

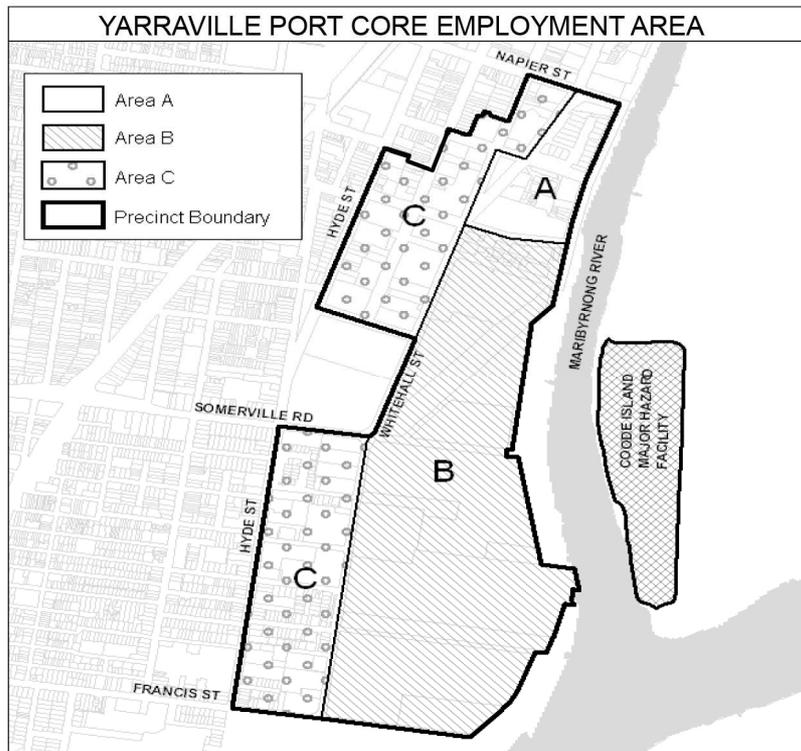
**22.04 YARRAVILLE PORT CORE EMPLOYMENT AREA POLICY**

10/11/2016  
C108

**22.04-1 Where the policy applies**

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This policy applies to all land within the Yarraville Port Core Employment Area.



**22.04-2 Policy basis**

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The Yarraville Port Core Employment Area is one of the core employment areas within the city. It comprises three areas characterised by their existing land use and developments and their different zoning. The areas include:

- Area A – Comprising offices and commercial uses based around the former warehouse heritage buildings and some industrial uses. The area enjoys an attractive frontage to the Maribyrnong River and Footscray Wharf with views to the Melbourne CBD skyline.
- Area B - Large scale industries, such as Sugar Australia and Orica, requiring river access have historically dominated this area and remain in the southern part of the area. The Port of Melbourne is now a major land owner and intends using the northern part of the area for port, logistics and port related industrial uses.
- Area C – Small scale light industrial and commercial businesses occur within this area providing a buffer and transition between the heavy industrial area and the residential areas to the west.

The precinct is well suited for industrial, port related and commercial development and can contribute to local employment and the diversification of the city’s economy.

The Yarraville Port Core Employment Area provides an important buffer between established residential areas and the Port of Melbourne and the Coode Island Major Hazard Facility (MHF), which are of state significance. The buffer is needed to protect the current

and future operational requirements of the port and to minimise potential adverse amenity and risk/health impacts from the port and the Coode Island MHF.

The risk impacts of Coode Island Major Hazard Facility affect areas A and C (south of Parker Street) and B. Within these areas the integrity of the buffer needs to be protected from uses and developments that attract a large number of people who are not able to safely respond to a potential emergency situation. Area C also acts as a buffer and transition between the more intensive industrial uses in Areas B and C and the residential areas to the west. The EPA reduced residual air emissions buffer of 750m affects most of the precinct.

Francis Street and Whitehall Street form a major port freight route through the precinct. Future use and development in the precinct will need to have regard to any future road infrastructure proposals that impact this route.

Development along Hyde Street needs to have regard to the area's interface with residential properties and provide higher quality building designs, well landscaped frontage setbacks and improved streetscapes. Developments should endeavour to access off Cowper Street for large vehicles.

