The Anchorage Marina and Restaurant) and remediation works are required to stabilise the foreshore. A seawall treatment is currently being investigated by Hobsons Bay City Council and Department of Sustainability and Environment that provides protection to the coastline.

Landscaping

This narrow strip of foreshore is a popular stretch of open space for informal activities. Hobsons Bay City Council is currently in the process of implementing a new suite of furniture (from the Urban Design Manual) along the foreshore.

Trees have been lost in the past due to vandalism and have not been replaced. The landscape master plan recommended in Precinct Two could be extended to include this part of the foreshore, to guide the planting of vegetation and provide an integrated physical landscape framework plan for the foreshore open space.

Boating

A review of the swing mooring area located between The Anchorage Marina and Williamstown Sea Scouts is currently being undertaken by Parks Victoria. This will result in a reconfiguration of the moorings to improve layout efficiency and fairway widths, including access to Williamstown Sailing Club.

Pedestrian/Bicycle Links

A major conflict point exists in front of The Anchorage Restaurant, where the shared path runs through the restaurant car park. The lack of a clear delineation and separation of the path from cars creates a major safety issue. Opportunities to realign the shared path around the car park should be investigated.

Sea Baths

In 2003, Heritage Victoria undertook Stage 1 of the Maritime Infrastructure Assessment Project (MIAP) to investigate the archaeology of maritime infrastructure around Victoria. The Sea Baths was one of the sites highlighted as warranting consideration for a Heritage Overlay. As noted in section 3.1.1 of this report, a review of existing heritage studies should be undertaken to confirm that all heritage elements within the area have been assessed and appropriate protection measures are put in place.

3.4.4 Recommended actions

The following actions are recommended for Precinct Three:

Stabilise the eroding foreshore by constructing a seawall.

- Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities, views and amenities (including shading) within the Precinct.
- Maintain the low level of boating activity within the Precinct (facilities to be limited to existing levels) and the mooring facilities located within the Bay.
- Audit and reconfigure the swing moorings to improve the layout of moorings and fairway widths.
- Realign the shared path in front of The Anchorage Restaurant.

Figure 7. Precinct Three – Analysis



3.5 Precinct Four: Williamstown Centre



3.5.1 Description and characteristics of Precinct Four: Williamstown Centre

The Williamstown Centre Precinct is where boating and recreational activity is concentrated. The Williamstown Sea Scouts and Williamstown Sailing Club signal the start of this Precinct, while the Williamstown Seaworks site (previously known as the former PMA workshops site) forms the southern boundary. A mix of uses exists west of the Precinct, including commercial, retail and residential.

There are various jetties and piers along this section of the study area accommodating several Clubs (Williamstown Sea Scouts, Williamstown Sailing Club, Hobsons Bay Yacht Club, Royal Victorian Motor Yacht Club, Naval Cadets and Royal Yacht Club of Victoria) and water based uses (slipways, boat building/repair, seaplane and the Water Police). Ferguson Street Pier provides the only public berths within this Precinct.

Whilst the clubs and maritime businesses all contribute to the high level of boating activity and strong maritime character of the Precinct, access to the waterfront is restricted by buildings and uses that occur in this Precinct. The interface/frontage of these uses to Nelson Place contributes to the inactive edge that exists along much of the street. This in turn reinforces the 'barrier' between the street and foreshore. Views are often only available through hard stand areas, between buildings and through fencing. Businesses such as C Blunt Boat Builder Pty Ltd provide an opportunity for interested parties to view the boat building/restoration/repair work being carried out in the heritage listed building.

Commonwealth Reserve provides a popular meeting/focal point within the Precinct and valued parkland area that contains the Liston Tennis Club and Williamstown Visitor Information Centre. Gem Pier adjoins Commonwealth Reserve and is a popular destination to view the boating activity. The HMAS Castlemaine is located at the Pier and commercial ferry operators offer sight seeing tours from here to St Kilda and Southgate.

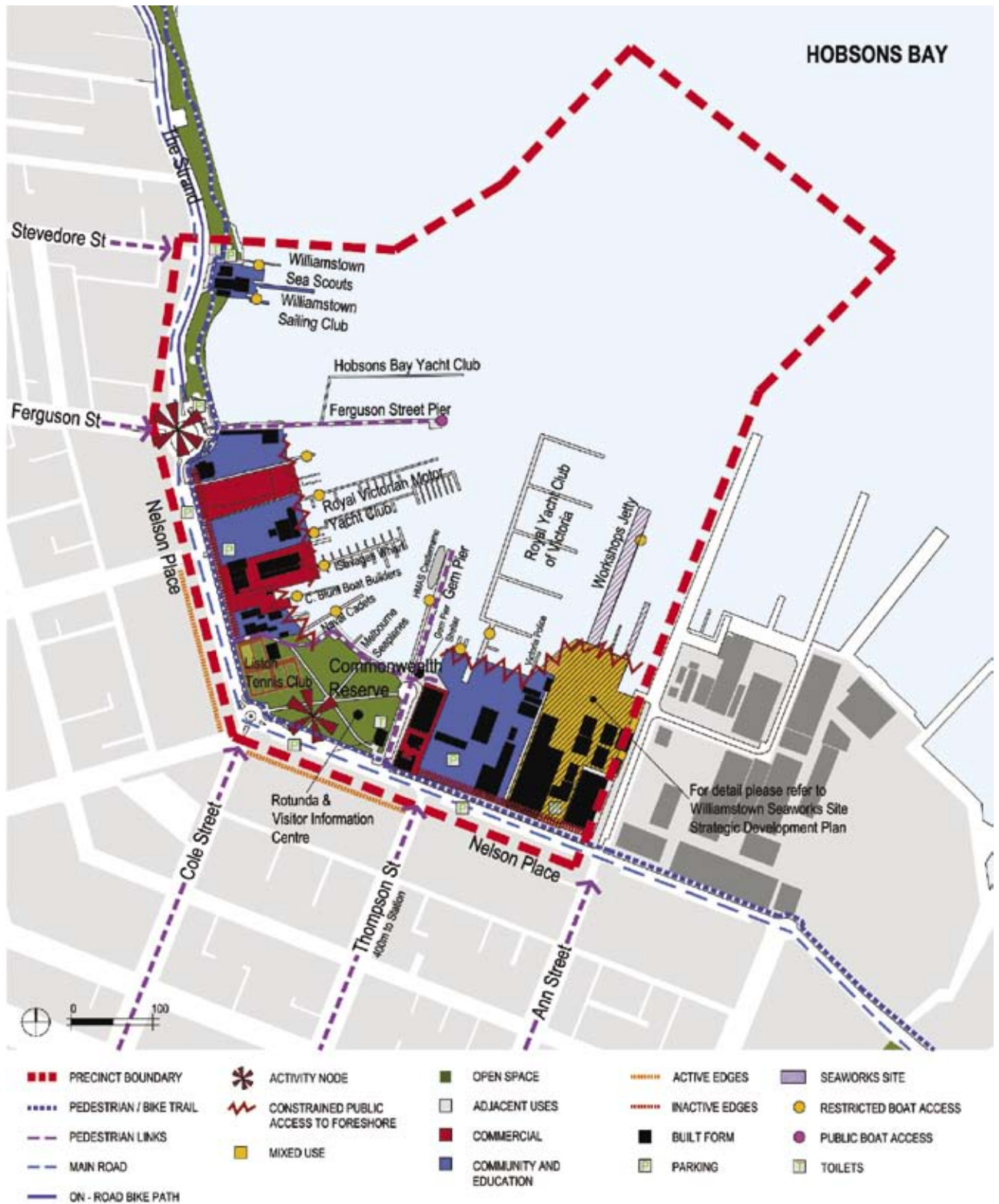
The Williamstown Seaworks site is the subject of a separate strategic planning study. Several buildings within this site are historically significant (Former Melbourne Harbour Trust Williamstown Workshops and Former Morgue). Other elements that are of heritage significance within the Precinct include Commonwealth Reserve, Former Customs House, Blunts Boatyard and Slipway and Wilkinson Memorial Drinking Fountain.

