



# Ordinary Council Meeting Minutes

Tuesday 12 March 2019

Council Chamber  
Hobsons Bay Civic Centre  
115 Civic Parade, Altona

**HOBSONS  
BAY CITY  
COUNCIL**



## THE COUNCIL'S 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 peoples 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 Jonathon Marsden (Mayor)

Strand Ward

### Councillors:

Cr Angela Altair

Strand Ward

Cr Peter Hemphill

Strand Ward

Cr Tony Briffa

Cherry Lake Ward

Cr Sandra Wilson

Cherry Lake Ward

Cr Colleen Gates

Wetlands Ward

Cr Michael Grech (Deputy Mayor)

Wetlands Ward

Aaron van Egmond  
Chief Executive Officer  
Hobsons Bay City Council

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**Minutes of the Council Meeting Held on Tuesday 12 March 2019 at 7.00pm in the Council Chamber, Hobsons Bay Civic Centre, 115 Civic Parade, Altona.**

**PRESENT**

**CHAIRPERSON:**

Cr Jonathon Marsden (Mayor) Strand Ward

**COUNCILLORS:**

Cr Angela Altair Strand Ward

Cr Peter Hemphill Strand Ward

Cr Tony Briffa Cherry Lake Ward

Cr Sandra Wilson Cherry Lake Ward

Cr Colleen Gates Wetlands Ward

Cr Michael Grech (Deputy Mayor) Wetlands Ward

**OFFICERS:**

Mr Aaron van Egmond Chief Executive Officer

Ms K McClusky Acting Director Strategic Development

Mr Sanjay Manivasagasivam Director Infrastructure and City Services

Mr Roger Verwey Acting Director Corporate Services

Ms L McCallum Acting Director Community Wellbeing

Ms Diane Eyckens Manager Governance and Local Laws

Ms J Legge Acting Manager Communications and Community Relations

Ms Martina Simkin Governance Advisor/Minute Secretary

## 1 Council Welcome

The Chairperson welcomed members of the gallery and acknowledged the people of the Kulin Nation as the traditional owners of this land.

## 2 Apologies

Nil.

## 3 Disclosure of Interests

In accordance with sections 77A, 77B, 78 and 79 of the *Local Government Act 1989* Councillors are required to disclose a "conflict of interest" in a decision if they would receive, or could be reasonably perceived as receiving a direct or indirect financial or non-financial benefit or detriment (other than as a voter, resident or ratepayer) from the decision.

In accordance with section 79B of the *Local Government Act 1989* Councillors who consider that they have a personal interest that is in conflict with their public duty in relation to a matter may, if they do not have a conflict of interest as described above, apply to Council to be exempted from voting on the matter.

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

Nil.

## **4 Minutes Confirmation**

### **4.1 Ordinary Council Meeting**

Confirmation of the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 19 February 2019 (copy previously circulated).

#### **Motion**

**Moved Cr Peter Hemphill, seconded Cr Sandra Wilson:**

**That the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 19 February 2019 be confirmed.**

**Carried**

### **4.2 Special Council Meeting**

Confirmation of the minutes of the Special Council Meeting of the Hobsons Bay City Council held on 23 February 2019 (copy previously circulated).

#### **Motion**

**Moved Cr Peter Hemphill, seconded Cr Sandra Wilson:**

**That the minutes of the Special Council Meeting of the Hobsons Bay City Council held on 23 February 2019 be confirmed.**

**Carried**

## **5 Councillors' Questions**

**Cr Wilson referred to the Brooklyn Evolution Strategy, which is a Brimbank Council strategy for the precinct north of Geelong Road, that impacts greatly on the area of Brooklyn, noting that the strategy does have some internal features for road changes for movement of traffic. Cr Wilson asked whether Council's advocacy position on the West Gate Tunnel Project, which is to have ramps reviewed at Grieve Parade, is consistent with the Brooklyn Evolution Strategy?**

Sanjay Manivasagasivam, Director Infrastructure and City Services, advised that Council's advocacy position for additional access ramps at Grieve Parade is consistent with the Brooklyn Evolution Strategy. Both councils are seeking increased traffic capacities and improved traffic flows throughout the Grieve Parade precinct.

Council continues to collaborate with neighbouring councils with regard to opportunities through the West Gate Tunnel Project and other state government infrastructure projects occurring within the municipality.

Council is also working with Transport Victoria for development of local area movement plans for the northern suburbs within Hobsons Bay, specifically Brooklyn, Altona North, Spotswood and Newport. These plans also factor in Council's position in relation to Grieve Parade and projected changes as a result of local and regional developments.

