

Council Meeting Agenda

Tuesday 11 June 2024
Commencing at 7.00 PM

Council Chamber
Hobsons Bay Civic Centre
115 Civic Parade, Altona

**HOBSONS
BAY CITY
COUNCIL**



COUNCIL CHAMBER

OUR MISSION

We will listen, engage and work with our community to plan, deliver and advocate for Hobsons Bay to secure a happy, healthy, fair and sustainable future for all.

OUR VALUES

Respectful

Community driven and focused

Trusted and reliable

Efficient and responsible

Bold and innovative

Accountable and transparent

Recognised

Council acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners of these municipal lands and waterways, and pay our respects to Elders past and present.

Chairperson:

Cr Matt Tyler (Mayor)

Wetlands Ward

Councillors:

Cr Pamela Sutton-Legaud (Deputy Mayor)

Strand Ward

Cr Antoinette Briffa JP

Cherry Lake Ward

Cr Diana Grima

Wetlands Ward

Cr Peter Hemphill

Strand Ward

Cr Daria Kellander

Cherry Lake Ward

Cr Jonathon Marsden

Strand Ward

Aaron van Egmond
Chief Executive Officer
Hobsons Bay City Council

TABLE OF CONTENTS

1 Council Welcome and Acknowledgement	4
2 Apologies	4
3 Disclosure of Interest	4
4 Confirmation of Minutes	4
4.1 Confirmation of Minutes	4
5 Leaves of Absence	5
5.1 Leave of Absence Request: Cr Peter Hemphill	5
6 Councillor Questions	6
7 Public Question Time	6
8 Petitions and Joint Letters	6
8.1 Petitions and Joint Letters Received	6
9 Business	7
9.1 Office of the Chief Executive	7
9.1.1 Chief Executive Officer's Report on Operations - May 2024	7
9.2 Corporate Services	9
9.2.1 2024 Mayoral Program Update.....	9
9.2.2 Submission to Victorian Government's Inquiry into Local Government Funding and Services	20
9.3 Sustainable Communities.....	24
9.3.1 Submission to Plan Victoria	24
9.4 Infrastructure and City Services	28
9.4.1 Pier Street, Altona - Permanent Outdoor Trading Precinct Progress	28
9.4.2 Maddox Road and Champion Road Level Crossing Removal Project	34
9.4.3 Contract 2023.05 Roads and Drainage Maintenance Services.....	48
9.4.4 Contract 2023.50 Altona North Library Refurbishment	53
9.4.5 West Gate Tunnel Project Update - June 2024	56
10 Committee and Delegate Reports	64
10.1 Delegate Reports	64
11 Notices of Motion	66
11.1 Notice of Motion No. 1254: Williamstown Swimming and Life Saving Club.....	66
12 Urgent Business	66
13 Supplementary Public Question Time	66
14 Close of Meeting	66

1 Council Welcome and Acknowledgement

The Chairperson will welcome members of the gallery and acknowledge that Council is gathered on the traditional land of the Bunurong People of the Kulin Nation and offers its respect to elders past, present and emerging.

2 Apologies

The Chairperson will call for apologies received from Councillors who are unable to attend this meeting.

3 Disclosure of Interest

In accordance with sections 127 and 128 of the *Local Government Act 2020* Councillors and staff are required to disclose a general or material conflict of interest. A conflict of interest must be disclosed in accordance with rule 15.3 of the Hobsons Bay Governance Rules.

Disclosure must occur immediately before the matter is considered or discussed.

4 Confirmation of Minutes

4.1 Confirmation of Minutes

Confirmation of the minutes of the Council Meeting of Hobsons Bay City Council held on 14 May 2024 (copy previously circulated).

5 Leaves of Absence

5.1 Leave of Absence Request: Cr Peter Hemphill

Directorate: Corporate Services
Responsible Officer: Manager Corporate Integrity and Legal Counsel
Reviewer: Director Corporate Services
Attachments: Nil

Purpose

To consider a leave of absence from Council duties requested by Cr Peter Hemphill for the period from 14 June 2024 to 2 August 2024.

Recommendation

That Council acknowledges and supports Cr Peter Hemphill's requested leave of absence from 14 June 2024 to 2 August 2024.

6 Councillor Questions

7 Public Question Time

Public Question Time provides an opportunity for the public to ask questions related to items on the agenda of the Council Meeting or any other matter within Council's responsibility.

Questions must be put in writing and received by 12pm on the day before the Council Meeting. The submitted questions and Council's responses will be read out by the Chairperson during the meeting.

In accordance with rule 13.1.11 of the Hobsons Bay Governance Rules, the person who submitted the question must be present in the public gallery during Public Question Time for their question to be read out.

8 Petitions and Joint Letters

8.1 Petitions and Joint Letters Received

No petitions or joint letters had been received at the time of printing the agenda.

9 Business

9.1 Office of the Chief Executive

9.1.1 Chief Executive Officer's Report on Operations - May 2024

Directorate:	Office of the Chief Executive
Responsible Officer:	Executive Assistant to the Chief Executive Officer
Reviewer:	Chief Executive Officer
Attachments:	1. CEO Report on Operations - May 2024 [9.1.1.1 - 50 pages]

Purpose

To present the Chief Executive Officer's (CEO's) Report on Operations for May 2024.

Recommendation

That Council receives and notes the Chief Executive Officer's Report on Operations, including details of recent issues and initiatives undertaken by the organisation.

Summary

The attached CEO's Report on Operations provides Councillors and community with a regular update from the CEO on key initiatives, projects and performance.

Discussion

The purpose of this report is to inform Council and the community of recent issues, initiatives and projects undertaken across Council. The report is provided on a monthly basis.

In accordance with rule 10.7.1 of the Hobsons Bay Governance Rules, Council maintains records of meetings attended by Councillors in the CEO's Report on Operations to ensure transparency and equity of information. A summary of meetings for the period between 1 May 2024 and 31 May 2024 is provided in this month's report.

Strategic Alignment

Council provides a wide range of services to the community of Hobsons Bay as well as developing and delivering actions to ensure community assets are maintained and service the needs of the community. Each month this report highlights these activities, initiatives and projects and provides a high-level performance summary.

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 2: Community wellbeing and inter-connection

Council Plan 2021-25

Objective 5: A High Performing Organisation

Strategy 5.4: Enhance transparency, accountability and good governance practice

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

9.2 Corporate Services

9.2.1 2024 Mayoral Program Update

Directorate:	Corporate Services
Responsible Officer:	Director Sustainable Communities
Reviewer:	Director Corporate Services
Attachments:	Nil

Purpose

To update Councillors and the community on the areas of focus for the 2023-24 mayoral term of Cr Matt Tyler.

Recommendation

That Council notes the progress made on initiatives and activities that were identified as focus areas for the 2023-24 mayoral term.

Summary

In November 2023, Cr Matt Tyler was elected Mayor by Council for the 2023-24 mayoral term, and at the Council Meeting held on 12 December 2023 resolved to note the proposed 2023-24 Mayoral Program.

Cr Matt Tyler identified the following areas of focus for his mayoral term:

- enabling greater opportunities, particularly for people facing disadvantage
- pursuing a cleaner and greener Hobsons Bay
- building inclusion, cohesion, and connection
- progressing reconciliation with First Nations people
- promoting Hobsons Bay as a tourism destination and facilitating activation of key trading strips
- making ongoing improvements to customer service and raising awareness of Council services

Over the past several months the first initiatives within the mayoral program have come to life and plans are progressing for future initiatives such as the Pathways to Work Expo and Winter in Williamstown activation.

Background

The Mayoral Program provides an opportunity for the Mayor, Cr Matt Tyler, to support the implementation of key strategic actions that will serve the best interests of the Hobsons Bay community and align with the Hobsons Bay 2030 Community Vision and the Council Plan 2021-25.

A final report on Cr Tyler's Mayoral term will be provided at the September Council meeting.

Discussion

Focus Area 1: Enabling greater opportunities, particularly for people facing disadvantage

Cr Tyler has committed his professional life to making governments and social services work better and wants to explicitly recognise the people who work to provide greater opportunities for those facing disadvantage.

Council's work in this space includes the upcoming Pathways to Work Expo which is scheduled to take place on Friday 26 July 2024 at Grazeland. The expo will feature over 100 exhibitors including local business, employment services, industry experts as well as vocational and training providers with the aim of connecting young people in Hobsons Bay and surrounds with different pathways to employment. Registrations for the event are open at the time of publishing this report, and can be accessed at:

<https://www.hobsonsbaybusiness.com.au/Do-Business/Get-Involved/Pathways-to-Work>

Participating in the Hobsons Bay Inter-Agency Network meeting

On 30 April 2024, the Hobsons Bay Inter-Agency Network Meeting took place at the Civic Centre. It was well attended with over 40 local community service providers in Hobsons Bay. Council staff and Andrew Whelan from Victoria Police presented on emergency management procedures specific to Hobsons Bay.

The meeting offered the Mayor an opportunity to hear from a wide range of service providers and agencies on the challenges they are facing in their day to day work, and about the many programs and initiatives that take place across the city.



Figure 1: Cr Matt Tyler with the organising committee of the Inter-Agency Network



Figure 2: Cr Matt Tyler with Victoria Police who presented on emergency management

Community Contributors Breakfast

The Community Contributors Breakfast was held at Louis Joel Arts and Community Centre on 24 May 8am to 9.30am. Over 60 local community contributors, along with Hobsons Bay councillors, directors and managers came to celebrate and be recognised for their valuable contributions to our community. Cr Tyler gave a moving speech that made attendees feel valued and honoured by their local council. He spoke about being raised by a single mother and how that shaped his values and desire to make sure no one is left behind. He also spoke about how changes in politics and social media, and our consumerist ways are changing our society and creating challenges. But he also spoke of the community champions in the room who are making an impact, and how their work is inspiring him and giving him hope that despite all the challenges, community spirit will prevail. It was a memorable morning with live music and positive energy filling the air.



Figure 3: Mayor Cr Matt Tyler-Keynote speaker at the Community Contributors Breakfast; Louis Joel Arts and Community Centre



Figure 4: Left to right Deputy Mayor Cr Pamela Sutton-Legaud, Cr Diana Grima, Steve Sagona, Janet Dawes, Mayor Cr Matt Tyler, Rachel Lunn, 2024 OAM recipients-Carol Willis, Wilma Dawn Roberts, Angela Altair, Elizabeth (Liz) Frances Grove

Advocacy for mental health services

Cr Tyler spoke at the Western metro regional mental health and wellbeing workshop on Friday 22 March 2024. His speech spoke about Lack of services in the Hobsons Bay area leading to extended wait times for our community. Cr Tyler also advocated for more specialist Youth Mental Health services for our community. There is a clear and urgent need for local, timely and affordable specialised mental health care for young people in the inner west, advocated for reductions in youth mental health waiting times as well as joined our neighbouring Council's in seeking a 'Headspace' facility for Hobsons Bay.

Focus Area 2: Pursuing a cleaner and greener Hobsons Bay

Cr Tyler is focused on ensuring that the environment where we live has a direct impact on our well-being. Over the past several months, as part of the Mayoral Program, Council has prioritised the beautification of roadside land across the municipality, confirmed Stage 1 works for the Wetlands Centre and hosted biodiversity festivals aimed at community engagement and education.

Boollam Boollam Willum festivals

On 12 April and 27 April 2024, Council's Conservation Team alongside the Bunurong community hosted First Nations Culture and Biodiversity festivals at Truganina Park, one of the largest conservation reserves in Hobsons Bay. These festivals invited the Hobsons Bay community to engage with and learn about Bunurong culture with a Smoking ceremony and Yidiki (didgeridoo performance), guided nature walks with Bunurong Elders, Traditional weaving workshops, and Aboriginal Art and Culture workshops. Over the two events, over 400 people came to enjoy the experience. Alongside the cultural elements, there were nature-themed activities including citizen science with the Blue Carbon Lab and Hobsons Bay Wetlands Centre, water bugs with Matt the Diver, native plant propagation and a tree giveaway. The kids also loved chatting with the Connies, the botanical art workshop, and the native animal face painting. The atmosphere at the events was very serene and connected; it was a wonderful opportunity for Hobsons Bay residents to be immersed in culture in this beautiful natural landscape overlooking Port Phillip Bay.



Figure 5: Cr Marsden and Cr Tyler chatting to community members at the Boollam Boollam Willum festival



Figure 6: Boollam Boollam Willum festival at Truganina Park

Focus Area 3: Building inclusion, cohesion and connection

Cr Tyler recognises that diversity within the community and a sense of connection is essential and has prioritised creating a sense of belonging, regardless of cultural or religious background, gender identity, sexual orientation or disability during his term.

Hobsons Bay Dementia Soaring Falcons Alliance

On 15 March 2024, the Social Planning Team supported the newly formed Hobsons Bay Dementia Soaring Falcons Alliance to hold their first forum at Hobsons Bay Civic Centre. The Alliance is made up of people living with dementia, their carers and supporters. Natalie Ive, the founding member of the Alliance identified a need in the community for increased inclusion and support coming from her lived experience with the disease, and Council was proud to support them to host this forum and raise awareness of this issue.