The Hobsons Bay Coastal Trail continues through this Precinct and south of Ferguson Street it is located on the footpath. The shared nature of the Coastal Trail at this point is not desirable as there is a conflict between pedestrian and bicycle traffic.

The concentration of maritime/boating activity, together with the proximity to restaurants/retail and recreational uses make this Precinct very busy, both on land and in the water. There is also a demand for more parking in this Precinct due to the high level of activity during peak periods.

Both Williamstown Beach and Williamstown railway stations are in close proximity to this Precinct.

Figure 8. Precinct Four – Analysis



3.5.2 Community aspirations

The community/stakeholder consultation highlighted the following aspirations for this Precinct:

- Maintenance of key views.
- Improved traffic/parking conditions.
- Greater co-operation among the Clubs.
- Clearer fairway delineation and enforcement of regulations.
- Promotion of maritime heritage.
- Redevelopment of the Williamstown Seaworks site.

3.5.3 Key issues and opportunities

Views

This Precinct contains numerous views of significance. The following list highlights those that have been assessed as being of high significance in the *Williamstown Foreshore Landscape & Visual Assessment 2008*:

- View from the corner of John Morley Reserve and Ferguson Street Pier across the open water and swing moorings towards the city skyline.
- The view from the end of Ferguson Street Pier across the open water towards the city skyline.
- From the Commonwealth Reserve foreshore, panoramic views across the sailing masts capture Hobsons Bay, the West Gate Bridge and the city skyline.
- Strong views of the city skyline from the end of Gem Pier through the sailing masts.
- The view from the end of the vacant Workshops Pier across the open water of Port Phillip Bay towards the city skyline.
- Sweeping views from the end of the Royal Yacht Club of Victoria marina across wide expanses of open water to the city skyline.

Boating

Boating activity is concentrated within Precinct Four. The presence of several boating/sailing clubs, marinas, Port operations and commercial ferries make this space very congested at peak times. The extent of the movement patterns is documented in the *Williamstown Vessel Traffic Management Study*. Various measures are recommended in the report to improve congestion within this body of water, including enforcing boating regulations, improving signage, moving yacht racing (for keel boats/yachts) to the east side of the shipping channel and relocating the Castlemaine to the south side of Gem Pier.

Several of the Clubs have expressed a desire to expand facilities, but no formal proposals (i.e. planning permit applications) have been submitted for formal consideration. The proposed expansions have raised concerns regarding the potential impacts, both on land and in the water. Any proposal for expansion should be assessed on the basis of net community benefit, including the impact on other clubs and user groups.

Work undertaken as part of the *Williamstown Fairways Plan Report* has highlighted the appropriate fairways to be adopted, based on Australian Standards, in order to provide for safe movement to and from the various clubs and piers/jetties. Confirming the fairways will also assist with understanding whether there is any potential for existing clubs to expand, whilst maintaining clear and safe access.

Further information on the proposed fairways is provided in the Williamstown Centre Master Plan (in section 5). It is anticipated that the new fairways will be established before the end of the 2009/10 financial year.

Traffic Management/Parking

Traffic congestion and parking issues are key concerns within this Precinct, given the various activities and popularity of the location. The difficulty in finding a parking space affects cars (throughout the Precinct) and trailers (in the vicinity of the Williamstown Sailing Club) and further assessment is required to evaluate opportunities within this Precinct to provide additional parking for both cars and trailers. Potential locations that could be included in the assessment are outlined in the Williamstown Centre Master Plan.

Any future redevelopment proposals (eg. club expansions, additional berths) need to address any anticipated impacts from the new development, in particular how the provision of required parking will be accommodated on site.

Pedestrian/Bicycle Links

Heading south from this Precinct, public access to the foreshore becomes increasingly restricted, with Commonwealth Reserve and Gem Pier providing the key opportunity between Ferguson Street Pier and Point Gellibrand Coastal Heritage Park. Further detail on the proposed shared path along the foreshore is provided in the Williamstown Centre Master Plan.