## 6 Public Question Time

Paul Loughran

Q1. Agenda Item 8.3.3 OCM 11 December 2018

**Draft Newport Structure Plan – Consideration of Submissions**

**1: Acknowledging the national conversation on the adverse impact of Australia's population growth that has been highlighted by:**

1. statistics showing that Melbourne is Australia's fastest growing capital city

Reference: <http://abs.gov.au/ausstats/abs@.nsf/lookup/3218.0Media%20Release12015-16>

2. statistics showing Melbourne has recorded its highest-ever net annual population increase of 125,000

Reference: <https://www.abc.net.au/news/2018-04-24/melbourne-sydney-brisbane-populations-soar-growth-drivers-differ/9693470>

3. the Prime Minister, Scott Morrison in his Project Sydney Bradfield Oration on Monday 19 November 2018 where he flagged an "... overhaul of population policy" where States will be "... playing a more proactive role in determining future capacity"

Reference: <https://www.abc.net.au/radio/programs/am/scott-morrison-to-tackle-australias-population-growth-issue/10513236>

Regarding the Council's re-zone proposal to allow 4 storey development in Durkin Street, Mirils Street and Derwent Street together with proposal for medium to high density residential development within and adjacent to Hobsons Bay, what is Hobsons Bay Council's 'optimum' population target (not forecast) for our municipality? Noting that:

- a target is what an organization would like to achieve and represents an improvement from the present conditions/performance, whereas as
- a forecast is an honest assessment of likely future performance/trend based on the most current data and information. The forecast should tell you whether you are on track to meet the target.

A. Council uses population forecast by an independent expert to inform its policy and infrastructure decisions, not population targets. Population forecasts are not targets, nor are they designed to produce an optimal population figure. Population forecasts are likely rates of residential development and future trends in the components of population change (births, deaths and migration). Council uses the forecasts to plan and build infrastructure and

services to meet the needs of the forecast population. It is also used to advocate to State and Federal Governments for infrastructure that is outside of Local Governments role.

Local Governments don't have the ability to control population movements in and out of the municipality or increases in population e.g. births, migration and deaths. Councils can however plan for population change.

Council's Housing Strategy has been developed using population forecasts, which is widely considered to be best practice and the adopted method used by the State Government and other Local Governments.

## **Q2. Agenda Item 8.3.3 OCM 11 December 2018**

### **Draft Newport Structure Plan – Consideration of Submissions**

**Hobsons Bay Council recognises that:**

- a. Public open spaces play a vital role in the life of a community and are highly valued.**
- b. Open space provides relief from the built urban environment and contributes to neighbourhood character and making urban areas more attractive, more liveable and better connected.**
- b. There is strong empirical evidence that shows that a high quality public open space has direct benefits for our physical health, mental wellbeing, social interactions, sense of community identity ...”.**

**Reference: HOBSONS BAY OPEN SPACE STRATEGY. FINAL STRATEGY. JUNE 2018**  
<http://www.hobsonsbay.vic.gov.au/files/assets/public/documents/pdfs/council/policies-strategies-and-plans/policies-strategies-and-plans2/hobsons-bay-open-space-strategy.pdf>

**Hobsons Bay currently has 14.81 people per hectare - as a comparison, Wyndham has 4.01 people per hectare.**

**Noting the pressure placed on the ratio between the number of people and open space as a result of an increase in population from Council's re-zone proposal to allow 4 storey development in Durkin Street, Miris Street and Derwent Street together with proposal for medium to high density residential development within and adjacent to Hobsons Bay, what is Hobsons Bay Councils 'optimal' target (not forecast) for the number of people per hectare?**

**A.** Council acknowledges the importance of open space and the contribution it makes to our community. The measure cited in the question was obtained via profile.id and is a gross density measure. In other words, it simply divides population by land area to get a measure of people per hectare. For this reason, it's inappropriate to compare Hobsons Bay with Wyndham. The land uses are different with Wyndham having large areas of agriculture, rural and industrial land. Wyndham also has a very large supply of future residential land so this will affect the persons per hectare.

Hobsons Bay has an open space provision rate higher than the metropolitan average of 2.5ha/1000 people or 25m<sup>2</sup> per person, with a local average of 34m<sup>2</sup> per person. The Victorian Government provision for growth areas is 2.6ha/1000 people.



While the spatial distribution of open spaces is not equitable across the municipality, both Newport East and Newport West are well served for open space. Details are available in Council's Open Space Strategy which is available on-line.

### **Q3. Agenda Item 8.3.3 OCM 11 December 2018**

#### **Draft Newport Structure Plan – Consideration of Submissions**

**Hobsons Bay Council takes pride in its history – both its indigenous and early European history that dates back as early as 1856 which marked the development of Williamstown followed by Newport in 1862. To preserve and maintain this aspect of our heritage:**

- a. Will Council undertake an audit of its remaining heritage listed buildings, period dwellings and other buildings of historical importance and undertake to an annual review of the audit to record the loss of heritage listed buildings, period dwellings and other buildings of historical importance?**
- b. Noting the emphasis that Council is placing on developing Newport, Williamstown etc to cater for an increase in population, what tangible measures will Council take to encourage owners of heritage listed buildings, period dwellings and other buildings of historical importance such as:**

**Masonic Lodge (corner Mason Street and Melbourne Road, Newport) constructed in 1924/25 which has been neglected and fallen into disrepair; and**

**Rose Hotel (4 Ferguson St, Williamstown) built in 1865 (noting that retaining a façade is a disingenuous response to conservation efforts)**

**A.** A key recommendation of the Newport Structure Plan is to undertake a Heritage Gap Study of the area. If the Structure Plan is adopted this work will be completed prior to Council commencing the formal planning scheme amendment process.