A shared pedestrian and cycling pathway is needed through the precinct to link metropolitan trails.

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**Policy objectives**

- To ensure that uses and developments do not constrain the operation of the Port of Melbourne.
- To ensure that applications respond to amenity and risk/health impacts relating to the port and Coode Island MHF.
- To develop the precinct for industrial, office, commercial and port related activities appropriate to the function of the precinct as a buffer.
- To provide safe, appropriate and convenient access for cyclists and pedestrians through the precinct.
- To provide for infrastructure development for any future freight diversion proposals.
- To manage land contamination and remediation requirements.
- To strongly discourage uses that attract or accommodate significant numbers of people and which cannot respond to an emergency.
- To ensure new buildings achieve a high quality built form outcome, through the use of various material, design features, articulation/visual interest, appropriate setbacks and/or landscaping features that will improve and enhance the character and amenity of the precinct.

**Area A Policy**

It is policy to:

- Encourage development of appropriate offices and commercial premises.
- Ensure that use and development of the land has appropriate safety arrangements and plans in place to limit any potential impact of exposure to any incident at Coode Island MHF.
- Encourage the adaptation and reuse of historic buildings.
- Ensure that use and development responds to potential vibration, emission and noise impacts from the port.
- Discourage caretakers' houses.

- Discourage uses that attract or accommodate significant numbers of people and which cannot respond to an emergency.
- Utilise Maribyrnong Street and Lyons Street where possible, to meet car parking requirements.
- Encourage improvements to pedestrian and cycling access.

### **Area B Policy**

It is policy to:

- Encourage logistics, low scale industrial and port related uses and development.
- Ensure that the use and development of the land has appropriate safety arrangements and plans in place to limit any potential impact of exposure to any incident at Coode Island MHF.
- Discourage uses that attract or accommodate significant numbers of people.
- Present attractive built form and well landscaped frontages to Whitehall Street.
- Discourage caretakers' houses.

### **Area C Policy**

It is policy to:

- Encourage light industrial and commercial uses and developments.
- Discourage uses that attract or accommodate significant numbers of people.
- Ensure that the use and development of the land has appropriate safety arrangements and plans in place to limit any potential impact of exposure to any incident at Coode Island MHF.
- Present attractive built form and well landscaped frontages to Hyde Street, Whitehall Street, Francis Street and Somerville Road.
- Discourage large vehicle access from Hyde Street.
- Discourage caretakers' houses.
- Ensure the appropriate siting, building design, landscaping and/or mitigation measures are implemented in new developments to avoid new interface and transition impacts between adjoining land use activities.
- Ensure that new buildings are designed to limit any adverse visual bulk and mass impacts on the streetscape and adjoining properties.
- Ensure that new development provides high quality building facades and built form to improve the amenity of the area.
- Encourage new buildings to be designed to have entrances that are easily identifiable and oriented to the street rather than to internal parking areas to provide visual connection to the street.

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### **Decision guidelines**

It is policy that the responsible authority considers as appropriate:

- The ways in which development and uses with Areas A, B and C responds to potential adverse amenity and risk impacts from the port and the Coode Island MHF.

- In Areas A, B and C, the numbers, occupancy and vulnerability of persons likely to be present at the proposed development or use.
- In Areas A (south of Parker Street), B and C (south of Parker Street) the ability of persons present to be organised and to safely respond to an emergency at Coode Island MHF.
- The overall impact of developments and uses on the role of the precinct as a buffer.
- Whether the proposed development positively contributes and enhances the character of Area C.
- In Area C, whether the development has been designed appropriately to limit new interface and transition impacts between adjoining land use activities.

It is policy that applications for use and/or development within Areas A, B and C provide an assessment report responding to the potential amenity and risk/health impacts of the port and Coode Island MHF and detailing mitigation measures and their effectiveness.

**22.04-5**

15/09/2011  
C82(Part 1)

**References**

*Land Use Planning Advisory Areas for Major Hazard Facilities at Coode Island, Port of Melbourne. (Worksafe Victoria 2010)*