Over 60 people attended the forum, including people living with dementia, carers, and local support services. Participants heard from several speakers, including Natalie Ive who captivated the attention of the audience as her speech was incredibly raw and powerful, and Lauren Gourlay from Dementia Australia. The Alliance plan to build on the momentum from the forum to grow their membership and continue supporting people in Hobsons Bay living with dementia and their carers. Their first activity is a six-week exercise program called “Dementia-cise”, sponsored by the Lions Club of Altona and the Rotary Club of Altona City.



Figure 7: Cr Tyler, Cr Grima and the Dementia Soaring Falcons Alliance with all of the attendees at the forum

Engaging with our religious and faith groups

As part of National Reconciliation week from 27 May to 3 June 2024, the Mayor attended Hobsons Bay Inter-Faith Network and Reconciliation Lunch. Further information on the Mayor's advocacy and work in this focus area will be included in the final report at the end of this Mayoral Term.



Figure 8: Mayor Cr Matt Tyler and Aunty Pauline Cassady at the Hobsons Bay Interfaith Network and Reconciliation lunch at Holy Trinity Williamstown

Pride and LGBTQI+ community support

Cr Tyler joined with Council staff and community members amid thousands of people for the Midsumma Pride March in St Kilda on Sunday 4 February 2024 as a positive and strong affirmation for the LGBTIQ+ community.



Figure 9: Mayor Cr Tyler (back row, second from left) with Council staff and community at the Midsumma Pride March

On Friday 17 May 2024, Council's annual flag raising ceremony was held to raise awareness for the International Day Against Homophobia, Biphobia and Transphobia (IDAHOBIT). IDAHOBIT is the international day for taking action for a prejudice-free world regardless of gender identity or sexual orientation. Community and allies came together to connect, to learn, to celebrate, and to showcase Hobsons Bay's inclusive community.

Council's work in this space continues with the creation of the Hobsons Bay Pride Community Liaison Group. Members were selected for this year's group following an EOI (Expression of Interest) which closed on 22 April 2024. The Pride Community Liaison Group had its first meeting in May which Cr Tyler attended.

Focus Area 4: Progressing reconciliation with First Nations People

Cr Tyler has sought to strengthen the relationship between Council and the traditional owners of the lands of Hobsons Bay, the Bunurong People of the Kulin Nation. In addition to the Boollam Boollam Willum festival outlined above, Council has successfully endorsed the commencement of consultation on the Hobsons Bay Reconciliation Action Plan for 2024-26 at its Council Meeting held on 13 February 2024. Community engagement will commence in the coming months.

Progress on the Williamstown Message Tree project

Cr Tyler with all Councillors continues to support the Williamstown Message Tree planting and interpretation project in Nelson Place. This important work to acknowledge the Message Tree is in the final stages and the conclusion will be reported at the end of this Mayoral Term.

Focus Area 5: Promoting Hobsons Bay as a tourism destination and facilitating activation of key trading strips

Cr Tyler is committed to increasing visitation to Hobsons Bay, sharing its natural, heritage and multicultural assets with Australia and the world, and in doing so, supporting local businesses. In addition to Council's ongoing work to promote the beautiful city of Hobsons Bay, several key projects will be commencing over the coming months.

The Williamstown Shopfront Activation project aims to activate shopfronts within the Williamstown precinct over a 12-month timeframe. Key objectives of this program include converting participating tenants onto long-term leases while activating the precinct. This project will build on findings from the Williamstown Urban Renewal Scoping Study conducted by Renew Australia in 2023 and ensure Williamstown is supported as a thriving hub for economic and community activity.

Under Cr Tyler's leadership a marketing campaign will promote a series of activations across Williamstown over the winter months. "Winter in Williamstown" will promote festivals such as the Williamstown Literary Festival and Winter Solstice as well as a series of activities happening in Nelson Place over the winter school holidays from 28 June to 14 July 2024. An ice rink and light projections will attract visitors from across Melbourne over the two-week period with a further program of entertainment on Friday and Saturday evenings boosting foot traffic available to local traders.

Focus Area 6: Making ongoing improvements to customer service and raising awareness of Council services

Supporting Cr Tyler's advocacy for ensuring that the services Council provides residents are the best they can be, Council has launched Hobsons Bay 360. This program is an opportunity for Council to shine a light on the more than 100 vital services that it provides to the community for all backgrounds, interests and ages.

To date, Hobsons Bay 360 has shared over 55 stories which not only provide useful knowledge about the programs available to the community but share stories, initiatives and voices that shape the very heart of the Hobsons Bay community.

Cr Tyler is also looking forward to launching Council's new community relationship management system, My Hobsons Bay Hub, which will increase public transparency about the progress of enquiries. The system is currently in beta testing mode and will offer new and convenient access to a wide array of essential services provided by Council. It is designed to empower and serve the community by simplifying the way residents interact with Council.

Community members are invited to learn about the new system alongside upcoming Chat with Matt sessions across the municipality.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 2: Community wellbeing and inter-connection

Priority 4: Proactive enrichment, expansion and conservation of the natural and urban environment

Priority 5: Activate sustainable practices

Council Plan 2021-25

Objective 1: Healthy, equitable and thriving communities

Strategy 1.1: Celebrate the diversity of our community and provide equitable opportunities for all

Strategy 1.2: Improve the health and wellbeing of our community – particularly our young, vulnerable and older community members

Strategy 1.4: Enable participation and contribution to community life, learning and inter-connection

Objective 2: Environment

Strategy 2.2: Enhance protection, preservation and promotion of our coastal environment and wetlands/waterways, biodiversity and natural areas

Strategy 2.4: Continue to reduce Council's greenhouse gas emissions by increasing the use of renewable energy, increasing energy efficiency and implementing Council's zero net emissions strategy

Objective 3: Vibrant place and economy

Strategy 3.2: Increase economic and tourism opportunities that capitalise on our cultural and creative strengths

Strategy 3.4: Increase participation in recreation activities across the community

Objective 5: A High Performing Organisation

Strategy 5.1: Improving the quality of our communication and engagement to ensure that our community is informed of and encouraged to contribute to issues in a diversity of ways most suited to them and to advocate for the areas of greatest need

Strategy 5.2: Transform residents' experience across all Council services through simplifying our processes, fostering a customer first culture and enhancing digital services

Policies and Related Council Documents

All relevant Council policies have been considered in preparing the current initiatives outlined within this Mayoral Report.

This report is the second in a series of four update reports on the 2023-24 Mayoral Program.

Legal/Statutory Obligations and Risk

The Mayoral Program is an important activity: as the leader of Council the Mayor has a number of roles which are both legislative and functional. The legislative requirements are outlined in sections 18 and 19 of the *Local Government Act 2020*. The Mayor not only takes precedence at all municipal proceedings within the municipality but must also take the chair at all meetings of Council at which they are present.

As reflected in the Mayoral Program, the Mayor's role extends well beyond officiating at Council meetings or other municipal proceedings. It includes providing leadership, promoting positive relationships, and modelling good governance.

The requirements of the *Charter of Human Rights and Responsibilities Act 2006* have been considered when writing this report.

Financial and Resource Implications

The initiatives in the Mayoral Program can be supported through the existing budget.

Environmental, Social and Economic Impacts

The Mayoral Program has a strong focus on environmental sustainability and a community focus on access and social inclusion.

Consultation and Communication

Relevant Council departments have been consulted about potential projects to assist the Mayor in achieving the aims of the Mayoral Program. If community consultation is required for any part of the program, it will be carried out appropriately.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.2.2 Submission to Victorian Government's Inquiry into Local Government Funding and Services

Directorate:	Corporate Services
Responsible Officer:	Senior Business Analyst
Reviewer:	Director Corporate Services
Attachments:	1. Submission to the Victorian State Government's Legislative Council Economy and Infrastructure Commit [9.2.2.1 - 10 pages]

Purpose

To seek Council's endorsement of the attached submission to the Victorian State Government's Legislative Council Economy and Infrastructure Committee, focusing on the critical issues and consequences arising from the practice of cost shifting by the Victorian and Australian governments onto Hobsons Bay City Council.

Recommendation

That Council endorses the submission to the Victorian State Government's Legislative Council Economy and Infrastructure Committee for the Inquiry into Local Government Funding and Services.

Summary

This submission highlights the critical issues and consequences of cost shifting by the Victorian and Australian governments onto Council, which is estimated to cost residents between \$15 and \$16 million in the 2023-24 fiscal year from imposed levies and reduced proportional funding. This practice places an unfair financial burden on the local community, affecting Council's ability to provide services and maintain financial stability. The submission includes income data from the 2019-20 to 2023-24 fiscal years to support Council's position and identifies key areas of cost shifting, while acknowledging that many other areas are also affected.

Background

Cost shifting occurs when the responsibility for providing certain services or infrastructure is transferred from one level of government to another without corresponding funding. For many years, Council has faced significant financial pressures due to cost shifting, particularly from the Victorian State Government.

Discussion

The attached submission brings to light several key discussion points concerning the practice of cost shifting and its impact on Council.

1. Impact of Cost Shifting

The submission outlines how cost shifting from the state and federal governments to local councils has led to a substantial financial burden on Council.

2. Financial Burden on Residents

The report emphasises that the increased costs associated with services like waste management and the Fire Services Property Levy are directly passed on to residents. This situation is particularly challenging during a cost-of-living crisis as it exacerbates the financial strain on households.

3. State Government Responsibilities

Council is tasked with collecting funds for Victorian Government programs without benefiting from these funds. This responsibility places an additional administrative burden on Council and contributes to community dissatisfaction as residents do not see a direct return on their increased rates.

4. Funding Gaps in Essential Services

The submission provides evidence of significant funding gaps in critical areas such as libraries and maternal and child health services. These gaps highlight the need for Council to divert funds from other projects, affecting overall service delivery and financial stability.

5. Need for Sustainable Funding

The report calls for a re-evaluation of the current funding model to develop a more sustainable and equitable approach. Such a model would ensure that local councils like Hobsons Bay can maintain service levels and meet community expectations without overburdening local resources.

These discussion points outline the need for systemic changes in how local councils are funded. Addressing these issues will require collaborative efforts between the Victorian Government and local councils to ensure financial sustainability and effective service delivery.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

This report does not relate to a specific priority of the Hobsons Bay 2030 Community Vision.

Council Plan 2021-25

Objective 5: A High Performing Organisation

Strategy 5.3: Deliver value for money – continuous improvement while safeguarding the long-term financial sustainability of Council

Strategy 5.4: Enhance transparency, accountability and good governance practice

Policies and Related Council Documents

There have been no previous briefings on the inquiry, or recent briefings on the issue of cost shifting.

Legal/Statutory Obligations and Risk

In addressing the issues highlighted in the submission, Council has considered all relevant legal and statutory obligations. Legal advice has been sought from both Council's legal team and external advisors to ensure compliance with all applicable laws and regulations.

Council has met its statutory obligations by adhering to mandated requirements for service delivery and financial management, including the collection and administration of state-imposed levies. The recommendations in the report are designed to ensure ongoing compliance with these obligations while advocating for a more equitable funding model.

Identified risks, such as community dissatisfaction and financial strain, have been mitigated through proactive engagement with stakeholders, transparent communication with residents, and the implementation of robust financial management practices. Council will continue to monitor and address any legal and statutory risks to ensure the effective delivery of services and the fulfillment of its obligations.

Financial and Resource Implications

In relation to the submission, several financial and resource implications have been identified.

Council's Finance team has been consulted to ensure a comprehensive understanding of the financial impacts of cost shifting. Funding for the additional burdens imposed by state and federal mandates is primarily sourced from local rates and charges, which places a significant strain on Council's budget. Adequate budget allocation for these responsibilities has been a challenge, necessitating reallocation of funds from other critical services. This approach is unsustainable in the long term and underscores the need for a more equitable funding model from higher levels of government.

The submission highlights the financial shortfalls and advocates for increased state and federal support to alleviate the pressure on local resources and ensure the continued delivery of essential services to the community.

Environmental, Social and Economic Impacts

The submission addresses several significant environmental, social, and economic impacts arising from the practice of cost shifting.

Environmental Impacts

The increased financial burden on Council affects its capacity to invest in and maintain environmental initiatives. Reduced state funding for waste management and recycling programs has led to delays in implementing critical infrastructure, such as the transition to a four-bin system. This impacts Council's ability to meet environmental targets and manage waste sustainably, potentially leading to increased landfill use and environmental degradation.

Social Impacts

Cost shifting has substantial social implications for the Hobsons Bay community. Residents face higher rates and charges as Council is forced to fund state responsibilities, such as the Fire Services Property Levy and domestic swimming pool inspections. This increased financial burden exacerbates the cost-of-living crisis, leading to greater community dissatisfaction and reduced access to essential services. The diversion of funds from critical community services, such as libraries and maternal and child health programs, further strains social cohesion and well-being.

Economic Impacts

Economically, the practice of cost shifting places significant strain on Council's financial resources. The need to reallocate funds to cover state-mandated responsibilities hampers Council's ability to invest in local infrastructure and economic development projects. This can slow economic growth and reduce the quality of life for residents. Moreover, the administrative burden of collecting state levies without retaining the benefits adds to Council's operational costs, further impacting its financial stability.

Overall, the submission highlights the need for a more equitable funding model to mitigate these environmental, social, and economic impacts and ensure the sustainable delivery of services to the Hobsons Bay community.