In order to protect Heritage buildings within the municipality a Heritage Overlay has been applied to key sites of importance which is a way of publically acknowledging a property's value to a community and may include period homes built before World War 1. This Overlay is informed by the Hobsons Bay Heritage Study (revised) 2014 on Council's website. In addition Council through enforcement action and discussions with landowners of heritage buildings Council actively tries to maintain the heritage integrity of buildings in the municipality.

#### **Bert Beere**

**Q1. \$5 million was allocated to Hobsons Bay City Council by the State Government to assist and ensure that disaffected communities along the West Gate Tunnel received some additional benefits as a sweetener for the immeasurable impact which will inevitably be inflicted into the future.**

**Why is it that sporting bodies in Altona North and Spotswood are to receive the bulk of the \$5 Million while only \$500,000 is to be allocated to the affected community in Brooklyn? This does not seem at all fair.**

**A.** The \$5m secured through State Government was based on identified needs at the time of West Gate Tunnel Environmental Effects Statement. At this time Council had a number of outstanding infrastructure items for both Crofts and Donald McLean Reserves,

many of which are of significant cost such as pavilion, sportsground and lighting developments.

The allocation of \$500,000 for the Brooklyn community was secured to undertake further improvements to three reserves specifically Brooklyn, Rowan and Duane Reserves in Brooklyn. The community engagement phase for this project is under way and preliminary feedback from the community through this engagement has identified support to further investigate options to improve the community hall to meet current needs.

Council will continue to engage with the Brooklyn community to determine service and infrastructure needs and seek appropriate future funding and partnership opportunities.

### **Simon Hogan**

**Q1. During the November 2018 Council meeting the Mayor Councillor Johnathon Marsden advised that: “The design for the remaining sections of Kororoit Creek Trail are expected to be completed this financial year.” Is it still expected that the design will be completed by 30 June 2019?**

**A.** Design for the remaining unconstructed sections from Barnes Road to Cherry Lake are under way and are expected to be completed this calendar year including stakeholder engagement and respective approvals from other authorities including VicTrack and Melbourne Water.

**Q2. The Friends of Lower Kororoit Creek [FOLKC] have obtained funding in excess of \$4,500,000 for the construction of the shared trail along the Kororoit Creek in Hobsons Bay, constructed walking trails and planted tens of thousands of plants along the creek. Given our considerable involvement we would appreciate being consulted on the proposed route of the path during the design phase. Do you agree that FOLKC should be consulted during the design phase and if so when will the consultation commence?**

**A.** Council acknowledges the significant funding and volunteer contributions the Friends of Lower Kororoit Creek have made to the protection and restoration of the Creek over several years.

Yes, Council is committed to consult with the community including the Friends of the Lower Kororoit Creek on the design of these sections.

Furthermore Council is working with the West Gate Tunnel Project to complete the design for Stage 1 of the trail and similarly the community including Friends of the Lower Kororoit Creek have been and will continue to be consulted.

### **Frederick Smart**

**Q1. 8.2.2 Half Year Progress Report – Council Plan and Local Government Performance Reporting Framework**

**In the Local Government Performance Report can something be included in the comments when there's instances things going behind schedule that address why it is behind and what is to be done to bring them back on schedule (schedule slip, more resources or reduces scope for instance)**

**A.** A new 'Corporate Planning and Reporting' solution is currently being developed for rollout in the new financial year. The new system will ensure that commentary is mandatory to explain why initiatives may have been delayed, deferred, or cancelled.

**Q2. 8.2.2 Half Year Progress Report – Council Plan and Local Government Performance Reporting Framework**

**In the Local Government Performance Reporting Framework what are the criteria that something be included in that report either as an initiative or a major initiative?**

**A.** The Local Government Planning and Reporting Regulations, 2014 Better Practice Guide, provides the following definitions:

Initiatives - means actions that are one-off in nature and/or lead to improvements in service.

Major Initiatives - means significant initiatives that will directly contribute to the achievement of the Council Plan during the current year and have a major focus in the budget.

**Q3. 8.1.1 Chief Executive Officer – Report on Operations**

**The item on the CEO report on operations says: "The purpose of this report is to inform Council and the community of recent issues, initiatives and projects undertaken across Council.". There is the CEO Update that mentions a number of events and meetings with little information about them. If it is important enough for the CEO to attend isn't it important enough to include some more information on things covered in those meetings/events?**

**A.** The CEO Report on Operations is designed to provide broad and balanced coverage of operational matters across the whole of Council, and therefore necessitates a brief summary on each topic. However, your feedback has been noted, and will be considered in future reports.