There are two areas of conflict in relation to the existing shared path in this Precinct that require attention. The first occurs at the roundabout where Ferguson Street meets The Strand and the path becomes quite narrow adjoining the Hobsons Bay Yacht Club. Works are currently underway to resolve this conflict point and should be completed by mid 2010.

Another conflict point is present at the Williamstown Sailing Club and Williamstown Sea Scouts, where cars cross the shared path to access parking in this area.

Commonwealth Reserve

Commonwealth Reserve is a significant location for events. The *Commonwealth Reserve Landscape Master Plan* (prepared in 1995 and revised in 2002) has generally been implemented and only on-going maintenance and cleaning is proposed. Given the popularity of this Reserve and intensity of use, high levels of maintenance and a regular program of street furniture/asset renewal will be required.

Environment

Dredging generally takes place to maintain depth in existing ports, marinas and channels in order to provide safe and clear passage for commercial and recreation vessels or to create new or deeper access for vessels.

Coastal Management Act Consent is required to undertake any dredging activity and approval must be granted before this can occur. Applications are made to the Department of Sustainability and Environment and must be compliant with the *Best Practice Environment Management Guidelines for Dredging* developed by the Environment Protection Authority.

As local port manager, Parks Victoria has the responsibility to provide, develop and maintain navigation channels to public landings in the local port. Where there is restricted or exclusive access, the tenant is responsible for maintaining access to their facility. There are potential advantages for government agencies, yacht clubs and other tenants to cooperate in relocating dredged material to common sites.

Williamstown Seaworks Site

The Williamstown Seaworks site presents a key opportunity within this Precinct to develop a tourism and recreation focal point that celebrates the maritime heritage of the area. The *Williamstown Seaworks Site Strategic Development Plan* that is currently being prepared will guide the redevelopment of the site. See the Williamstown Centre Master Plan for further information regarding this site.

3.5.4 Recommended actions

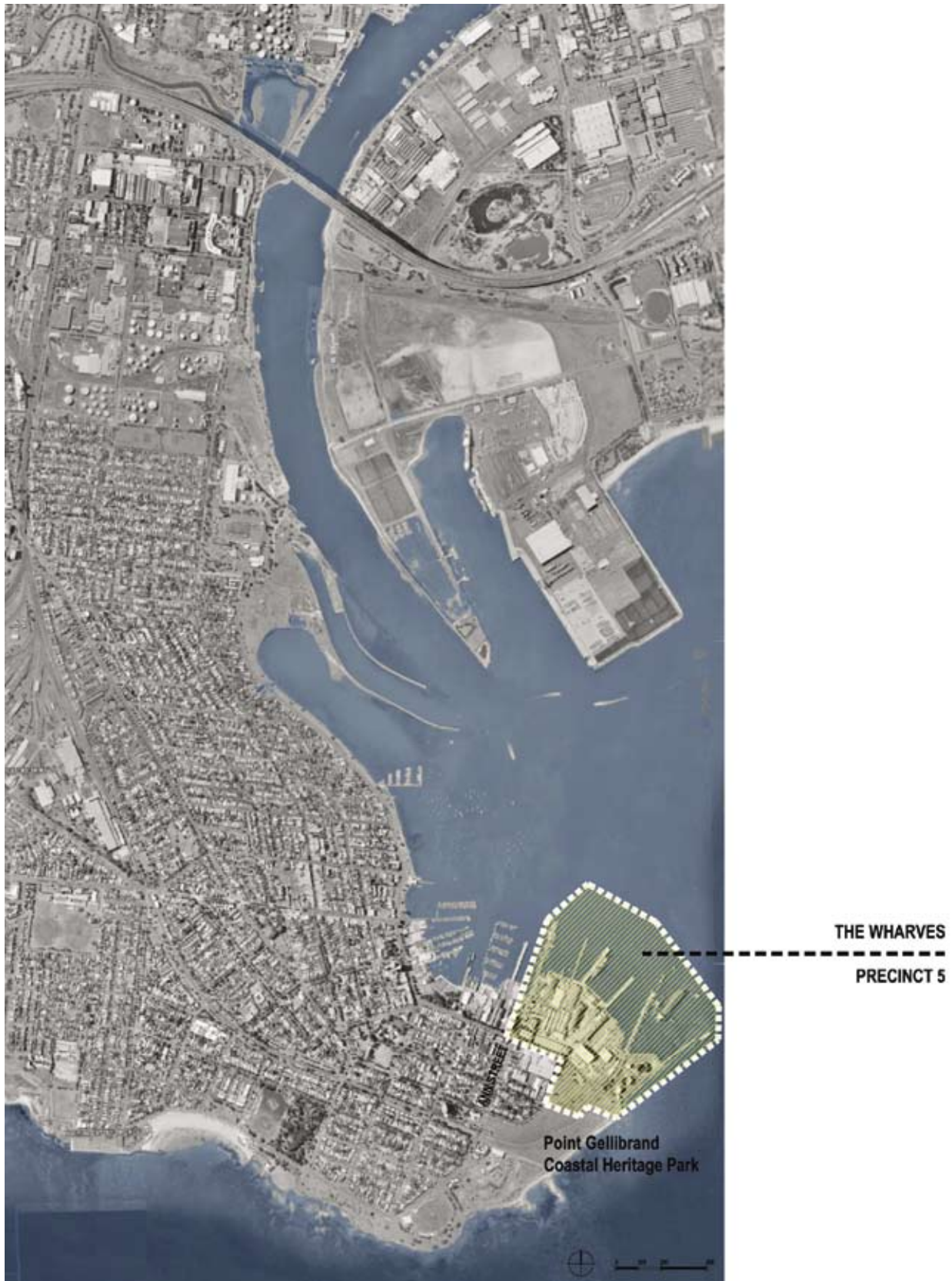
The following actions are recommended for Precinct Four:

- Undertake an assessment of key sites within Precinct Four to ascertain the potential to provide additional public parking spaces for cars and trailers.
- Ensure that any future redevelopment proposals address anticipated impacts, including on-site provision of any additional parking required.
- Implement the redesigned shared path at The Strand/ Ferguson Street roundabout.
- Investigate opportunities to improve safety of the shared path in the vicinity of Williamstown Sailing Club and Williamstown Sea Scouts.
- Continue to maintain the facilities within Commonwealth Reserve and undertake a regular program of asset renewal.
- Initiate discussions between government agencies, yacht clubs and other tenants to explore options for relocation of dredged material.