Consultation and Communication

There was no external consultation required for this submission.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.3 Sustainable Communities

9.3.1 Submission to Plan Victoria

Directorate:	Sustainable Communities
Responsible Officer:	Manager Strategy, Economy and Sustainability
Reviewer:	Director Sustainable Communities
Attachments:	1. HBCC Submission to Plan Victoria FINAL June 4 Councillor Briefing [9.3.1.1 - 12 pages]

Purpose

To seek Council's endorsement of a submission to early engagement for Plan Victoria and resolve to lodge a submission with the Department of Transport and Planning.

Recommendation

That Council:

- 1. Endorses the submission to Plan Victoria.**
- 2. Authorises the Director Sustainable Communities to lodge the submission to the Department of Transport and Planning.**

Summary

The Department of Transport and Planning has announced it will be preparing a land use strategy titled "Plan Victoria" to guide how Victoria grows and develops in the period to 2050. It has commenced preliminary engagement and called for organisations to respond to survey questions to inform the development of Plan Victoria.

Officers have prepared a submission responding to the engagement questions. Council is asked to endorse the submission and authorise the Director Sustainable Communities to lodge the submission to the Department of Transport and Planning.

Background

Plan Victoria is the new 30-year state-wide land use strategy which will replace Plan Melbourne and will address four pillars – affordable housing and choice, equity and jobs, thriving and liveable suburbs and towns, and sustainable environment and climate action. The strategy is in its early engagement phase and has not been presented to Council previously.

Plan Victoria offers an opportunity for Council to be involved in the formulation of overarching policy directions for the State. The engagement questions (and thus Council's response) broadly focus on four pillars as follows:

- Housing Affordability and Choice
- Equity and Jobs
- Liveable and thriving neighbourhoods
- Sustainable environments and climate action

Discussion

The submission which has been prepared focuses on the top priorities for Hobsons Bay within the context of these four pillars. It identifies the following key priorities:

Housing Affordability and Choice

- Actively involve local government in setting any future housing targets for the municipality as part of Plan Victoria.
- Factor in known opportunities and barriers to housing growth such as environmental and market constraints and consider liveability and amenity.
- Deliver mandatory affordable housing requirements and recognise the important role of local government in the delivery and support for affordable housing, including the role of Affordable Housing Trusts.

Equity and Jobs

- Include a vision that supports the growth of manufacturing industries as well as the development of new and emerging industries in Hobsons Bay.
- Include a vision that recognises the role of smaller businesses and activity centres and responds to changes to how and where people work.

Liveable and thriving neighbourhoods

- Support improvements in air quality and carefully consider the impacts of industry on the amenity of existing and future communities.
- Recognise the importance of heritage places and spaces to thriving communities and neighbourhoods.
- Clearly articulate transport priorities and support investment and delivery of more sustainable transport options.
- Recognise the importance of streetscape and local movement networks on the health and liveability of communities.
- Support open space and recreation provision.
- Identify the importance of place on health and wellbeing and the need to address locational barriers to address equity and fairness.

Sustainable environments and climate action

- Recognise the impacts that coastal inundation and sea level rise will have on future communities and include clear direction on how to respond.
- Support land use planning and a built environment that addresses the urban heat island effect and reduces greenhouse gas emissions.
- Identify and plan for important environmental assets that require protection and enhancement.

These issues are considered to be the primary issues for Hobsons Bay and they are each elaborated upon in the submission.

The submission seeks to ensure local issues are on the Victorian Government's agenda and sets the stage for continual collaboration between Council and the Department of Transport and Planning as it progresses with this important project.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 1: Visionary, vibrant, accountable urban planning

Priority 2: Community wellbeing and inter-connection

Council Plan 2021-25

Objective 3: Vibrant place and economy

Strategy 3.1: Support diversification and growth of our local economy in response to significant changes in land use and the ongoing impacts of the COVID-19 pandemic

Strategy 3.5: Ensure land use and development supports high amenity, sustainability, exemplary design and responds to neighbourhood context

Objective 4: Visionary community infrastructure

Strategy 4.1: Ensure the transport network is safe and efficient for all users with a focus on pedestrians and cyclists

Policies and Related Council Documents

The submission has had regard to the Hobsons Bay Planning Scheme and relevant policies, plans and strategies including:

- Affordable Housing Strategy 2023
- Economic Development Strategy 2023
- Reimagining our Industrial Areas 2021
- Draft Industrial Land Management Strategy 2023 (in development)

- A Fair Hobsons Bay for All 2024
- Response to Climate Change Action Plan 2030
- Better Places Guides
- Open Space Strategy 2019
- Urban Forest Strategy 2020

Legal/Statutory Obligations and Risk

Section 8 of the *Local Government Act 2020* defines the role of a council as to provide good governance in its municipal district for the benefit and wellbeing of the municipal community.

Submitting a response to the Department of Transport on the new Plan Victoria constitutes a key opportunity for Council to advocate at a state level to the benefit of the Hobsons Bay community.

Financial and Resource Implications

There are no direct financial implications to Council in presenting this submission to the Department of Transport.

Environmental, Social and Economic Impacts

The submission supports the enhancement of the built, natural, economic and social environment within Hobsons Bay and across Victoria.

Consultation and Communication

Advocacy and partnerships with other stakeholders, most importantly the Victorian and Australian Governments, are vital to raise awareness on and advocate for issues that sit outside of Council's control.

The submission was developed in consultation with officers across multiple Council departments.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.4 Infrastructure and City Services

9.4.1 Pier Street, Altona - Permanent Outdoor Trading Precinct Progress

Directorate:	Infrastructure and City Services and Sustainable Communities
Responsible Officer:	Acting Manager Capital Works Manager Strategy, Economy and Sustainability
Reviewer:	Director Infrastructure and City Services Director Sustainable Communities
Attachments:	Nil

Purpose

To provide an update on the Capital Works Permanent Pier Street Outdoor Trading Design Optioneering pursuant to the resolution of Council on 14 November 2023 at Agenda Item 8.3.1, Item 2.

Recommendation

That Council:

- 1. Notes the current design work underway to permanently extend the footpaths in Pier Street between Blyth Street and Railway Street South and the feature site between Blyth Street and Queen Street.**
- 2. Receives a future report at the August 2024 Council Meeting, providing details of the concept design for permanent extension of the footpaths in Pier Street between Blyth Street and Railway Street South and the feature site between Blyth Street and Queen Street.**
- 3. Seeks to retain current parklets within Pier Street between Blyth Street and Railway Street South and the feature site between Blyth Street and Queen Street, while the design work progresses and subject to appropriate regulatory requirements such as safety, permits and insurance being in place to the satisfaction of responsible officers.**

Summary

At the 14 November 2023 Council Meeting, a revised Outdoor Trading Framework was endorsed by Council. The associated Hobsons Bay Parklet Guidelines and the Hobsons Bay Fixed Infrastructure Guidelines were also endorsed at the meeting, and a resolution was made for Council to receive “a further report on the Pier Street feature site and the proposal to permanently extend trader footpaths in the Pier Street precinct, at a Council meeting as part of the 2024-25 budget process.”

Background

The 14 November 2023 Report at Agenda Item 8.3.1 put forward that Council continues to explore options to permanent outdoor trading areas within the Pier Street, Altona precinct.

In response to COVID, Council installed outdoor trading areas across the municipality under the Hobsons Bay Business has Heart (HBBhH) Outdoors program between October and December 2020.

These included extended footpath trading zones, parklets in car parking spaces, barriers and a road closure in the Pier Street feature site, and waivers to the usual fees associated with outdoor trading.

This resolution of Council allowed the HBBhH temporary areas to remain in Pier Street while long-term design and capital works preplans are developed.

Discussion

Council is committed to designing a Permanent Pier Street Outdoor Trading precinct which supports long-term infrastructure for extended outdoor dining and communal zones.

A “walkabout” with Council executives, staff and members of the community and the Altona Traders Association on the evening of 29 May 2024 reaffirmed the importance of Pier Street and the strong commitment to seeing the best outdoor trading for Altona’s main street into the future.

Current state of the feature site area

In December 2023, Pier Street’s outdoor trading areas were modified to be in line with the proposed extended footpath. As a result the community spaces were increased and new street furniture and community activations were trialled.

Until the detailed design and construction plans are endorsed by Council, the Pier Street feature site will remain closed to vehicles. Operational requirements remain as endorsed for permits, insurance, enforcement and so on.

Future of Permanent Pier Street Outdoor Trading

Since February 2024, Council’s Infrastructure and City Services teams have been working on the first stages of considering the Permanent Pier Street outcomes. The area of focus for Permanent Pier Street Outdoor Trading optioneering is shown below in Figure 1.



Figure 1: Area of focus for Permanent Pier Street Outdoor Trading Design Optioneering

The Permanent Pier Street Outdoor Trading Design Optioneering is being considered in three areas – the feature site area, the crossings and the extended footpaths review area. Any future permanent solution will undertake an engineering risk and safety assessment to ensure that the future of those areas is safe for the public including traders, patrons, and drivers.

Future of the feature site area

The section between Blyth Street and Queen Street is known as the feature site area. This is the area that remains currently closed to traffic and has some seating, outdoor space, and landscaping. The feature site designs will consider several options in relation to the interaction between retail, pedestrians and traffic. The options need further design work before a set of final options can be presented to Council for consideration.

Future of pedestrian crossings

The future Pier Street design will also include possible changes to the pedestrian crossings at the intersection of Pier Street and Blyth Street where people cross the road between the Feature site and the extended footpath area. The options need further design work before a set of final options can be presented to Council for consideration.

Future of the Extended Footpath Review area

In the section from Blyth Street to Railway Street South is known as the potential “extended footpath review” area. The permanent design optioneering for this part of Pier Street is considering how extended footpaths could be accommodated.

This engineering optioneering would consider both physical works and operational opportunities and constraints to retain and extend the areas outside the retail units of Pier 71 and Hopheads as well considering the inclusion of extending the areas and taking more car parking spaces for outdoor trading.

Again, the options need further design work before a set of final options can be presented to Council for consideration.

Capital Works budget for Additional Detailed Design

The Council Minutes of 14 November 2023 at Agenda Item 8.3.1, Item 2 resolve that Council *“Receives a further report on the Pier Street feature site and the proposal to permanently extend trader footpaths in the Pier Street precinct, at a Council meeting as part of the 2024-25 budget process.”*

The final proposed design(s) for the Permanent Pier Street Outdoor Trading area, including the Feature Site and *“...the proposal to permanently extend trader footpaths in the Pier Street precinct”* pursuant to this resolution of Council cannot be provided at this meeting as part of the 2024-25 Budget process. This is because the work done to date since the Council’s 14 November 2023 resolution has identified that additional engineering and risk assessment work is needed before a set of final options can be presented to Council for consideration.

Nevertheless, the project is of high importance and to ensure that Council can progress to the permanent solution, \$100,000 has been allocated for design in this year’s FY24-25 Budget for the remaining additional concept and schematic design work in the City Infrastructure area.

The detailed design and construction which will determine the future capital works requirements is dependent on the receipt of both a detailed survey report, which is underway, and the determination of a Cultural Heritage Management Plan (CHMP) report. The results indicate that a Cultural Heritage Management Plan (CHMP) is not required, and design work is proceeding.

Actual estimated cost of future works for Pier Street

Based on previous works in Pier Street, an initial estimate for the cost of future engineering capital works for the Permanent Pier Street Outdoor Trading is \$2.5 million to \$3 million (at 2022-23 prices).

This capital works figure is only an estimate and will be developed in more detail as the more detailed design and construction engineering design is developed, this could change if the design requirements and optional extras are considered. These include both “hard” civil engineering components such as extended footpaths, safety measures, materials and other civil works, and “soft” landscaping like trees, plants and play/art installations.

Next steps for Council

The Infrastructure and City Services team will present the concept design and construction option(s), and associated cost estimate(s) to Council before proceeding further. This will occur later in 2024.

If endorsed by Council later in 2024, these plans will then proceed to community consultation to receive feedback on the proposed Pier Street design. Local trader groups, community groups, business owners and residents will all be able to have their say using the Participate online forum and other targeted consultations.

The completion of the concept designs and community consultation will enable the construction aspect of this project to be considered for funding in future budget cycles.

The consultation will only proceed after Council has endorsed the progress of the project.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 3: Growth through innovation, access to local jobs, technology and education

Council Plan 2021-25

Objective 3: Vibrant place and economy

Strategy 3.1: Support diversification and growth of our local economy in response to significant changes in land use and the ongoing impacts of the COVID-19 pandemic

Priority b) Support existing and emerging local businesses through activation, promoting buying local and local business-to-business activity

Policies and Related Council Documents

The Economic Development Strategy 2023-28 outlines the ongoing need for business support for local traders. The new outdoor trading framework aims to allow traders to continue outdoor trading in a post-COVID context.

The following adopted Council policies and documents support the further detailed consideration of the Permanent Pier Street work.