**Lorraine Callow****Q1. 8.4.3 Dennis Reserve Master Plan**

**Why with a recognised shortfall of green space for the community in the vicinity of Lyons Street - Dennis Reserve has more land been given over to single/restricted use activities?**

**A.** Following extensive community consultation, Council endorsed the Open Space Strategy in June 2018. The strategy found that the Williamstown precinct has an adequate supply of open space of which Dennis Reserve contributes to this service provision.

The reconfiguration of the tennis facility and the retention of the play space in the southern section of the reserve maximizes the availability of community open space in the middle of the reserve. Further, an online booking system will be implemented to allow community access to the tennis courts outside of club use.

**Q2. 8.4.3 Dennis Reserve Master Plan**

**In the absence of a Conservation Management Plan for the site - how are the heritage values of the site being understood, protected and enhanced? The Seniors building is potentially the example of mid-century/post war architecture and the Ladies Bowling Pavilion is listed as contributing to the heritage values of the site.**

**A.** The Dennis Reserve master plan captures five key principles following stakeholder and community consultation. Guiding Principle Number 5, "A Heritage Landscape" states the following;

*"ensure that future upgrades and improvements within the reserve respect, preserve and celebrate the heritage values."*

The existing Senior Citizens building is nearing the end of its useful life and the Ladies Bowling pavilion has been vacant for seven years and is considered no longer fit for purpose.

The new multipurpose community facility will be designed to respect the heritage of the reserve and precinct in accordance to Guiding Principle Number 5.

### **Betsy Dunn**

#### **Q1. 8.4.3 Dennis Reserve Master Plan**

**Why is so much taxpayer money being spent on a facility which will be for private, not public use?**

**A.** The Dennis Reserve master plan identifies a three stage implementation plan. The costs associated with the new courts includes demolition of the existing tennis club pavilion, courts and the ladies bowling club pavilion and green. The reconfiguration of the tennis facility maximizes the availability of community open space in the middle of the reserve.

Further, an online booking system will be implemented to allow community access to the tennis courts outside of club use.

#### **Q2. 8.4.3 Dennis Reserve Master Plan**

**Why is so much of the public land in Denis Reserve being given over to private, not public use?**

**A.** Following extensive community consultation, the Tennis Needs Assessment, which was endorsed by Council in June 2018, highlighted the deficiencies in the number of tennis courts in the east of the municipality, particularly in Williamstown. The analysis also identified high participation rates for local residents who play tennis. The Tennis Needs Assessment identified the need to construct six new courts in Williamstown as a short term priority. Dennis Reserve was recommended as a suitable location for the provision of additional tennis courts to meet this demand.

Further, an online booking system will be implemented to allow community access to the tennis courts outside of club use.

#### **Q3. 8.4.3 Dennis Reserve Master Plan**

**Why have the results of the public survey not being made known to the public?**

**A.** At the July 2018 Ordinary Council Meeting, Council noted the recommendation made by the Dennis Reserve Master Planning Group and resolved to prepare a draft Dennis Reserve Master Plan based on the inclusion of four courts.

The planning group was provided access to all reports completed in considering the future use of Dennis Reserve.

As part of this master planning exercise, a summary of community feedback received during the public exhibition period is attached as an appendix to the March 2019 Ordinary Council Meeting agenda and available to the public.

## **7 Petitions/Joint Letters**

### **7.1 Petition – Newport New Residential Zones**

Cr Altair tabled a petition, containing 176 signatures, in relation to the Newport New Residential Zones.

The petition reads as follows:

“The petitioners whose names, addresses and signatures appear hereunder petition the Hobsons Bay City Council as follows:

Review and re-zone Newport streets west of Newport Railway Station from Residential Growth Zone to Neighbourhood Residential Zone.”

### **Motion**

**Moved Cr Angela Altair, seconded Cr Peter Hemphill:**

**That Council:**

- 1. Receive and note the petition containing 176 signatories requesting Council to review and re-zone Newport streets west of Newport Railway Station from Residential Growth Zone to Neighbourhood Residential Zone.**
- 2. Receive a report on this matter at a future council meeting.**

**Carried**

## 8 Business

### 8.1 Office of the Chief Executive

#### 8.1.1 Chief Executive Officer - Report on Operations

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:**

- 1 Chief Executive Officer - Report on Operations - February 2019
- 2 AOC - OCM 19 February 2019
- 3 AOC - Integrated Transport Portfolio Advisory Committee - 20 February 2019
- 4 AOC - Active and Inclusive Communities Portfolio Advisory Committee - 21 February 2019
- 5 AOC - Capital Works Workshop - 23 February 2019
- 6 AOC - Draft Aquatic Strategy - 5 March 2019
- 7 AOC - CBS 5 March 2019

#### **Purpose**

To provide Council with a regular update from the Chief Executive Officer (CEO) on the recent initiatives, projects and performance undertaken.