Please refer to the Williamstown Centre Master Plan for more information on the following items:

- Vessel traffic management to improve congestion and safety in the Bay, including a proposed fairways plan.
- Potential locations to be included in any assessment seeking to increase parking capacity.
- Potential for club redevelopment and co-location of facilities.
- Proposed new shared path along the foreshore.
- Knights Slipway site.
- Williamstown Seaworks site.

3.6 Precinct Five: The Wharves



3.6.1 Description and characteristics of Precinct Five: The Wharves

The Wharves Precinct begins at Ann Street Pier and ends at Breakwater Pier. The Precinct is a very important industrial area focusing on marine engineering and protection of this industry is paramount. The shipbuilding operations make a significant contribution to State economic development and employment.

The Wharves is representative of Williamstown's history, which primarily began as a marine industrial area. This is reflected through the large BAE Systems Australia site (formerly Tenix) situated at the southern end of this Precinct, which is also protected by a Heritage Overlay. The expanse of water within this Precinct is managed by the Port of Melbourne Corporation, with the area between Gellibrand Pier and Breakwater Pier designated as a Security Regulated Zone. There is no public access to any of the piers within this Precinct.

Various uses adjoin the Precinct, namely industrial, tourism and open space. The area surrounding The Wharves is experiencing pressure to change, with a greater emphasis on mixed use developments. One such example is the proposal for the former Port Phillip Woollen Mill (bounded by Ann Street, Nelson Place, Kanowna Street and Aitken Street).

3.6.2 Community aspirations

The community/stakeholder consultation highlighted continued support for maritime industry.

3.6.3 Key issues and opportunities

Landscaping

Hobsons Bay City Council and the Port of Melbourne Corporation are currently renewing Elm trees to reinforce the planting that is representative of the streets in the locality.

Industrial/Port Activities

The Council's *Industrial Land Management Strategy 2008* highlights the importance of protecting existing industry in this location. An increase in sensitive uses in proximity to The Wharves may present the Precinct with some challenges with regard to managing amenity impacts (such as noise and lighting) resulting from the industrial uses occurring on site.

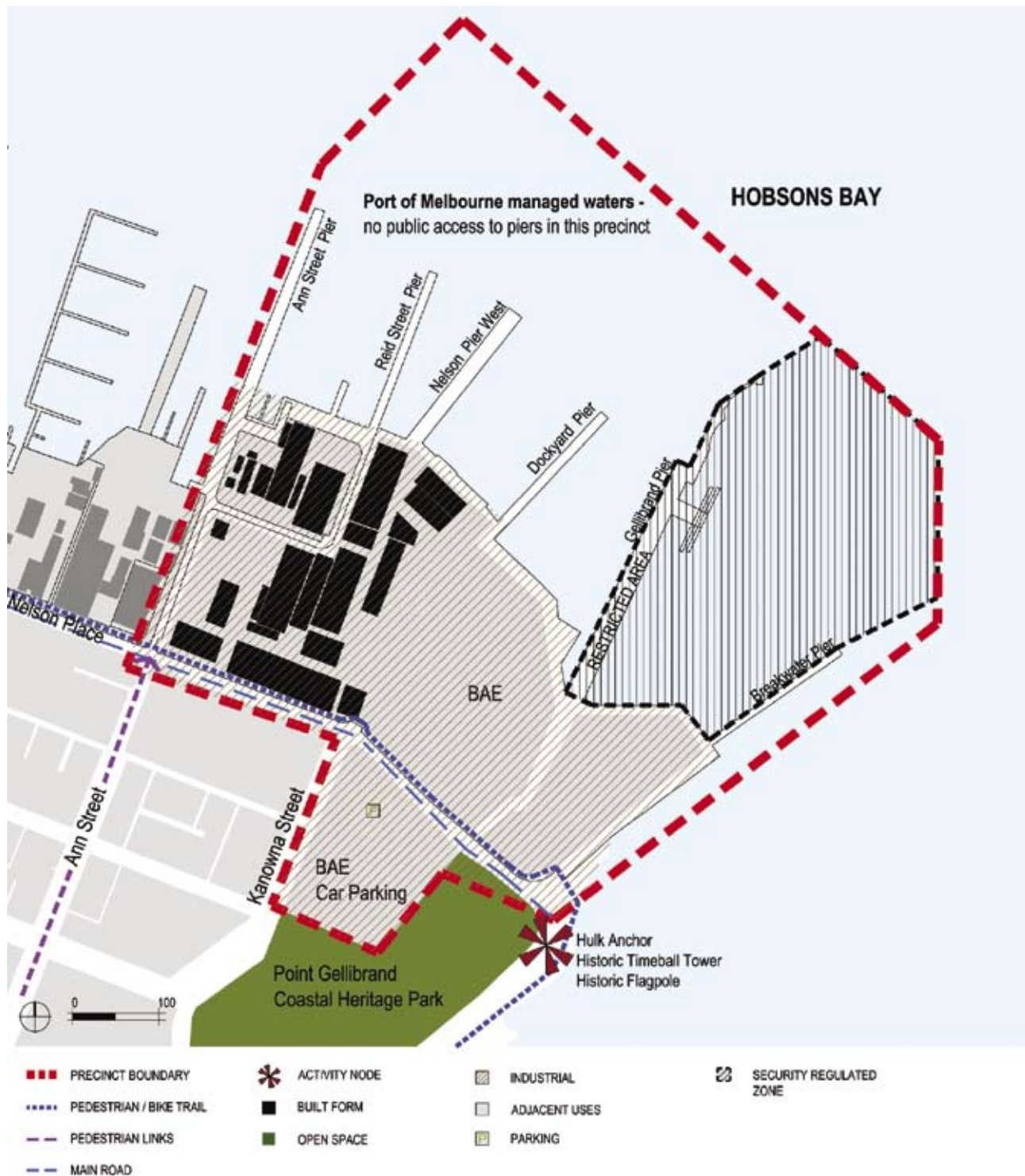
As the area around The Wharves experiences change, there may also be increased pressure to modify the focus/use of the Precinct. Any discussions or investigations into this matter should consider the importance of the industrial and port activities currently taking place on site and the difficulty associated with relocating these activities elsewhere.