- Hobson Bay Capital Works Program
- Hobsons Bay Fixed Infrastructure Guidelines
- Economic Development Strategy 2023-2028
- Outdoor Trading Framework
- Hobsons Bay Parklet Guidelines
- Footpath Trading Code of Practice
- Experience Hobsons Bay Tourism Strategy 2019-24
- Activity Centre Strategy 2019-36
- Hobsons Bay Community Local Law 2015

Legal/Statutory Obligations and Risk

The Pier Street permanent work will continue to be planned and delivered with consideration to meeting Council's legal and statutory obligations.

Financial and Resource Implications

\$100,000 has been allocated for design in this year's FY24-25 Budget for the remaining additional detailed design work in the Infrastructure and City Services team area.

Based on previous works in Pier Street, an initial estimate for the that the cost of future engineering capital works for the Permanent Pier Street Outdoor Trading is \$2.5 million to \$3 million (at 2022-23 prices). As set out above, this capital works figure is only an estimate and will be developed in more detail as the more detailed engineering design is developed.

The cost of the actual works is not currently included in the FY2024-25 budget as set out in the report.

Environmental, Social and Economic Impacts

Outdoor trading has a range of environmental, social and economic benefits, including:

- enabling businesses to trade more extensively
- creating social and community benefits by enhancing the amenity of streetscapes in and around local business precincts across Hobsons Bay, contributing to enhanced levels of liveability and community satisfaction
- the reallocation of road space, in the form of car parks, for pedestrian and business patron use, has likely encouraged people to walk more and drive less; contributing to reduced vehicle emissions, improved local air quality outcomes and reduced CO₂ emissions

Consultation and Communication

Consultation was undertaken widely before the consideration of the 14 November 2023 Council Reports.

If endorsed by Council later in 2024, these plans will then proceed to community consultation to receive feedback on the proposed Pier Street design. Local trader groups, community groups, business owners and residents will all be able to have their say using the Participate online forum and other targeted consultations.

The consultation will only proceed after Council has endorsed the progress of the project.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council, to disclose any direct or indirect interest in a matter to which the advice relates.

Council officers involved in the preparation of this report have no conflict of interest in this matter.

9.4.2 Maddox Road and Champion Road Level Crossing Removal Project

Directorate:	Infrastructure and City Services
Responsible Officer:	Strategic Projects Specialist
Reviewer:	Director Infrastructure and City Services
Attachments:	<ol style="list-style-type: none">1. Attachments Planning Submission Champion Maddox Roads [9.4.2.1 - 47 pages]2. Final Planning Submission Champion Maddox Roads [9.4.2.2 - 35 pages]

Purpose

To provide an update on the proposed level crossing removal at Champion Road and Maddox Road, Newport, present work carried out by Council officers including a traffic impact assessment from the proposed closure of Champion Road, development of potential options to retain the opening of Champion Road to traffic and submission to the Level Crossing Removal Project (LXRP) engagement process on proposed planning controls for the project.

Recommendation

That Council:

1. **Notes this update report on the proposed level crossing removals at Champion Road and Maddox Road, Newport.**
2. **Notes the work carried out by Council officers including a closure of Champion Road traffic impact assessment and development of potential options to keep Champion Road open to traffic.**
3. **Provides the traffic impact assessment and potential options work to the Level Crossing Removal Project (LXRP).**
4. **Requests a meeting with the LXRP to discuss the options work completed by Council to keep Champion Road open.**
5. **Endorses the attached Project Planning submission to the LXRP's engagement process on the proposed planning controls for the project.**

Summary

This report provides an update on the Victorian Government's proposed level crossing removals at Champion Road and Maddox Road, Newport. An LXRP engagement process is currently seeking submissions regarding the proposed planning controls for the Maddox Road and Champion Road Level Crossing Removal Project (the project). Council officers have prepared a submission to this engagement process.

Work has also been carried out to develop a traffic impact assessment from the proposed closure of Champion Road and development of potential options to retain the opening of Champion Road to traffic that will be provided to LXRP in support of the submission.

Background

On 25 November 2022, Council considered the announcement of the latest level crossing removals, resolved to write to the Minister for Transport and Infrastructure welcoming the removals in Hobsons Bay and expressed concern regarding the lack of consultation on the proposed closure of the Champion Road level crossing.

Council opposes the closure of Champion Road and has been advocating for the Victorian Government to temporarily halt the project, which will allow an appropriate amount of time to explore alternative options that will achieve a more favourable solution for the community.

On 28 February 2024, the Mayor wrote to The Hon. Jacinta Allan, Premier of Victoria, and Tim Pallas, Treasurer of Victoria to seek a meeting to raise these concerns with them and seek a temporary pause on this project.

At the 12 March 2024 Council meeting, Council resolved that it:

- 1. Does not support the proposed closure of Champion Road as the solution for the removal of the level crossing at Champion Road.*
- 2. Notes the update on the proposed level crossing removal projects and the commencement of the Newport and Spotswood Level Crossing Removal Community Interest Groups meetings.*
- 3. Endorses the site-specific grade separation principles for the removal of the level crossings at Champion Road and Maddox Road.*
- 4. Notes that letters have been sent to the Premier and Treasurer of Victoria requesting a temporary pause on the Champion Road project to consider alternative options aimed at achieving the best possible outcome for the community.*

At the Council meeting on 14 May 2024, Council resolved to support a motion moved by Cr Peter Hemphill that:

- 1. Opposes any broad geographical area of planning controls to be put in place by the State Government for the LXP's Champion Road and Maddox Road level crossing removals.*
- 2. Opposes any take-over of Quarry Reserve as a staging point for Champion Road and/or Maddox Road level crossing removal projects.*
- 3. Opposes any loss of public carparking on Ross Road – currently used as an overflow carpark for the Newport Mosque – for use by the LXP.*
- 4. Immediately begins an information campaign on the Champion Road and Maddox Road level crossing removal program which includes:*
 - a. A newsletter to every household in Newport, Williamstown and Altona North (the newsletter to include Council discussions with pipeline operators, Council's findings on Maddox Road traffic congestion, alternative options to LXP's proposal, etc)*
 - b. Regular website and social media postings.*
- 5. Also runs a public campaign to advocate for the reinstatement of the train station in Altona North (former Paisley Station) on the Werribee train line.*

Council has undertaken a preliminary traffic assessment and other investigations, consulted with key stakeholders including fuel pipeline owners and the Community Interest Group relating to the proposed closure of Champion Road and has developed two possible concept options for further consideration that retain a road crossing of the rail lines.

Declaration of the Project under the *Major Transport Projects Facilitation Act 2009* (MTPF Act) occurred on 21 August 2023. A project area will be formally designated to allow for MTPF Act powers to be utilised e.g. land acquisition, temporary occupation, road closures, etc.

LXRP has commenced the public consultation on the project planning area in preparation of a report to the Minister for Planning under Clause 52.03 of the Victoria Planning Provisions under the *Planning and Environment Act 1987*. LXRP has invited Council to prepare a detailed submission (see attached).

Discussion

LXRP has appointed the Southern Project Alliance (SPA) to deliver the Maddox Road and Champion Road level crossing removal projects. SPA consists of Acciona Coleman, WSP Australia Pty Ltd and Metro Trains Melbourne (MTM). Delivery of the Akuna Drive extension link road is the responsibility of the Metropolitan Roads Program Alliance (MRPA) comprising Level Crossing Removal Project, Fulton Hogan and Metro Trains Melbourne.

At a Council briefing in November 2023, LXRP provided a high-level presentation to Council on the options assessments advising that the decision to close Champion Road is due to several constraints including underground services impacts, land acquisition and rail access to the Newport stabling yards. LXRP has commenced planning by undertaking site inspections, surveys, collating information from Council (planning, engineering data, etc.) and developing urban design guidelines for both sites. They have also established a Stakeholder Liaison Group (SLG), which held its first meeting on 21 May 2024.

LXRP publications state that: *The only feasible design for Champion Road is to close the crossing and build a new link road to Maddox Road to keep vehicles moving through the area. Traffic assessments indicate there is capacity on surrounding roads to accommodate cars currently using Champion Road. The new link road will provide a safer and more reliable connection.*

Meetings with pipeline asset owners/authorities

Council has met with some of the major fuel companies with assets in the rail corridor who have confirmed that options are available to LXRP to avoid or relocate the existing pipelines at Champion Road.

Council met with Mobil on 22 November 2023 to discuss Mobil's fuel pipeline assets. On 28 November 2023 Council sent letters to Viva Energy and Atom seeking an initial meeting to discuss the project and their pipelines and subsequently met with Viva Energy on 8 February 2024. Both Mobil and Viva Energy have expressed interest to work with either Council or LXRP to explore alternative options that keep Champion Road open.

Traffic assessments

Council engaged a traffic engineering consultant to undertake a traffic precinct study that has identified traffic impacts including potential delays and congestion resulting from a Champion Road closure and future growth in the area, particularly at the Kororoit Creek Road/Maddox Road intersection. A summary of the report outcomes is listed below.

- The closure of Champion Road will result in a considerable redistribution of traffic movements, with drivers diverting their trips via Maddox Road to cross the railway line.
- When accounting for a potential future population growth of 25%, the intersection of Maddox Road and Kororoit Creek Road and the intersection of Kororoit Creek Road and Champion Road are expected to operate over capacity. The maximum queue lengths would increase for Kororoit Creek Road up to a maximum 590m and for Maddox Road up to 280m.
- Based on the future intersection operations when accounting for the future population growth of 25%, it is recommended that a vehicle connection on Champion Road across the railway is retained.
- Daily traffic volumes on Maddox Road will exceed the preferred capacity and recommend use of measures to reduce the attractiveness of this route in preference to alternative north-south arterials.
- The proposed Akuna Drive connection is not expected to have any significant beneficial impact, noting the indirectness of the likely proposed connection between Champion Road and Maddox Road.

Council has also developed the Maddox Road Traffic and Safety Plan addressing priorities for Maddox Road, to be used for advocacy to the Victorian Government to fund some of these initiatives and ensure integration with the Maddox Road level crossing removal project. The key objective of the Plan is to safely manage existing traffic volumes and speeds. It is considered that the proposed diversion of Champion Road traffic (3000 to 4000 vehicles per day) into Maddox Road by LXR is likely to undermine the beneficial amenity and safety outcomes of the Plan.

LXR is now progressing with the planning for the project and has invited Council to make a formal submission on the project by 13 June 2024. Information regarding the planning and environmental approvals for the project has been provided for comment. LXR is also seeking commentary and feedback on the following but not limited to:

- project boundary and area
- environmental management
- heritage
- tree and vegetation removal
- amenity
- construction-related impacts

Council officers have collated relevant information and prepared a draft submission including information relating to planning controls and matters. All feedback to LXR will be included in a Consultation Report which will inform the Minister for Planning's assessment of the project.

The key primary approvals relevant to the project required by LXRP for the project are:

- declaration of the project under the *Major Transport Projects Facilitation Act 2009* (MTPF Act)
- public consultation and submission of a consultation report and project boundary to the Minister for Planning per Clause 52.03 (Level Crossing Removal Project) of the Victoria Planning Provisions under the *Planning and Environment Act 1987* (P&E Act)
- Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act 2006*
- approvals under the *Heritage Act 2017* may be required within the Former Newport Railway Workshops as a Victorian Heritage Register (VHR) listed place (VHR number H1000) and/or for project impacts on archaeological places already listed on, or which meet the criteria for inclusion on the Victorian Heritage Inventory (VHI).

When declaring a project under the MTPF Act, the Premier considers the social, economic, or environmental significance of the project to the state or a region. Declaration of the project grants delivery powers to LXRP to streamline and facilitate construction, including the ability to:

- acquire interests in private land including stratum interests
- acquire Public Authority and Council land
- close roads permanently and temporarily
- declare roads
- establish restricted access areas to ensure public safety and prevent disruption to works and services to ensure project delivery timeframes
- temporarily amend local laws for the purpose of the project
- utilise Victoria Planning Provision Clause 52.03 Level Crossing Removal Project.

Clause 52.03 of the Victoria Planning Provisions operates to streamline the planning approvals process. There are two main requirements that must be provided to the Minister for Planning's satisfaction before works can commence:

- A consultation report that summarises and responds to feedback received through public consultation. The planning consultation period to inform this report has now commenced.
- A plan showing the Project boundary. The Project Area plan enables LXRP to undertake their project activities such as utility investigations and works, along with setting up parking and storage compounds.

In relation to environmental management during project delivery, the following additional documentation is required:

- An Environmental Management Framework (EMF) must be prepared, in consultation with Council, to the satisfaction of the Minister for Planning. The EMF outlines how the Project will reduce and manage environmental amenity effects during construction. This includes a summary of monitoring and reporting processes.
- Details of native vegetation removal must be prepared in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017) to the satisfaction of the Secretary to the Department of Energy, Environment and Climate Action (DEECA) and evidence of the offset having been secured must also be provided to DEECA.

Additional documentation may be required prior to the commencement of works in areas covered by overlays that would ordinarily require a planning permit were it not for Clause 52.03. These include:

- Heritage Overlay – relevant reports, plans and photographs if the project includes part or full demolition of heritage structures.
- Environmental Significance Overlay – a report addressing the impact of the project on objectives within the relevant schedules to the overlay.
- Any other information at the discretion of the Minister for Planning.