#### **Motion**

**Moved Cr Sandra Wilson, seconded Cr Michael Grech:**

**That Council:**

1. **Receive and note the Chief Executive Officer's Report on Operations, including details of recent issues and initiatives undertaken by the organisation**
2. **In accordance with section 80A(2) of the *Local Government Act* 1989 incorporate into the minutes of this meeting the written Record of Assembly of Councillors held on 19, 20, 21 and 23 February 2019 and 5 March 2019.**

**Carried**

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#### **Summary**

The attached CEO's Report on Operations provides councillors and community a regular update from the Chief Executive Officer 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.

## 8.2 Corporate Services

### 8.2.1 Audit Committee Update

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** 1 Audit Committee Meeting Minutes - February 2019

#### **Purpose**

To update Council regarding issues considered at the Audit Committee meeting held on 20 February 2019.

#### **Motion**

**Moved Cr Colleen Gates, seconded Cr Sandra Wilson:**

**That Council note the matters considered by the Audit Committee at the meeting conducted on 20 February 2019.**

**Carried**

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#### **Summary**

This report provides an update of the Audit Committee meeting held on 20 February 2019 to ensure that Council is informed on the activities of the Audit Committee. It provides Council with an opportunity to explore any issues that have been considered.

#### **Background**

The Audit Committee is an advisory committee of Council appointed under section 139 of the *Local Government Act 1989*. The committee comprises three independent members and two Councillors. The Chair is an independent member, who has the casting vote. The Mayor and Chief Executive Officer are non-voting members.

The committee meets a minimum, quarterly throughout the year and has a Charter that addresses responsibilities that include risk management, control frameworks, external accountability, legislative compliance and internal and external audits.

#### **Discussion**

The February 2019 meeting addressed a number of items as follows:

- the Chief Executive Officer's update
- outstanding audit recommendations
- Internal Audit Program including proposed audits and completed audit reports

- risk management update, highlighting the risk executive summary, a general update on recent issues and an insurance report
- financial reports for the year ended 31 December 2018
- cash and investment balances as at 31 January 2019



## 8.2.2 Half Year Progress Report - Council Plan and Local Government Performance Reporting Framework (LGPRF)

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** 1 Council Plan Progress Report Quarter 2 2018-19

### Purpose

To provide Council with an update on the progress of the 2018-19 initiatives and major initiatives (major projects or significant service improvements) included in the budget to support achievement of the Council Plan 2017-21 as well as to report on the half yearly results of the Local Government Performance Reporting Framework indicators.

### Motion

**Moved Cr Michael Grech, seconded Cr Angela Altair:**

**That Council notes:**

- 1. The progress made on the 2018-19 initiatives and major initiatives of the Council Plan 2017-21 during the second quarter 2018-19.**
- 2. The half year results for the Local Government Performance Reporting Framework indicators.**

**Carried**

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### Summary

Quarterly reporting on the progress of the Council Plan 2017-21 initiatives and major initiatives assists Council to ensure progress is on track throughout the financial year. In 2018-19, 11 major initiatives and 26 initiatives were committed to. At the end of the second quarter 2018-19, 62 per cent (16) of all initiatives and 82 per cent (9) of all major initiatives were progressing on schedule to be completed by 30 June 2019.

Half-year LGPRF results generally indicate that Council is on track to achieve similar results to last financial year across the majority of indicators.

### Background

The Council Plan is developed every four years and reviewed annually in accordance with the legislative requirements of the *Local Government Act* 1989. It is based on a planning framework that aligns the Hobsons Bay 2030 community vision to the planning, development, resource allocation and service provision undertaken by Council for the Hobsons Bay community.

The Council Plan is comprised of four goal areas which include the strategic objectives which describe what Council will do for the period 2017-21. The delivery of each objective is supported by initiatives and major initiatives (major projects, or significant service improvements) identified through the annual budget.

The LGPRF is a mandatory system of reporting requiring all councils to report on their performance in a consistent format as a part of its Annual Report and via the 'Know Your Council' website. The LGPRF consists of four indicator sets; service performance, financial performance, sustainable capacity and the governance and management checklist.

## **Discussion**

In 2018-19, 11 major initiatives and 26 initiatives were committed to in Council's budget. Overall, at the end of the second quarter 2018-19, 62 per cent (16) of all initiatives were progressing on schedule. Of the 11 major initiatives, 82 per cent (nine) were progressing on schedule.

In addition, the initiative 'review of the Heat Health Response Plan', was completed this quarter.

Half-year LGPRF results generally indicate that Council is on track to achieve similar results to last financial year across the majority of indicators. Please note that the trend comments are indicative as they are a prediction of future performance.