3.6.4 Recommended actions

The following actions are recommended for Precinct Five:

- Continue with the planting program using vegetation that is representative of streets in the locality.
- Support and enhance existing industrial/port activities. Any changes to the existing use will require detailed investigation and master planning to be undertaken.

Figure 9. Precinct Five – Analysis





4

IMPLEMENTATION

4.1 Planning Scheme recommendations

4.1.1 Municipal Strategic Statement

For the Revised Strategic Plan to be an effective tool in the assessment of planning permits and proposals, it is recommended that the document be included in both the Hobsons Bay Planning Scheme and Port of Melbourne Planning Scheme. This would give the recommended actions within the Plan some statutory weight and require their consideration in making decisions.

For Hobsons Bay City Council, the Revised Strategic Plan could be included in Clause 21.12, which focuses on the Coast. This Clause currently makes reference to implementing the master plans for sites along the coast, including the “strategy for the coast/foreshore between Point Gellibrand and Stony Creek Backwash.” It is recommended that specific reference be made to the title of the Revised Strategic Plan.

The Port of Melbourne Planning Scheme refers to the Strategic Plan 2000 within Clause 21.04-5, which deals with open space and recreation. The reference to *Williamstown Foreshore Strategic Plan* within this Clause should be updated to reflect the title of the Revised Strategic Plan.

The inclusion of the Revised Strategic Plan within the Municipal Strategic Statement (MSS) of both planning schemes as a Reference Document, as opposed to being an Incorporated Document, would allow changes/updates to be made to the report without requiring a further planning scheme amendment.

4.1.2 Planning scheme boundary

In preparing the Revised Strategic Plan, the opportunity to place the whole study area under the control of one planning scheme was raised. There have been some discussions about the areas not containing Port of Melbourne Corporation land being transferred to Hobsons Bay City Council. It is recommended that further discussions take place between the Department of Planning and Community Development, Hobsons Bay City Council and Port of Melbourne Corporation to consider this issue as part of a review of planning scheme boundaries.

4.1.3 Implementation Plan for the Revised Strategic Plan

The following table outlines the lead and supporting agencies responsible for implementing each of the actions outlined in this Revised Strategic Plan. The anticipated timeframe for completing each item is also included, with the following definition for each timeframe:

- Short Term – 0 to 3 years.
- Medium Term – 4 to 7 years.
- Long Term – 8 to 10 years.

The timing for actions that have no specific timeframe will be noted as being Ongoing or As Required. These items will have a priority (Low, Medium or High) allocated to them to assist with prioritising actions.

It is critical that lead agencies and Responsible Authorities work together to ensure the timely implementation of actions.

Table 1. Implementation Plan for Revised Strategic Plan actions

	Action	Lead Agency	Supporting Agency	Priority	Timing
Study Area Wide					
A1	Consider the anticipated impacts of climate change in planning for the future protection of the foreshore and any potential development in accordance with State policy.	PV HBCC POMC	DPCD DSE CCB	High	Ongoing
A2	Consider opportunities to provide additional shade throughout the study area in line with the <i>Hobsons Bay City Council Heatwave Strategy 2009-2010</i> .	HBCC			Short Term
A3	Review existing heritage studies to ensure all relevant features/places within the study area have been assessed and follow up any identified features/places that warrant further protection.	HBCC POMC PV	DPCD HV AAV		Short Term
A4	Address stormwater drainage issues and investigate the potential for Gross Pollutant Traps (GPT) to be installed in line with the <i>Hobsons Bay Stormwater Management Plan 2006</i> .	HBCC	PV POMC		Long Term
A5	Undertake further detailed investigations to determine the location and feasibility of the Maritime Servicing Facility within the State Marine Precinct.	PV	HBCC		Short Term
A6	Ensure any new development/facilities are of low scale and complementary to existing activities and facilities.	HBCC	DPCD	High	Ongoing
A7	Rationalise and co-ordinate the number and style of signage along the foreshore and improve information to highlight the proximity of public transport.	PV HBCC POMC	DOT		Short Term

	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct One – Stony Creek and Yarra Frontage					
1.1	Enhance environmental values and vegetation in and around Stony Creek Park, including continued implementation of the Neighbourhood Environmental Improvement Plan for the Park.	PV		High	Ongoing
1.2	Encourage the involvement of the Stony Creek Friends Group in vegetation and habitat management works.	PV		High	Ongoing
1.3	Continue the regular monitoring and maintenance of the Precinct.	HBCC POMC	PV	Medium	Ongoing
1.4	Prepare a Master Plan for Riverside Park to provide future direction for the open space and integrate the Hobsons Bay Coastal Trail into its redevelopment.	HBCC	PV POMC		Short Term
1.5	Provide improved access throughout the site for pedestrians and bikes, focusing on improving safety and opportunities for uninterrupted views across the Yarra River and towards industrial elements within and adjoining the Precinct.	PV HBCC	POMC		Medium Term
1.6	Establish a safe crossing point between the foreshore and the areas to the west of Douglas Parade (in the vicinity of Scienceworks and The Punt).		HBCC (advocacy role with VicRoads)		Medium Term
1.7	Continue to investigate opportunities to improve the Punt service.	HBCC	PV		
Precinct Two – Newport Park/The Warmies					
2.1	Undertake an ecological assessment of Greenwich Bay (focusing on water quality) prior to carrying out any works that require sediments within the Bay to be disturbed.	PV		High	As Required
2.2	Commence a staged program of remediation works, by means of a sea wall, to protect the foreshore from further erosion.	HBCC	DSE POMC PV		Medium Term
2.3	Support revegetation of Sandy Point and the spit to reinforce the environmental significance of these areas and encourage the Friends of Greenwich Bay to play an active role in revegetation and environment protection works.	HBCC	PV	High	Ongoing