Cultural Heritage Management Plan

In accordance with the Aboriginal Heritage Act, a CHMP is prepared by a heritage advisor to assess the potential impact of a project on Aboriginal cultural heritage. It includes measures to be taken before, during and after a project. The Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party for the land and will be responsible for evaluating and approving the CHMP for the Project.

Heritage Act

The Project may require minor works within the former Newport Railway Workshops (VHR H1000). The Project works and activities will be planned and carried out with the intent to prevent harm to the registered place and will likely be minor in nature.

The Project must also obtain consent(s) for any impacts to historical archaeological sites (VHI places) that are protected by the Heritage Act.

All feedback will be included in a consultation report which will inform the Minister for Planning's assessment of the Project.

The latest project map prepared by LXR for the planning consultation is shown below:

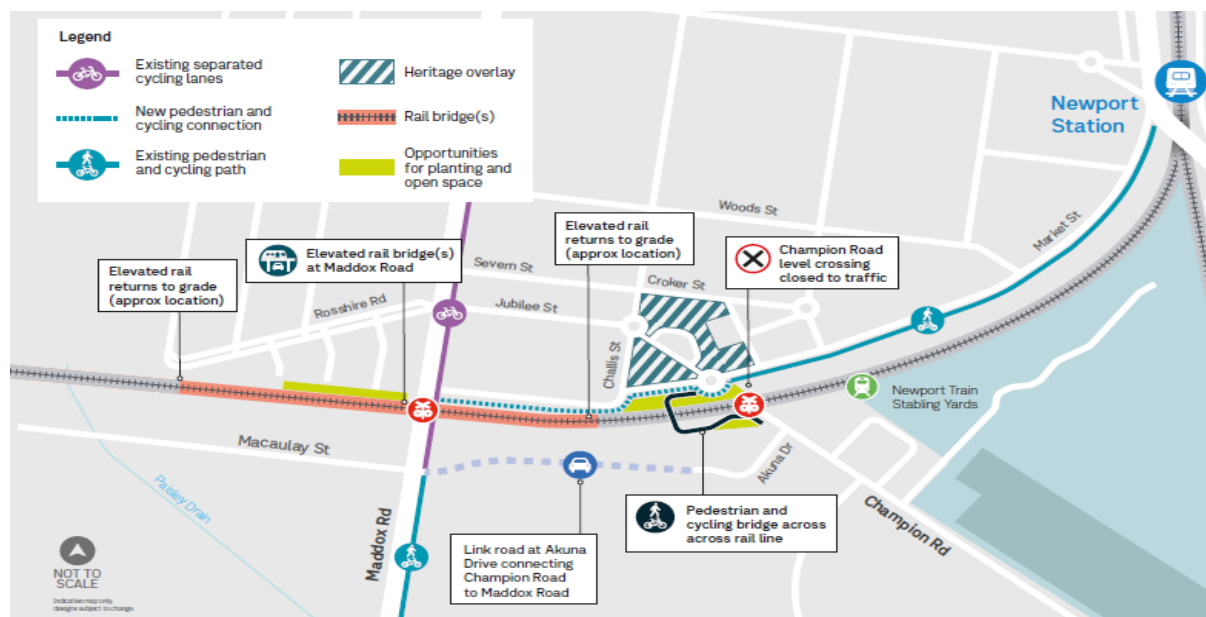


Figure 1: LXR's plan for Maddox Road and Champion Road

Council's Project Planning Submission

Key issues and items of note included in the draft submission (refer attached submission) are:

- Reiterating Council's opposition to the closure of Champion Road and advocating for the Victorian Government to temporarily halt the project, to allow an appropriate amount of time to explore alternative options that will achieve a more favourable solution for the community.
- Council officers' concerns with the extent and coverage of the proposed Project Area across Newport, including the many local streets and reserves that should not necessarily be impacted by Project works. This could result in more streets used for construction traffic, increased noise, dust and other amenity issues causing disruption to residents. (LXRP has provided very limited information on which streets will be used for construction traffic, parking and storage compounds, land occupation etc.)
- Opposing the use of Quarry Reserve or Paisley Park as storage/compounds and any loss of public carparking on Ross Road – currently used as an overflow carpark for the Newport Mosque – for use by the LXRP.
- Expressing disappointment in the lack of concept design information and detail, e.g. 3D renders and elevations, provided to the public to allow a more informed response on the proposed designs.
- Concern with lack of detail around the function and purpose of the proposed open space areas.
- Concern with failure to include items requested by Council in earlier submissions, including:
 - additional cycling/pedestrian linkages
 - traffic calming in Maddox Road and intersection treatments to improve safety
 - information on traffic modelling, the proposed link road and impacts on existing businesses
 - opportunities for public open space, landscaping and tree planting under the elevated rail structure and along the corridor
 - addressing the economic impacts on businesses in the area.

Council officers have also reviewed the proposed area where project controls are to be implemented to understand the potential implications for Council and private land owners.

Alternatives to closing Champion Road

Council has worked with members of the Level Crossing Community Interest Group and local community groups, as well as meeting with major project stakeholders, including Mobil and Viva Energy, to develop potential alternative options to closing Champion Road. These options have not been subject to detailed technical analysis or feasibility testing, but demonstrate potential alternatives that could be considered by the LXRP.

Concept plans for two possible options as alternatives to the closure of Champion Road have been prepared (refer Figures 2-5):

- Champion Road bridge over rail (similar to Aviation Road, Laverton LXR project)
- Extending the Maddox Road rail bridge over Champion Road (similar to Kororoit Creek Road, Altona LXR project)

These options are illustrated over the following double-page spreads.

Option 1 – Road over Rail

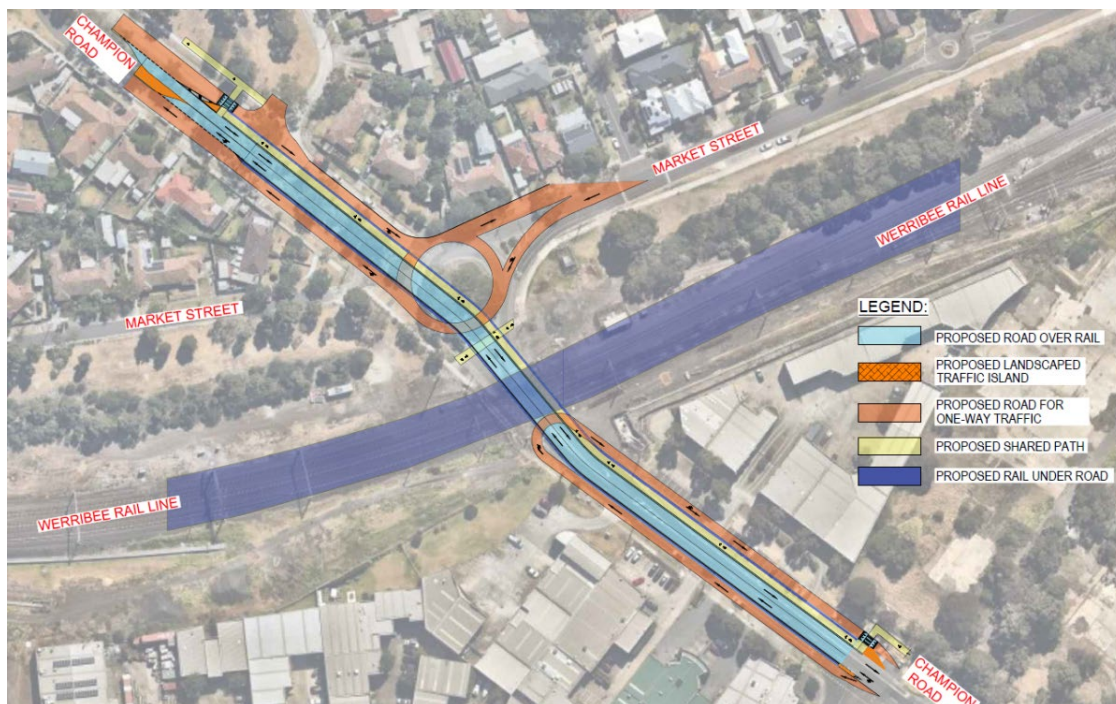


Figure 2: Map of Option 1 (road over rail)

Benefits

- no property acquisitions required
- can incorporate direct pedestrian and cycling path over the rail lines without a separate structure
- minimal impact on utility infrastructure
- less impact on rail operations during construction

Challenges

- loss of vegetation in the Champion Road median north of the rail lines
- potential reduced access options to adjacent properties
- bulk and size of road bridge structure may cause some overshadowing
- some parking loss

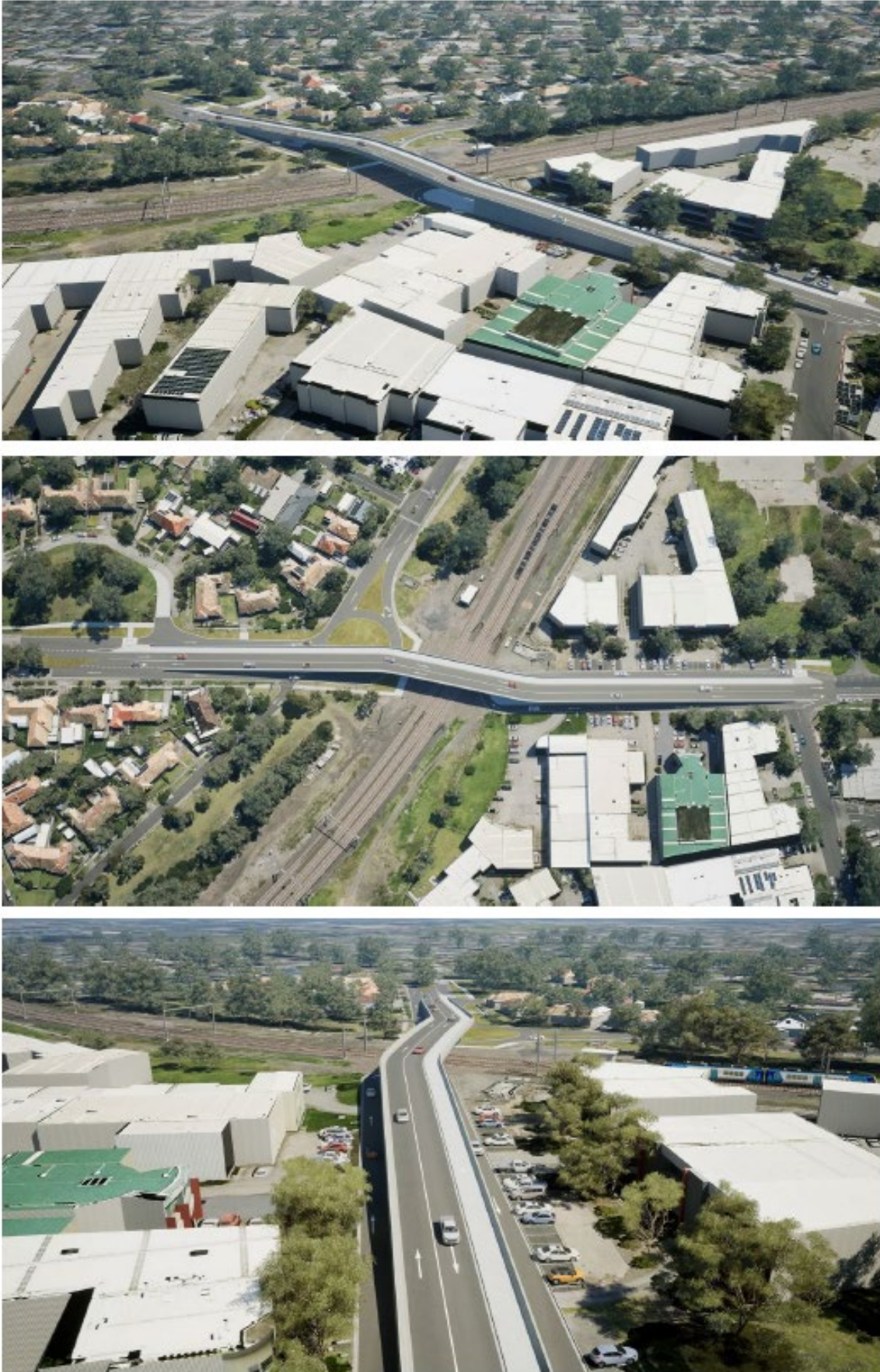


Figure 3: Visual impression of Option 1 (road over rail)

Option 2 – Rail over Road

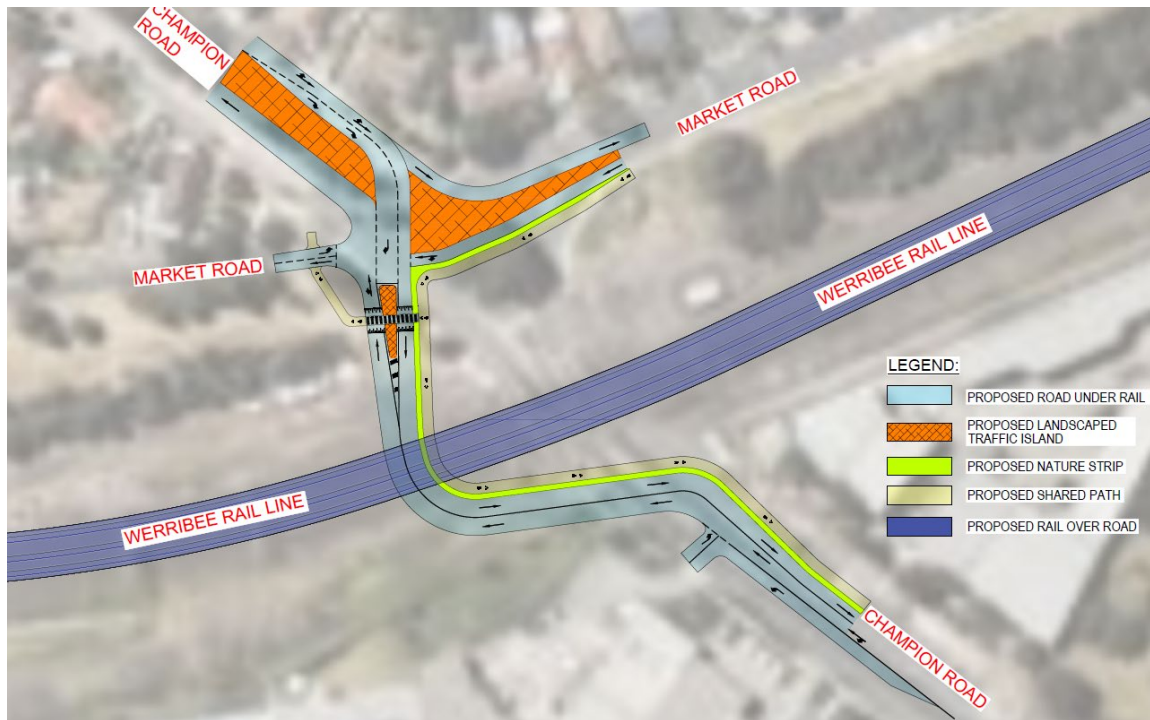


Figure 4: Map of Option 2 (rail over road)

Road slightly lowered and diverted west for structure clearance under bridge.