When interpreting the results, care should be taken with the data provided in this report as it only pertains to half of the financial year, particularly when interpreting results for financials as the timing of revenue or expenditure recognition may not be uniform throughout the year.

### 8.2.3 Contract No. 2019.16 Microsoft Enterprise Agreement

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** Nil

#### Purpose

To approve the execution of contract number 2019.16 to deliver Microsoft software and associated services.

#### Motion

**Moved Cr Sandra Wilson, seconded Cr Angela Altair:**

**That Council award Contract No. 2019.16 for Supply of Microsoft software and associated services to Winc Australia Pty Limited with an estimated price of \$840,000 (excluding GST) for a period of three (3) years commencing 1 April 2019.**

**Carried**

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#### Summary

The current 3 year Microsoft Enterprise Agreement for the licensing of Microsoft software used by Hobsons Bay City Council is supplied by Winc Australia Pty Limited and will expire on 1 April 2019.

A new 3 year Microsoft Enterprise Agreement is required to allow the Council continued access to enterprise Information and Communications Technology (ICT) systems to enable the delivery of essential public services, prior to the expiration of the existing contract.

#### Background

To meet the Council's ICT requirements and procurement obligations, a new 3 year contract to deliver Microsoft software and associated services must be signed to ensure the Council remains under contract and compliant with section 186 of the *Local Government Act 1989*.

The Council utilised the Municipal Association of Victoria (MAV) to appoint a panel of preferred Microsoft Licensing Solution Partners to deliver Microsoft software and associated services to the Victorian Local Government sector.

In the pursuit of Best Value solutions, the Council conducted a thorough evaluation of the preferred suppliers listed on this MAV contract. The Council's Tender Evaluation Panel concluded that Winc Australia Pty Ltd demonstrated best value to the Council and the Community.

#### Discussion

This contract is necessary for the Council to gain access to Microsoft's enterprise software suite. Every ICT system utilised by the Council (including the data centre, desktop PCs, VoIP

telephone system, Office applications, Email, and so on) requires some or all components of the Microsoft software suite.

The contract also facilitates access to competitive pricing for all other Microsoft software, software upgrade rights, and associated software services that include consulting, training, and ongoing support.

There are no viable alternatives to Microsoft's enterprise licensing agreement within the market place that can meet the broad ICT needs of local government.

## 8.3 Strategic Development

### 8.3.1 Presentation - Food Safety Awards

**Directorate:** Strategic Development

**Councillor Portfolio:** Not applicable

**Appendices:** Nil

#### Purpose

To present the winners of the 2018 Food Safety Awards with a certificate and prize, acknowledging their efforts in providing safe and suitable food.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Tony Briffa:**

**That Council:**

- 1. Present the 2018 Food Safety Awards to the following businesses:**

**Class 1 (potentially high risk premises serving food to vulnerable customers)**

Allanvale Private Nursing Home - 38-40 Ascot Street South, Altona Meadows

**Class 2 (potentially high risk premises serving to the general public)**

Clip n Climb - 2/134 Maddox Road, Williamstown North

**Class 3 (low risk/potentially high risk packaged)**

Snowballs Icecream Shop - 320-322 Melbourne Road, Newport

**Carried**

#### Motion

**Moved Cr Tony Briffa, seconded Cr Peter Hemphill, that Council suspend standing orders to present the awards.**

**Carried**

**The Mayor presented the 2018 Food Safety Awards to the winning businesses.**

#### Motion

**Moved Cr Angela Altair, seconded Cr Sandra Wilson, that Council resume standing orders.**

**Carried**

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## Summary

At the Ordinary Council meeting held on 19 February 2019, Council resolved to present the winning businesses with their 2018 Food Safety Awards and prizes.

The Food Safety Awards are an annual award for the highest achieving businesses and organisations that are registered under the *Food Act* 1984 within the municipality. The Mayor will present the successful recipients with an award and prize at tonight's meeting.

Council works with proprietors to ensure they produce safe and suitable food in Hobsons Bay and other areas in which they trade. In 2018 Council had approximately 700 premises registered under the *Food Act* 1984. Each premises is inspected/reassessed prior to the initial registration and then for re-registration.

The food safety awards program is conducted each year and encourages all food businesses within the municipality to strive for best practice in food safety whilst promoting and raising awareness of food safety in the community.

**Cr Michael Grech left the Council Chamber at 7.51pm and returned at 7.55pm, and was present for the vote on item 8.3.2.**

**Cr Tony Briffa left the Council Chamber at 7.52pm and returned at 7.55pm, and was present for the vote on item 8.3.2.**

### 8.3.2 Draft Waste and Litter Management Strategy 2025

**Directorate:** Strategic Development

- Appendices:**
- 1 Draft Waste and Litter Management Strategy 2025
  - 2 Draft Waste and Litter Management Strategy 2025 Summary Flyer
  - 3 Draft Waste and Litter Management Strategy 2025 Background Paper Summary
  - 4 Draft Waste and Litter Management Strategy 2025 Background Paper

#### **Purpose**

To present the draft Waste and Litter Management Strategy 2025 for consideration for public consultation.