	Action	Lead Agency	Supporting Agency	Priority	Timing
2.4	Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities and amenities (including shading) within the Precinct.	HBCC	PV		Medium Term
2.5	Upgrade existing boating facilities at The Warmies to manage boat launching and retrieval time and provide short term berthing facilities for launch and retrieval. Consider traffic management and parking impacts of any redevelopment.	HBCC	PV POMC		Short Term
2.6	Continue implementation of pedestrian refuge islands along The Strand as per the <i>North Williamstown Local Area Traffic Management Study 2004</i> to provide safer crossing of the road and facilitate use of the public open space along the foreshore.	HBCC			Medium Term
2.7	Upgrade the pathway system within Precinct Two to provide a more active shared path along The Strand and passive walking path adjacent the foreshore.	HBCC	PV		Medium Term
Precinct Three – The Strand					
3.1	Stabilise the eroding foreshore by constructing a seawall.	HBCC DSE	POMC PV		Medium Term
3.2	Develop a landscape master plan to provide a co-ordinated and consistent approach to improving the landscape qualities, views and amenities (including shading) within the Precinct.	HBCC	PV		Medium Term
3.3	Maintain the low level of boating activity within the Precinct (facilities to be limited to existing levels) and the mooring facilities located within the Bay.	PV		Medium	Ongoing
3.4	Audit and reconfigure the swing moorings to improve the layout of moorings and fairway widths.	PV			Short Term
3.5	Realign the shared path in front of The Anchorage Restaurant.	HBCC	PV		Short Term

	Action	Lead Agency	Supporting Agency	Priority	Timing
Precinct Four – Williamstown Centre					
4.1	Undertake an assessment of key sites within Precinct Four to ascertain the potential to provide additional public parking spaces for cars and trailers.	HBCC PV			Medium Term
4.2	Ensure that any future redevelopment proposals address anticipated impacts, including on-site provision of any additional parking required.	HBCC	DPCD PV	High	As Required
4.3	Implement the redesigned shared path at The Strand/Ferguson Street roundabout.	HBCC	PV		Short Term
4.4	Investigate opportunities to improve safety of the shared path in the vicinity of Williamstown Sailing Club and Williamstown Sea Scouts.	HBCC	PV		Medium Term
4.5	Continue to maintain the facilities within Commonwealth Reserve and undertake a regular program of asset renewal.	HBCC		Medium	Ongoing
4.6	Initiate discussions between government agencies, yacht clubs and other tenants to explore options for relocation of dredged material.	PV			Short Term
Precinct Five – The Wharves					
5.1	Continue with the planting program using vegetation that is representative of streets in the locality.	HBCC POMC		Medium	Ongoing
5.2	Support and enhance existing industrial/port activities. Any changes to the existing use will require detailed investigation and master planning to be undertaken.	HBCC POMC	DPCD PV	High	As Required

Key:

AAV – Aboriginal Affairs Victoria

CCB – Central Coastal Board

DOT – Department of Transport

DPCD – Department of Planning and Community Development

DSE – Department of Sustainability and Environment

HBCC – Hobsons Bay City Council

HV – Heritage Victoria

POMC – Port of Melbourne Corporation

PV – Parks Victoria

5

MASTER PLAN – WILLIAMSTOWN CENTRE



5.1 Introduction

This Master Plan focuses on the area contained in Precinct 4 (Williamstown Centre). The purpose of the Plan is to provide further detail on the direction for future development within this highly utilised section of the foreshore.

The Master Plan focuses on the following items:

- Co-ordination of recent investigations undertaken within the Precinct, including the *Williamstown Fairways Plan Report* and *Williamstown Vessel Traffic Management Plan*.
- The current congestion around Gem Pier.
- Potential for land and water based expansion.
- The opportunity for co-location of facilities.
- Improving public links to the foreshore.
- Proposed redevelopment of the Knight's Slipway site and Williamstown Seaworks site.

5.2 Master Plan key elements

5.2.1 Vessel Traffic Management

Given the range of activities that occur on the water and the varying boating/sailing experience of some people, it is most important that very clear rules and regulations are in place and enforced. This includes addressing issues of speeding and unsafe boating practices.

A Vessel Traffic Proposal has been prepared by Parks Victoria based on the findings of the *Williamstown Fairways Plan*, *Williamstown Foreshore Landscape and Visual Assessment* and the *Williamstown Vessel Traffic Management Plan*. Features of the Proposal include:

- Limited marina expansion by Royal Yacht Club of Victoria to a line even with the end of Ann Street Jetty and a potential wave attenuator.
- Any marina redevelopment at Hobsons Bay Yacht Club and Royal Victorian Motor Yacht Club to be contained within existing footprints.
- Implementation of all traffic management recommendations from the *Williamstown Vessel Traffic Management Plan*, including relocation of the Castlemaine to the south side of Gem Pier.
- Marked Transit Lane (A) and Entrance from the Williamstown Shipping Channel.
- Maintenance of a 90 metre Transit Lane (B) north of Hobsons Bay Yacht Club Jetty with moorings removed from the clearway.
- 'Regridding' of the swing moorings to use space more efficiently.

The proposed fairways, transit lanes and relocated Castlemaine are shown in Figure 10, which documents the Master Plan's implementation.

5.2.2 Gem Pier – HMAS Castlemaine

Gem Pier forms part of a key destination in Williamstown, for both residents and tourists. Many boating activities occur around the Pier, which create congestion and unsafe boating conditions.

The Castlemaine has been located at Gem Pier since 1975. Whilst the ship provides an important point of interest and destination on Gem Pier, the congestion experienced on the water and the issue of interrupted sightlines for vessels approaching the Pier, warrants a review of the location of the Castlemaine. Strategic Plan 2000 suggested its relocation to the Williamstown Seaworks site, which may be a possibility in the longer term.

A potential site for relocation of the vessel to the opposite side of the Pier has been recommended in the Vessel Traffic Proposal outlined above.