Benefits

- no property acquisitions required
- can incorporate a separated pedestrian and cycling path under the rail line
- minimal impact on utility infrastructure
- vehicle access maintained to adjacent properties and road network
- reduced impact to existing trees and amenity compared with road-over option.

Challenges

- loss of vegetation in the Champion Road median north of the rail lines
- potential access changes to adjacent properties
- road diversion into VicTrack land
- unknown impact to fuel pipelines



Figure 5: Visual impression of Option 2 (rail over road)

The key features, benefits and challenges of each option were discussed with the Community Interest Group on 14 March. While both options were considered worthy of pursuing, it was acknowledged that Option 1 would require careful design to minimise impact on adjacent properties. It was also noted that these were preliminary concepts and detailed designs and costing have not been undertaken.

Both options have been provided to LXP for their review, further investigation and discussion with stakeholders and a further request made that the current project be paused while these options are considered further. It is possible that after more detailed investigation of constraints and costs, modifications to these options or additional options may need to be considered.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 6: An accessible and connected community

Council Plan 2021-25

Objective 4: Visionary community infrastructure

Strategy 4.1: Ensure the transport network is safe and efficient for all users with a focus on pedestrians and cyclists.

Policies and Related Council Documents

The March 2016 Hobsons Bay Grade Separation Principles and Guidelines have been integral in informing Council's response to the crossing removals and development of Project Precinct Plans. The Community Interest Group has reviewed this document and at the March 2024 CIG meeting considered site-specific principles, as endorsed by Council at the March Council meeting. Officers have referred to various Council plans and strategies in preparing Council's draft project planning submission.

Legal/Statutory Obligations and Risk

Legal and statutory implications and risks associated with the design and construction of the project sites will be further considered as the projects progress.

Council, as a key stakeholder, has an interest in the LXP's design, specifically in relation to the local transport network, assets owned and managed by Council, shared use paths, drainage, open space including significant trees, and landscaping.

Financial and Resource Implications

As was done with the previous projects, Council will negotiate a formal agreement with the LXP for provision of resource support to Council to enable input to the precinct design development, temporary conditions during construction and review and approval of works on assets which Council will continue to manage. A draft Memorandum of Understanding between LXP and Council has been prepared, although is still under review as agreement has not been reached on its contents.

Environmental, Social and Economic Impacts

Environmental, social and economic issues and opportunities will be considered in Council's response to these projects and have been included in the draft submission. The Hobsons Bay Grade Separation Principles and Guidelines acknowledge the environmental, social, and economic values and opportunities of the level crossing removal sites.

Consultation and Communication

The first executive meeting was held in June 2023 to brief Council's Executive Leadership Team. A further executive meeting was held in early 2024 with the most recent meeting occurring in May 2024. The information shared during these meetings was either publicly available or the same as shared with the Stakeholder Liaison Group. Further meetings have been scheduled to occur every two months to discuss project progress.

At its meeting on 11 July 2023, Council endorsed establishing Level Crossing Removal Community Interest Groups (CIGs) for the removal of the level crossings at Champion Road, Maddox Road and Hudsons Road. The CIGs provide an opportunity for members to share community insights, inform Council's final position on the projects and help to keep the community informed of any key project developments. These groups have now been meeting since October 2023.

Fortnightly meetings between Council's technical officers and the LXP project interface team commenced in August 2023 to discuss technical project issues and respond to information requests. These meetings conducted by LXP allowed progress of the projects, inviting Council to workshops in developing design principles and seeking expert advice on the projects relating to engineering, traffic, planning matters, etc. During these discussions no significant opportunity has been provided to discuss the desired position of Council for Champion Road to remain open or shape the overall scope of the project.

At the 21 November 2023 Councillor Briefing Session, representatives from LXP presented an update on the proposed Werribee Line level crossing removal projects.

Council met with Mobil on 22 November 2023 to discuss Mobil's fuel pipeline assets. On 28 November 2023 Council sent letters to Viva Energy and Atom seeking an initial meeting to discuss the project and their pipelines and subsequently met with Viva Energy on 8 February 2024.

On 11 December 2023, the Mayor wrote to The Hon. Danny Pearson MP, Minister for Transport Infrastructure, seeking an urgent meeting to raise the concerns in relation to the closure of Champion Road and requesting a temporary pause on the project to allow sufficient time to consider alternative proposals that keep Champion Road open.

On 28 February 2024, the Mayor wrote to The Hon. Jacinta Allan, Premier of Victoria, and Tim Pallas, Treasurer of Victoria to also seek a meeting to raise these concerns with them and seek a temporary pause on this project.

LXRP has a framework for community engagement that is applied to each of the level crossing removals, although each site is considered separately and where required modifications to this framework are adapted to address specific community needs or aspirations.

LXRP held public meetings and presented high level schematics on the options with pros and cons. There was never any opportunity for either Council or the public to inform the development of the various options.

LXRP has set up a new Stakeholder Liaison Group made up of community members who will meet regularly to discuss the project.

LXRP has commenced the formal planning consultation for the project. In May, LXRP held two in-person community information sessions and a webinar for community members to find out more about the project.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.4.3 Contract 2023.05 Roads and Drainage Maintenance Services

Directorate:	Infrastructure and City Services
Responsible Officer:	Manager City Works and Amenity
Reviewer:	Director Infrastructure and City Services
Attachments:	Nil

Purpose

To award Contract 2023.05 for provision of Roads and Drainage Maintenance for the initial term of five years.

Recommendation

That Council:

- 1. Awards Schedule of Rates to Contract 2023.05 for the provision of Roads and Drainage Maintenance Services to Citywide Service Solutions Pty Ltd for an initial contract period of five years at an estimated value of \$27,911,000 (twenty-seven million, nine hundred and eleven thousand dollars) including GST, with two one-year options to extend.**
- 2. Delegates to the Chief Executive Officer the ability to negotiate and approve extensions in the prior year within contracted conditions, which if exercised would bring total anticipated contract expenditure to \$37,793,770 (thirty-seven million, seven hundred and ninety-three thousand, seven hundred and seventy dollars) including GST, should both one-year extensions be appropriate at the time.**
- 3. Delegates to the Chief Executive Officer the ability to vary the contract within the requirements of the Procurement Policy should operational needs require.**

Summary

Council has a significant network of roads, footpaths and drainage assets across the municipality. As a road manager, Council has significant legislated responsibilities in maintaining these assets on behalf of the community and other road users.

Council has undertaken a review of how these responsibilities are fulfilled and created a contract to provide the physical services required to maintain these assets in the field. Tenders for this contract have been assessed and a recommendation made to award these services to Citywide Service Solutions for a period of five years.

Background

Hobsons Bay City Council is responsible for the management of 406km of urban streets and 29km of rights-of-way with a surface area of approximately 3.4 million square metres, along with 795km of kerb and channel and 760km of footpaths. For drainage Council is responsible for 21,300 pits, 576km of pipes, 41 gross pollutant traps/net-tech traps and a number of other litter collection devices.

The primary objective of this contract is for the contractor to perform and complete works required to maintain Council's road and drainage assets, ensuring that all roads, kerbs, drains, carparks, footpaths and bike paths are kept in a safe and functional condition for both the assets and users.

The scope of maintenance services required by the contractor under this contract and outcomes of maintenance being performed and asset performance standards is below:

- **Sealed surfaces** – Provide safe driving conditions and a uniform road surface, including over bridges and culverts. Minimise the rate of deterioration of the pavement.
- **Shoulders (sealed)** – Provide safe driving conditions and a uniform surface.
- **Shoulders (unsealed)** – Provide safe driving conditions, a uniform surface and lateral support for the road pavement.
- **Unsealed roads** – Provide safe driving conditions and ride quality.
- **Carparks** – Provide safe and clearly useable conditions, including access to and from roads. Minimise the rate of deterioration for the carpark pavement.
- **Kerb and channel** – Collect and convey road surface runoff to points of drainage conveyance (pits, culverts, open drains); and safe driving and cycling conditions. This includes kerbs or kerb and channel across bridges and culverts.
- **Vehicle entrances at driveways** – Minimise any differential between road surfaces and a vehicle crossing as a result of works, including grading and re-sheeting.
- **Drainage pipes and channels** – Provide hydraulic capacity, protection of pavement and associated road structure, structural integrity and clear flow of water away from the road pavement; and conveyance to points of outfall, retardation or treatment.
- **Drainage structures** – Provide hydraulic capacity at collection and outflow points, integrity of structure to avoid infiltration or scouring of adjacent ground. (includes gross pollutant traps)
- **Footpaths** – Provide safe walking conditions for pedestrians and a uniform free-draining path surface. Minimise the rate of deterioration of the footpath. This includes paths across bridges and culverts.
- **Pram crossings** – Provide safe walking conditions for pedestrians at the interface with kerb and channel.
- **Bike paths and shared use paths** – Provide safe riding conditions for cyclists and a uniform path surface. Minimise the rate of deterioration of the path. This includes paths across bridges and culverts.
- **Responding to emergency situations** – Provide 24-hour capability to address public safety as a result of emergency incidents including flooding, fires, storms, landslips and traffic crashes. Provide timely emergency response to assist the public and minimise disruption due to the emergency.

Discussion

A public tender was conducted that closed on 11 August 2023. A tender briefing was held on 8 November 2023 to provide tenderers with an opportunity to question and clarify the tender documentation.

Thirty-six registered suppliers downloaded the RFT documentation with seven suppliers submitting a response for tender. One tenderer later withdrew their offer.

Three of the tender submissions received were assessed as non-compliant by Council's Procurement Unit and were not considered.

Three tenderers were eligible to progress to the assessable criteria stage. The evaluation panel carried out an assessment based on the agreed evaluation methodology for this tender. Of the three tenders assessed, a financial analysis was undertaken against an indicative annual cost for reactive works based on the schedule of rates submitted. At the conclusion of this analysis, a schedule of rates annual spend amount was calculated based on the average amount of road management plan works carried out under this contract over the last four years.

With this estimated annual schedule of rates amount and the lump sum price submitted by tenderers, a financial score was calculated.

Also, based on non-financial evaluation criteria as per the tender documents, non-financial scores were calculated for all three tenderers to finalise a value for money analysis that considers all the evaluation criteria advertised in the tender documents.

Based on the total evaluation scores (financial and non-financial evaluation scores), Citywide's submission was shortlisted as they provide the best value for money and they were invited to interview.

During the interview Citywide was asked questions regarding:

- compliance with the Road Management Plan with an emphasis on time requirements and intervention levels for council budgeted works
- Citywide's quality assurance and quality control to ensure the delivery of quality works
- the process Citywide use to ensure council systems and data are up-to-date and to notify residents of upcoming works
- how Citywide ensures community safety during works and adjacent assets to the work site location are not damaged.

Citywide's system used to manage works must integrate or interface with Council systems to enable the receipt and processing of works orders, and to ensure appropriate supporting information is provided once the work has been completed.

Council is also implementing a revised contract management approach for this service contract moving forward to implement the new specification requirements of this contract.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 6: An accessible and connected community

Council Plan 2021-25

Objective 4: Visionary community infrastructure

Strategy 4.2: Ensure that our assets are properly maintained now and into the future at the most economical cost to the community and the environment

Priority a) Reduce the asset renewal demand gap for key assets including roads, footpaths, buildings, recreation and community facilities.