#### **Motion**

**Moved Cr Colleen Gates, seconded Cr Sandra Wilson:**

**That Council:**

1. **Endorse the Draft Waste and Litter Management Strategy 2025 for six weeks public consultation.**
2. **Receive a further report considering submissions.**

**Carried**

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#### **Summary**

Council's Waste and Litter Management Plan 2012-17 has been reviewed. A background paper was developed to inform the draft Waste and Litter Management Strategy 2025 (the draft Strategy). The background paper establishes baseline data, highlights Federal and Victorian Government strategic objectives, initiatives of the community, key achievements of Council, the strategic context, and the waste and litter profile of Hobsons Bay. A summary of the background paper has also been developed.

The draft Strategy centres on waste and litter that Council has direct control over or influence on. The vision of the Strategy is to provide leadership and empower the community to deliver innovative and collaborative solutions to waste and litter management in Hobsons Bay. The draft Strategy concentrates on avoidance, reuse, recycling, and resource recovery rather than disposal to landfill. It includes proposed targets and monitoring and reporting mechanisms. The next steps are to provide the community with an opportunity to review the draft Strategy and provide feedback. It is proposed that this be undertaken over a six week period.

#### **Background**

Council provides waste and recycling services to its community through garbage, green waste, recycling and hard waste collection services to households and businesses. Council also provides litter bin collections, street sweeping, stormwater management, beach cleaning and seaweed removal. In addition, Council delivers community awareness raising and behavioural change activities such as education programs through schools, World

Environment Day, and Clean Up Australia Day. Through our environment grants Council supports local community groups with projects such as Boomerang Bags, the Recycling Made Easy recycling hub system and local Beach Patrols. An electronic recycling event and lighting recycling program are also delivered.

Council's Waste and Litter Management Plan 2012-17 highlighted Federal and Victorian Government strategic objectives at the time, established baseline data and provided recommendations for direction of Council's waste and litter management. As this Plan has come to an end a review was undertaken to support Council's future direction in waste and litter management.

## Discussion

The vision of the draft Strategy is to provide leadership and empower the community to deliver innovative and collaborative solutions to waste and litter management in Hobsons Bay. The draft Strategy highlights the following five goal areas:

- reduce and recover food waste
- strengthen community behaviour change
- enable resource recovery facilities and support local economies
- a cleaner Hobsons Bay
- a Council of excellence in waste and litter management

The draft Strategy includes a range of actions. Key actions include:

- commencing the food waste recovery service in 2019 to households with green waste bins
- empowering the community to develop and deliver innovative community led waste and litter projects
- continuing community education on single use plastic and food waste avoidance
- developing a policy to phase out single use products in Council's operations
- looking into ways that Council can incentivise resource recovery of the community
- investigating food waste recycling options for the commercial sector
- preparing a Drainage Asset Management Plan reviewing opportunities to capture more litter from the drainage network
- seeking alternatives to landfill
- exploring alternative fuels in waste, recycling and litter collection service fleet
- advocating for industry product stewardship specifically the introduction of a container deposit legislation
- trial variations to recycling systems including the introduction of larger recycling bins
- explore methods to reuse our seaweed
- trial container deposit systems



Waste and resource recovery targets have been proposed in the draft Strategy. Targets have been based on current baseline data and modelling of food waste recovery scenarios for Hobsons Bay that considers participation and potential food waste recovery levels. The targets include achieving, by June 2022, at least a 54 per cent diversion of waste from landfill through food waste recovery services (8 per cent above the 2017-18 level of 46 per cent) and a reduction below 12.2 per cent recycling contamination levels by June 2025. The Strategy will be monitored yearly with a final report prepared for Council and the community in 2025 including an overview of targets, qualitative and quantitative measures and actions that have been completed.

To seek community and stakeholder feedback on the draft Strategy a six week community consultation will take place. Feedback from the consultation will further inform the final strategy.

### 8.3.3 Newport Structure Plan Adoption

<b>Directorate:</b>	Strategic Development
<b>Councillor Portfolio:</b>	Planning - Cr Tony Briffa and Cr Michael Grech
<b>Appendices:</b>	1 Newport Structure Plan 2 Newport Structure Plan Flowchart Process

#### Purpose

To present the Newport Structure Plan to Council for adoption.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Angela Altair:**

**That Council:**

- 1. Commence a heritage gap study for Newport.**
- 2. Defer the consideration of the Newport Structure Plan to the May Ordinary Council Meeting.**

**Carried**

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#### Summary

At the Ordinary Council Meeting on 10 July 2018, Council resolved to exhibit the draft Newport Structure Plan. The exhibition period ran over seven weeks during July and August 2018. Council received 42 submissions from community members, authorities and stakeholders. The submissions outlined the need to strengthen recommendations to advocate for improved public transport, affordable housing, provide clear direction on development heights and other mapping changes.