5.2.3 Club redevelopment

Whilst several Clubs have expressed a desire to expand land and/or water based facilities, the Vessel Traffic Proposal provides for only the Royal Yacht Club of Victoria to consider a minor marina expansion (in terms of an enlarged water based area). It is acknowledged that other Clubs may decide to renew/replace aging infrastructure, which could subsequently lead to increased capacity through improved design and efficiency.

The Master Plan provides an indication of sites that are currently undergoing change or may have potential for landside redevelopment. Whilst proposals will need to be assessed on a case by case basis, any opportunity to activate street frontages and integrate the foreshore to Nelson Place should be encouraged.

The assessment of any future marina expansion or redevelopment of sites within the Master Plan area must have regard to traffic management and parking impacts within and off site. Any additional parking required to service the proposed redevelopment will need to be accommodated on site.

5.2.4 Co-location of facilities

The Williamstown Sea Scouts is located adjacent to the Williamstown Sailing Club. The Sea Scouts' facilities are disconnected, with the Hall to the north of the Sailing Club and the boat storage facility to the south. The opportunity to combine the Sea Scouts' facilities into a multi purpose building should be investigated, particularly when the time comes to upgrade either of these two Clubs or the nearby public toilet block. Any redevelopment proposals should consider the existing conflict point referred to in the Revised Strategic Plan between cars and pedestrians/cyclists using the shared path in this location (if the situation has not been resolved prior to the co-location opportunity).

5.2.5 Shared path along foreshore

A major challenge within this Precinct is achieving improved foreshore access via the establishment of a shared path along the front of the buildings on either side of Commonwealth Reserve.

It is anticipated that within five years, the first stage of the path would be established on the south side of Gem Pier, as part of a redevelopment of the Royal Yacht Club of Victoria and Williamstown Seaworks site. The next stage (within 5-10 years) would focus on the Knights Slipway site and the Hobsons Bay Yacht Club foreshore frontage, providing a link to Ferguson Street Pier.

The last stage of the shared path, which is expected to be established beyond the ten year timeframe of this Master Plan, would provide a link in front of the Clubs between the Knights Slipway site and Commonwealth Reserve. This stage would also see public access along Workshops Jetty.

The Master Plan outlines the possible route for the path, together with the likely staging plan.

5.2.6 Knights Slipway site

A proposal at the Knight's Slipway site has gained Coastal Management Act Consent. The Consent is for the use and development of coastal Crown land for a maximum two storey building, including marine services, boat sales, marine maintenance and repair and basement car park. It does not include any development in the water or additional berths.

A Planning Permit (No. 20080799) has also been issued by the Minister for Planning. The Permit is subject to a number of conditions, including the need to submit amended plans with an annotation confirming future public access along the foreshore. The inclusion of a public path along the front of the site is considered to be a critical first step to achieving the foreshore promenade within this Precinct.

5.2.7 The Williamstown Seaworks site

The Williamstown Seaworks site occupies approximately 2.74 hectares of Crown land with direct water frontage to Hobsons Bay, commanding views of the Melbourne skyline and street frontage to historic Nelson Place. Parks Victoria is Committee of Management for the site.

The site has cultural and historic significance dating back to the 1850s when it operated as Melbourne's immigration arrival point and later a site for ship building and other maritime industrial activities. Key facilities on the site today include a mix of heritage listed buildings and sheds, local Parks Victoria work-centre office, operating piers, jetties and slipways, and two large open display sheds that are currently used for events, shows and festivals.

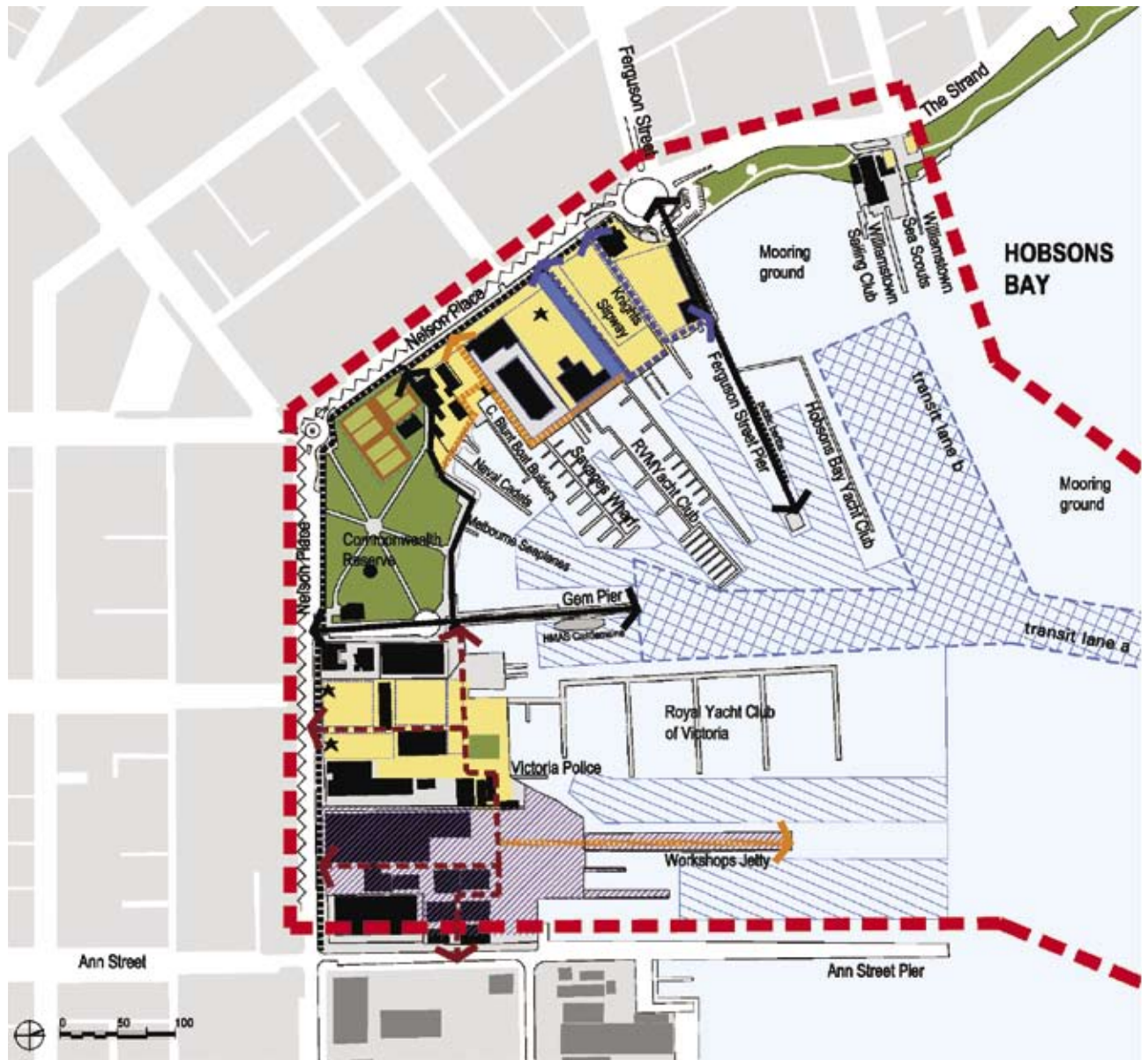
The site is currently significantly underutilised and in poor condition with limited access, but moving into the future it is well placed to provide a focal point for Williamstown in terms of tourism and recreational activities, as well as playing an important future commercial role. Any future development will need to be sympathetic to the maritime heritage of the site and consistent with the *Williamstown Seaworks Site Strategic Development Plan*, which is currently being prepared as a separate exercise.