Policies and Related Council Documents

The awarding of Contract 2023.05 through a public tender process complies with Council's Procurement Policy.

Legal/Statutory Obligations and Risk

Council has a legislative obligation to provide and maintain its roads and footpath networks to ensure they can be safely used by the community. Council also has obligations to provide and maintain a drainage network which allows safe access but protects property from adverse effects such as flooding. Failure to effectively undertake these duties not only increases risks to the community but also exposes Council to legal recourse by those adversely affected.

Financial and Resource Implications

Council invests a significant amount of money to maintain its roads, footpaths and drainage assets, which is set to continue under this contract. Ensuring that Council's existing assets are maintained effectively has the double benefit of minimising risk to the community but also maximising the life of existing assets. Good maintenance is critical in ensuring Council can meet its long-term asset planning objectives. Funding to carry out works required under this contract is included in Council's annual operating budget.

Environmental, Social and Economic Impacts

The tender requires that the contractor gives due consideration to sustainable treatments to reduce the environmental impact of concrete and asphalt work. The key selection criteria reflected this requirement and tenderers were assessed consistent with this.

The tender also requires the contractor to engage with Council's Social Engagement Policy ensuring people from disadvantaged backgrounds are able to obtain training and employment with these organisations. The contractor has been able to show engagement in these social issues beyond what is required in the contract.

Consultation and Communication

Community consultation is undertaken as part of the creation of Council's Road Management Plan which directs the way the Roads and Drainage Maintenance contract operates. In addition, the management of the contract involves dealing with residents' concerns on a regular basis, utilising Council's Customer Service Charter.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.4.4 Contract 2023.50 Altona North Library Refurbishment

Directorate:	Infrastructure and City Services
Responsible Officer:	Manager Capital Works
Reviewer:	Director Infrastructure and City Services
Attachments:	Nil

Purpose

To seek Council endorsement for the awarding of Contract 2023.50 Altona North Library Refurbishment.

Recommendation

That Council:

- 1. Awards Contract 2023.50 Altona North Library Refurbishment to Alchemy Construct Pty Ltd for the tendered lump sum price (including provisional sum) of \$1,220,750 (one million, two hundred and twenty thousand, seven hundred and fifty dollars) excluding GST.**
- 2. Delegates authority to the Chief Executive Officer to execute the formal agreement for Contract 2023.50.**
- 3. Delegates authority to officers to approve variations in line with current approved financial delegations.**

Summary

Contract 2023.50 Altona North Library Refurbishment will merge refurbishment with innovation, creating a vibrant hub for all ages. Anchored by a videogames and boardgames Centre of Excellence, the revamped space offers an alternative to nearby gambling venues, promoting wholesome entertainment and skill development. Through locally designed games and diverse programming, the centre will foster social connection and lifelong learning in an inclusive environment. This multifunctional space will combine the comforts of a community lounge with modern study areas, ensuring accessibility to curated collections in various formats and languages. Sustainability is also prioritised, with measures in place to enhance energy efficiency.

The tender was publicly advertised on the Council's e-Tendering portal for four weeks with a site visit available. Ten submissions had been received at the close of tender, and after primary evaluation, clarifications were requested from the highest scoring tenderer.

At the conclusion of the clarifications, the evaluation panel agreed to recommend Alchemy Construct Pty Ltd based on weighted score, best value price, capacity and resources to undertake the works within the timelines including favourable referee comments. Construction works are planned to commence in late June or early July 2024.

Background

In 2023 designs for the Altona North Library were completed. Full design services were completed for this project through Council's procured lead consultant (PaperArc).

The development of the design has been undertaken through an extensive internal and external stakeholder consultation process and in line with the Centre of Excellence requirements for boardgames and video games. This Centre for Excellence will provide a learn-through play experience with a focus on the development of video games, learning coding skills, or creative expression through animation.

Cost plans were also developed to ensure proposed works were within budget constraints.

A public tender was released to procure a construction firm to undertake the construction works.

Discussion

The tender was publicly advertised on the Council's e-Tendering portal on 29 February 2024 for four weeks with the option of a site visit on 13 March 2024.

The tender closed on 27 March 2024 and ten tender submissions were received and assessed in accordance with the Council Procurement Policy. The evaluation panel met on 12 April 2024 to review and discuss the tender submissions.

Alchemy Construct Pty Ltd were deemed by the evaluation panel to provide the best overall value of the ten submissions received.

The submission included all scoped items and the tender responses displayed a clear understanding of the project objectives, backed by their experience, resources and responses to clarification. Referees praised the contractor for meeting deadlines, quality work, effective subcontractor management, safety record, and excellent cooperation with the community.

The panel recommends awarding Contract 2023.50 Altona North Library Refurbishment to Alchemy Construct Pty Ltd.

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

Priority 6: An accessible and connected community

Council Plan 2021-25

Objective 4: Visionary community infrastructure

Priority b) Increase value for money when delivering projects within the capital works program

Policies and Related Council Documents

Council has recently developed a Centres of Excellence Strategy and Action Plan to support the delivery of Strategy 1.4 Priority c) of the Council Plan 2021-25: "Increase customer service centres and libraries participation through establishing centres of excellence in different lifelong learning skills".

Legal/Statutory Obligations and Risk

The awarding of Contract 2023.50 Altona North Library Refurbishment through a public tender process complies with section 186 of the *Local Government Act 1989*, that a council must publicly advertise and invite tenders for services over the value of \$150,000 as fixed by an Order in Council.

Section 186 was repealed on 1 July 2021 but remains in force in accordance with section 108(7)(a) of the *Local Government Act 2020* until Council has adopted its first Procurement Policy under the new Act.

Financial and Resource Implications

The total committed budget for the building works for Altona North Library Refurbishment project is \$1,480,000 (excluding GST).

The recommended tender submission of \$1,220,750 (excluding GST) is within the allocated budget over two financial years.

Environmental, Social and Economic Impacts

Environmental, social and economic impacts have been taken into consideration throughout the development of the design, proposed scope of works and the tender evaluation process.

Consultation and Communication

The development of the design was undertaken through an extensive internal and external stakeholder consultation process.

The community will be notified of commencement of this project and associated works prior to construction commencing on this project. A pop-up library will also be available for patron use while works are being undertaken.

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

9.4.5 West Gate Tunnel Project Update - June 2024

Directorate:	Infrastructure and City Services
Responsible Officer:	Strategic Projects Specialist
Reviewer:	Director Infrastructure and City Services
Attachments:	Nil

Purpose

To provide a quarterly update report on the West Gate Tunnel Project (the Project) and associated initiatives, projects and advocacy activities.

Recommendation

That Council receives and notes this update on the status of the West Gate Tunnel Project and Council's advocacy on aspects of the Project.

Summary

This report includes progress updates on Project works, traffic impacts and strategic advocacy items, and the West Gate Neighbourhood Fund.

Background

The Project is delivered through a partnership between the Victorian Government and Transurban (Project Co), managed by the West Gate Tunnel Project – Victorian Infrastructure Delivery Authority (WGTP) and built by construction contractors CPB Contractors and John Holland as a joint venture (the JV).

Construction on the Project commenced in March 2018 and is due for completion in 2025. Recent construction activities in the western section have been focused on completing the rebuilding and widening of the West Gate Freeway and associated infrastructure, including gantries, noise walls, bridges, ramps and the tunnel portals.

Reports providing updates on various aspects of the Project have been tabled through Council meetings since early 2018. The most recent report was presented at the March 2024 Council meeting. This report includes an update on the electrical powerlines and poles placed in The Avenue Reserve and the Ausnet easement north of Precinct 15, South Kingsville at the commencement of the Project.

Previous reports can be accessed via the Council website at:
<https://www.hobsonsbay.vic.gov.au/Council/Council-Meetings/Minutes-and-Agendas>

Discussion

Powerlines and poles in The Avenue Reserve and the Ausnet Easement

Following the release of the reference design for WGTP in 2017, a scope change was approved that effectively relocated the 66KV power lines from the north side to the south side of the freeway. This impacted some roads and reserves in Hobsons Bay including the construction of 22 new poles and powerlines in the existing Ausnet-owned easement between the rail lines and the Brooklyn Terminal Station (along the northern boundary of the Precinct 15 development site – refer to Figure 1) and six new large poles in the The Avenue Reserve, South Kingsville (refer to Figure 2).



Figure 1: Plan showing 22 new HV poles and wires in Ausnet easement (yellow dots)

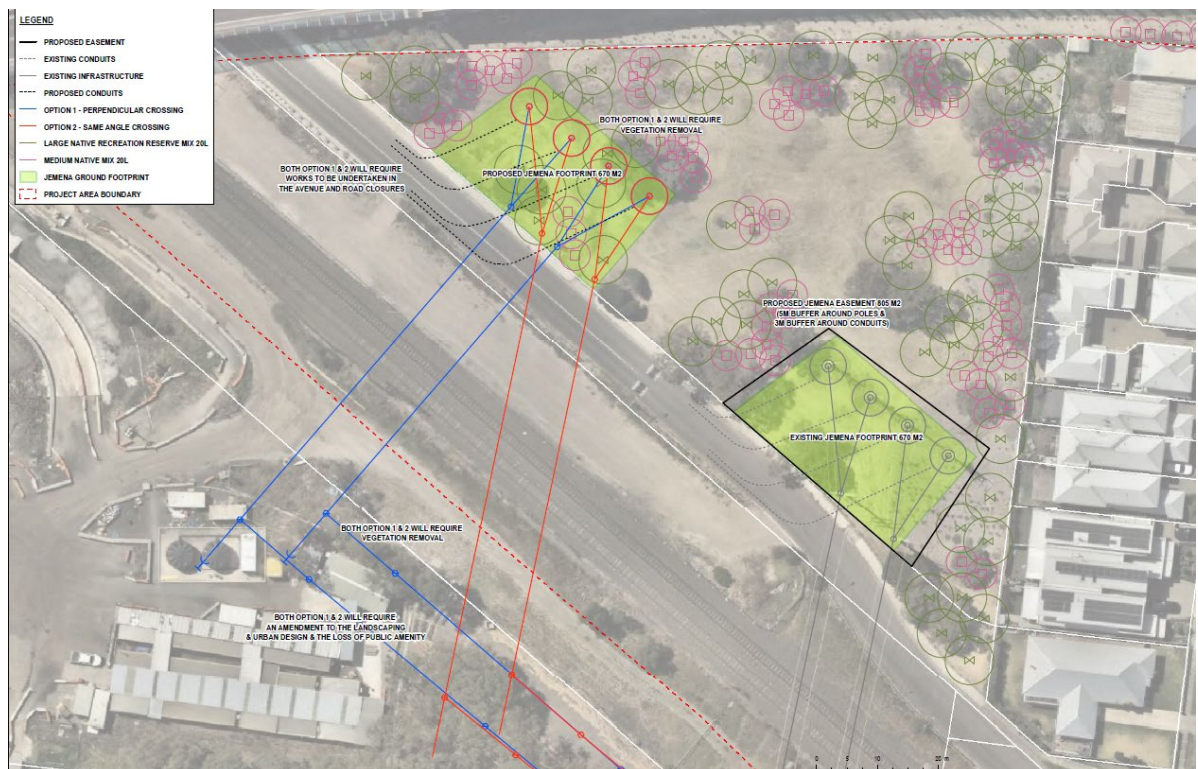


Figure 2: Plan showing existing location of poles and wires in southern section of the Avenue Reserve and two options for relocation to the northwestern corner of the reserve

Council objected to the Jemena-owned powerlines becoming permanent overhead structures due to the future amenity impacts on the area but agreed to a temporary arrangement to allow time for the contractor, CPBJH Joint Venture (JV) to explore alternative arrangements.

The JV wrote to Council in 2018 providing details of the proposed temporary arrangements for the Jemena 66kV power lines between Fogarty Avenue and the Brooklyn Terminal Station and advised that designs had commenced for the permanent treatment in line with Council's request.

At the 9 October 2018 Council Meeting, Council resolved to:

1. Approve in principle the use of The Avenue Reserve, South Kingsville by the JV for cable head poles and wires in accordance with the submitted design on a temporary basis only until a permanent more appropriate location can be established prior to September 2022, subject to a detailed agreement between Council and the JV, which defines the creation of easements and compensation to Council.
2. Approve the proposed temporary overhead relocated 66KV power lines within the SP Ausnet easement between the Newport rail line and the Brooklyn Terminal Station in the submitted design on the condition that it is placed underground by the JV prior to September 2022.

In addition, Council entered into a licence agreement with the JV for the temporary occupation of the Council reserve which expired on 31 August 2022 to coincide with the original expected WGTP completion date of 2022.

The JV wrote to Council in October 2022 advising of delays with the Project and that the September 2022 Project completion date (referred to in the Council resolution) could not be achieved. They also stated that "*the final alignment of the power poles is highly dependent on circumstances beyond their control*". Council has also been informed recently by the JV that a feasible solution to underground the power is not achievable in the easement due to the existence of various underground utility services. The JV has also recently proposed that the overhead poles in the Avenue Reserve should remain in their current location with an easement created to avoid high costs and associated impacts with the proposed playground and landscaping plans.

Officers continue to advocate to WGTP and the Victorian Government for the original Council position to be upheld based on the 2018 JV commitment and that compensation be payable to Council for the ongoing occupation of the Council reserve. Further information on this matter will be provided in a future update report.