The site has strong community support for its restoration and reactivation as a public space that would position Williamstown as a tourism destination of national significance.

The Seaworks Foundation, a community based not for profit organisation, was established in 2006 to transform the site and establish facilities that celebrate the early maritime history of Williamstown and a place for docking Tall Ships. The establishment of the Seaworks Foundation was the result of collaboration between Parks Victoria, Hobsons Bay City Council, Williamstown Maritime Association and the Victorian State Government as a framework to progress the vision for the site.

The first step in opening the site for public access will see Victoria University establish a maritime education facility on the site.

Figure 10. Williamstown Centre Master Plan



EXISTING

- FORESHORE LINK
- STREET LINK
- OPEN SPACE
- ACCESS LANES
- TRANSIT LANE

CONCEPTUAL PROPOSED ACCESS

- STAGE 1 0-5 Years
- STAGE 2 5-10 Years
- STAGE 3 10-15 Years
- ★ REVIEW POTENTIAL TO PROVIDE PUBLIC PARKING

- POSSIBLE REDEVELOPMENT OPPORTUNITIES (for height controls please refer to Hobsons Bay Planning Scheme, including DDO4 and DDO6)
- WILLIAMSTOWN SEAWORKS SITE (for detail refer to the Williamstown Seaworks Site Strategic Development Plan)
- MASTER PLAN AREA
- ACTIVATE STREET



5.3 Recommended actions

The following actions are recommended for the Williamstown Centre Master Plan:

- Implement a Fairways Plan that clearly delineates water space allocated to the fairways. The Plan is to also outline any potential development areas that would not impact on the efficient operation of the designated fairways.
- Implement the remaining elements of the Vessel Traffic Proposal to improve congestion and safety within the Precinct.
- Investigate relocation of the HMAS Castlemaine to the south side of Gem Pier.
- Ensure that any proposed land or water based redevelopment addresses traffic management and parking issues, including the ability to accommodate any additional parking on site. Opportunities to activate street frontages and integrate the foreshore to Nelson Place should also be explored.
- Prepare a plan for the area around the Williamstown Sea Scouts and Williamstown Sailing Club that considers the replacement of the toilet and improvements to the separation of the shared path from vehicles.
- Establish a continuous shared path along the foreshore.
- Redevelop the Williamstown Seaworks site in accordance with the *Williamstown Seaworks Site Strategic Development Plan*.

5.4 Implementation

5.4.1 Planning scheme recommendations

As noted within section 4.1.1 of the Revised Strategic Plan, the Hobsons Bay Planning Scheme currently makes reference to implementing the master plans for sites along the coast, including the “strategy for the coast/foreshore between Point Gellibrand and Stony Creek Backwash.” It is recommended that specific reference be made to the Williamstown Centre Master Plan.

5.4.2 Implementation Plan for the Master Plan

The following table outlines the lead and supporting agencies responsible for implementing each of the actions outlined in the Williamstown Centre Master Plan. The anticipated timeframe for completing each item is also included, with the following definition for each timeframe:

- Short Term – 0 to 3 years.
- Medium Term – 4 to 7 years.
- Long Term – 8 to 10 years.

The timing for actions that have no specific timeframe will be noted as being Ongoing or As Required. These items will have a priority (Low, Medium or High) allocated to them to assist with prioritising actions.

Table 2. Implementation Plan for Master Plan actions

	Action	Lead Agency	Supporting Agency	Priority	Timing
M1	Implement a Fairways Plan that clearly delineates water space allocated to the fairways. The Plan is to also outline any potential development areas that would not impact on the efficient operation of the designated fairways.	PV	MSV		Short Term
M2	Implement the remaining elements of the Vessel Traffic Proposal to improve congestion and safety within the Precinct.	PV	MSV		Short Term
M3	Investigate relocation of the HMAS Castlemaine to the south side of Gem Pier.	PV			Medium Term
M4	Ensure that any proposed land or water based redevelopment addresses traffic management and parking issues, including the ability to accommodate any additional parking on site. Opportunities to activate street frontages and integrate the foreshore to Nelson Place should also be explored.	HBCC PV		High	As Required
M5	Prepare a plan for the area around the Williamstown Sea Scouts and Williamstown Sailing Club that considers the replacement of the toilet and improvements to the separation of the shared path from vehicles.	PV	HBCC		Short Term
M6	Establish a continuous shared path along the foreshore.	PV			Long Term
M7	Redevelop the Williamstown Seaworks site in accordance with the <i>Williamstown Seaworks Site Strategic Development Plan</i> .	PV			Long Term

Key:

HBCC – Hobsons Bay City Council

MSV – Marine Safety Victoria

PV – Parks Victoria