Community Liaison Group

The Community Liaison Group (CLG) was established at the commencement of the Project to provide an avenue for community representatives to learn more about the Project, share community insight with the project team and help support community engagement activities.

The last meeting of the CLG was held on 21 March 2024 with discussion focused on the construction progress and traffic disruptions, shared use paths, graffiti management and upcoming works. The JV advised that a key community concern was traffic congestion in the inner west. Traffic movement around Millers Road and Grieve Parade was significant, and there was a problem with Google Maps inadvertently sending drivers along Primula Avenue from Geelong Road, which caused concern to local residents. This was resolved after discussions with the Google Maps team.

A presentation was provided on the Project's landscaping and tree offset program with more than 26,800 trees to be planted across the Project – approximately 5,100 trees replaced at the 5:1 ratio. An additional 700 trees (previously planted juvenile trees) will be replaced at a 1:1 ratio. Planting has already taken place across much of the west zone of the project with ongoing monitoring and maintenance to be undertaken in the two years after planting. Environmental assessments and consultation with key interest groups including Council were undertaken to determine the location and species selection of the trees being planted.

Offset replanting is set to occur in the following areas across the Project area:

- Altona Memorial Park
- Kororoit Creek Reserve
- Federation Trail
- GJ Hosken Reserve
- McIvor Reserve, Footscray Baseball Club
- Cruickshank Park
- Stony Creek
- Westgate Golf Club
- Anderson Reserve
- Westgate Park
- CityLink (Batman Avenue and Power Street)

There has been a focus on planting native species that will complement and adapt well to existing local environment and increase biodiversity and habitats along the project corridor. The species selected to be planted across the Project included a mix of:

- ground covers
- native grasses
- native trees
- large and small shrub
- water sensitive urban design (WSUD) plants
- exotic trees
- mature and juvenile trees
- indigenous species

CLG meeting documents can be obtained at:

<https://westgatetunnelproject.vic.gov.au/community/community-liaison-groups>

West Gate Neighbourhood Fund

The final round of West Gate Neighbourhood Fund grants closed on 18 March with more than 125 applications received.

Applications are being reviewed by WGTP, with the successful applicants to be announced in May and funded projects needing to be delivered before July 2025. To date the fund has supported more than 120 community projects valued at more than \$8.5 million through previous grants rounds across a broad range of projects within the communities of Maribyrnong and Hobsons Bay and more than 65 projects have been delivered to date.

Further information and project details can be found at:

<https://bigbuild.vic.gov.au/projects/west-gate-tunnel-project/community/west-gate-neighbourhood-fund/grants>

Project Works Update

Major works by the JV for widening the West Gate Freeway have continued over the past three months, including at the inbound and outbound tunnel portals, the Williamstown Road and M80/Western Ring Road freeway interchange areas, gantry installation, the Hyde Street ramps and the various paths and landscaping (Figure 3).



Figure 3: West Gate Freeway looking west (WGTP image)

In the West Zone, final asphalt resurfacing work has been undertaken along the freeway and on the interchange ramps. There have also been multiple gantry and final signage installations since the beginning of the year (Figure 4). Recent works have been undertaken along the Princes Freeway shoulder adjacent to Tyquin Street, Laverton to construct the foundations for a new electronic overhead sign gantry.

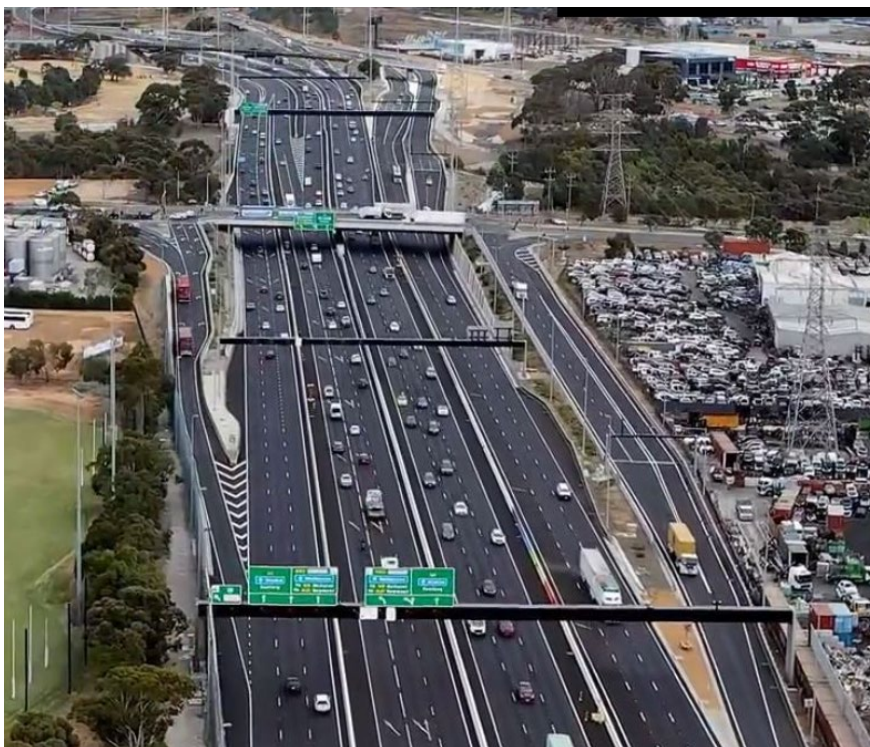


Figure 4: West Gate Freeway completed works with gantries and signage looking west to Grieve Parade (WGTP image)

In the East Zone, work on the new connections linking CityLink to the West Gate Tunnel and the elevated motorway above Footscray Road continues.

Up-to-date information on planned road closures and detours can be found at the Victoria's Big Build website: <https://bigbuild.vic.gov.au/disruptions>

Road decks in the tunnels have been completed and tunnel cross passages are being completed. The outbound tunnel exit ventilation structure (Figure 5) is approaching its final height of 50m. The timber net structure at the southern inbound portal is being planned for installation in June and will be 35-40m in height.



Figure 5: Future Southern Outbound Tunnel Ventilation Structure (WGTP image)

Information on tunnel ventilation and air quality, including the latest air quality monitoring report for February 2024 can be found online at: <https://bigbuild.vic.gov.au/library/west-gate-tunnel-project/fact-sheets/tunnel-ventilation-and-air-quality>

Strategic Alignment

This report specifically addresses priorities from the following strategic documents:

Hobsons Bay 2030 Community Vision

This report relates to priorities within the Hobsons Bay 2030 Community Vision.

Council Plan 2021-25

Objective 4: Visionary community infrastructure

Strategy 4.1: Ensure the transport network is safe and efficient for all users with a focus on pedestrians and cyclists.

Policies and Related Council Documents

On 26 August 2016, Council adopted the Hobsons Bay City Council's Adopted Position and Recommendations for the then Western Distributor Project.

Several Council policies and strategies were considered in establishing the adopted position on the Project and have been considered to inform Council's response to the Project design and the Environmental Effects Statement (EES). Council has received reports regarding officer assessments of the Project design development, construction activities, community engagement and advocacy activities undertaken in response to the Project.

Legal/Statutory Obligations and Risk

Legal and statutory obligations and risks have been identified throughout Council's review and input to the Project and will continue to be monitored and assessed. A report and formal submission on the preferred design and EES was adopted by Council at the Council Meeting on 27 June 2017. This report considered legal, risk and statutory obligations for the Project.

The latest report summarising the environmental audit findings of the Independent Reviewer and Environmental Auditor (IREA) for the Project is available on the Project website at: <https://bigbuild.vic.gov.au/library/west-gate-tunnel-project/planning-documents>

The report covers the six-monthly audit of the Environmental Management Strategy, quarterly Construction Environmental Management Plan audits, and monthly audits of the Worksite Environmental Management Plans which occurred during the construction period from March 2023 to August 2023. This is the eleventh IREA Minister's Report, which is required to be issued every six months to the Victorian Minister for Planning. No adverse findings were raised with Project Co during the audit. The report states that Project Co / D&C Subcontractor is generally compliant with the Environmental Performance Requirements.

Financial and Resource Implications

A Memorandum of Understanding has been established between Council and WGTP to provide for Council staff to assist in the management and delivery of the Project. Updated design packages are still being reviewed and requests received by Council to consider and respond to construction work issues and minor design changes. Handback of relevant assets and land from WGTP to Council are being undertaken in areas where Project works are completed.

Environmental, Social and Economic Impacts

The environmental, social and economic impacts of the Project to the Hobsons Bay community have been described in detail through the EES. They are monitored and mitigated through the implementation of the Environmental Performance Requirements for the Project and audited by the IREA.

The IREA has been appointed to provide independent oversight of design engineering, construction, program and environmental performance of the Project. The IREA undertakes audits and surveillance of Project activities to assess whether conformance with Project requirements are being achieved.

Air quality monitoring for the Project has been established at six Ambient Air Quality Monitoring Stations. The latest Project air quality monitoring reported no exceedances of the air quality objective at the six stations for the reporting period. The report is available at: <https://bigbuild.vic.gov.au/library/west-gate-tunnel-project/air-quality-monitoring-reports>

Consultation and Communication

Council has assisted in sharing information on the Project including planned traffic disruptions through its website and social media. Council officers continue to assist the community where possible in responding to or referring requests and issues relating to the Project.

Community stakeholder and business engagement communications were issued by the JV on Project activity in the west section over the past reporting period, including notification of works regarding freeway closures.

Latest notifications can be found at:

<https://westgatetunnelproject.vic.gov.au/construction/work-notifications>

Declaration of Conflict of Interest

Section 130 of the *Local Government Act 2020* requires members of Council staff to disclose any general or material conflict of interest in matters to be considered at a Council meeting.

Council staff involved in the preparation of this report have no conflict of interest in this matter.

10 Committee and Delegate Reports

10.1 Delegate Reports

Purpose

To consider reports by Councillors who have been appointed as delegates to Council and community committees.

Recommendation

That Council receives and notes the recent Delegate Reports.

Metropolitan Transport Forum

Directorate: Infrastructure and City Services

Councillor Delegate: Cr Pamela Sutton-Legaud

Date of Meeting: 3 April 2024

The Metropolitan Transport Forum (MTF) is a monthly gathering attended by representatives from 26 councils in Melbourne along with transport-related organisations and advocacy groups such as the Department of Transport and Planning (DTP), the Public Transport Users Association and Victoria Walks.

Presentation

Rachel Carlisle from DTP presented on the safe system approach incorporated into the Victorian Road Safety Strategy 2021-2030, focusing on the construction vehicle fleet in Victoria and noting how these are some of the oldest vehicles on the network, lacking modern safety features and often neglected by their owners. She outlined a new tool for construction vehicle safety, including methods to protect vulnerable road users, such as pedestrians and bicycle riders.

Council Updates

Paul Bezemer from Brimbank provided an update on transport advocacy including the campaign for Melbourne Airport Rail and for an upgrade to the Calder Freeway, and also outlined the development of Brimbank's Integrated Transport Strategy.

Isuru Thilakarathne from Frankston noted that a new Engineering Transport Strategy had been endorsed and that a new Bicycle Strategy should be ready for endorsement in August. Frankston is also looking at an "Open Street" trial creating shared spaces for people in locations yet to be determined.

Cr Tony Athanasopoulos provided an update on Glen Eira's Integrated Transport Strategy to be considered for adoption. He outlined concerns about substandard cycling infrastructure associated with the Level Crossing Removal Project, and suggested that MTF could advocate for better cycling outcomes at major state infrastructure projects.

Cillian Bell from Casey advised that precinct plans are being developed for outer-suburban development areas, and also provided an overview of transport projects underway include major road upgrades and level crossing removals.

11 Notices of Motion

11.1 Notice of Motion No. 1254: Williamstown Swimming and Life Saving Club

Section 8.15.5 of the Hobsons Bay Governance Rules requires the Chief Executive Officer to inform Councillors about the legal and cost implications of any proposed notice of motion. Accordingly, the costs of implementing this notice of motion will be accommodated within the existing operational budget.

Cr Peter Hemphill has given notice of the following motion:

That Council:

1. **Presents an updated Williamstown Swimming and Life Saving Club concept plan at the August Council meeting to immediately release for public consultation following authorisation from Council.**
2. **Notes that after discussion between Williamstown Swimming and Life Saving Club representatives and council officers, \$5.5 million has been included in the 2024-25 Proposed Council Budget to progress redevelopment of the Williamstown Swimming and Life Saving Club.**
3. **Requests council officers involve Strand Ward councillors in regular discussions on the redesign and progress of the project.**
4. **Requests council officers include a monthly update on the progress of the project in the CEO Operational Update Report.**

12 Urgent Business

13 Supplementary Public Question Time

Supplementary Public Question Time provides an opportunity for the public to ask questions directly related to items on the agenda that have arisen during the evening's proceedings.

Where it is not possible to provide a response during the meeting, a written response to the question will be provided promptly.

Written public questions received during the Council Meeting that are not related to items on the agenda will be taken on notice and responded to in writing by the appropriate Council officer, or referred to the next Council Meeting for a public response if so requested by the questioner.

14 Close of Meeting

HOBSONS
BAV CITY