The feedback received during the exhibition period was considered by Council on 13 November 2018 and 11 December 2018. As a result of community submissions a number of changes were made to the structure plan which is being presented for adoption, these changes are outlined in the report below. Following adoption Council will undertake a heritage study prior to commencing the formal planning scheme amendment process which will include further community consultation.

#### Background

The Newport Local Structure Plan was prepared in 1999, based on the development pressures in Newport and surrounding areas Council instigated a review. Although the overarching strategic directions remain the same, policy changes at the state and local level have occurred and needed to be included in a revised Newport Structure Plan (the Plan).

Substantial background research and work was undertaken to address the gaps in the Plan including economic and market feasibility, access and mobility, urban design guidelines, heritage, social impacts and consultation with community, stakeholders and authorities.

In 2015, a review of the Plan was delayed as clarity was sought from the Victorian Government about how new development abutting pipelines and Major Hazard Facilities (MHF) should be considered within the structure plan. In response to advocacy campaigns, an MHF Advisory Committee was established in early 2015. Following targeted consultation, a discussion paper attracting submissions and a hearing, a report was released on 17 March 2017 with the Government response released in January 2018. The report suggested that a new overlay should be applied around MHFs restricting development and that further research is required into land use planning around pipelines. This is particularly critical for Newport and the development of the structure plan, as several planning decisions for higher density housing or sensitive uses have been overturned by the Victorian Civil and Administrative Tribunal (VCAT) because of their proximity to MHFs. Other parts of Newport within proximity to pipelines have restrictions associated with building near or over pipelines. New planning tools have been partially implemented with a new State policy and Ministerial Direction requiring all amendments and permit applications within proximity to MHFs to be forwarded to WorkSafe. More specific changes are expected to be implemented by the Victorian Government soon.

## Discussion

The Plan sets out strategic directions based on a vision and five key themes: identity; land use and activity; built form and heritage; public realm and open space; and access and movement. These themes are derived from the vision, which was informed by community engagement in 2014, and provide direction for objectives, strategies and actions to ensure the implementation of the Structure Plan, through the planning policy framework and public works, achieve community aspirations.

Key directions in the Plan include:

- create defined gateways and entries into the activity centre
- retain and draw on local heritage for new built form, adaptive re-use and redevelopment
- encourage economic activity and strengthen Newport's role as a vibrant activity centre, with an emphasis on culture, food, retail and convenient living
- support development at key sites for future mixed use development, subject to detailed feasibility and planning
- provide policy direction on zoning, building heights, design responses (such as setbacks) and activation across the activity centre
- strengthen the role of Paine Reserve as the "green heart" of Newport and recommend improvements to public realm within the centre
- support and encourage sustainable modes of travel within and around the centre
- improve linkages between the train station and bus terminal and key surrounding facilities or open spaces

The Draft Newport Structure Plan was placed on public exhibition between July and August 2018. Following consideration of feedback and meeting with some submitters, changes to the Draft Newport Structure Plan were incorporated into the final Newport Structure Plan.

The key issues raised by submitters and proposed changes are outlined below:

- bringing the timing of an action to undertake a heritage study forward to address concerns regarding the lack of protection for heritage areas. Newport has a range of heritage buildings and a large portion of them are recognised through the application of the Heritage Overlay. Where there is no current overlay, the Structure Plan identifies the need to prepare a heritage gap study to ensure all heritage places are recognised and protected. This action will be completed prior to progressing the formal planning scheme amendment to implement the Newport Structure Plan into the planning scheme. If the heritage study identifies any key changes amendments to the structure plan will be considered.
- matters such as an increase in heights and density within Newport activity centre, particularly Newport West have been raised as one of the main concerns. Prior to the introduction of the new zones there were no height limits. In 2017 height limits of three storeys were introduced in the general residential areas. While the Structure Plan proposes an increase in height of one to two storeys above the existing height controls, it also sets out a requirement that to build above three storeys a minimum of two lots are required to be consolidated. Built design and neighbourhood character requirements would also need to be met. The Structure Plan has considered development in surrounding Strategic Redevelopment Areas that generally cater for the majority of future growth in Hobsons Bay however, they are not always conveniently located in proximity to reliable public transport, schools, services and other infrastructure. It is Victorian Government policy to promote the twenty minute neighbourhood, which directs growth toward activity centres. For these reasons, appropriate residential intensification is encouraged in and around activity centres in Hobsons Bay
- concerns related to overshadowing, setback and other amenity issues were raised. As part of the Structure Plan urban design guidelines were developed. It is important to note that there are also planning requirements within the Hobsons Bay Planning Scheme that will be applied in conjunction with the Structure Plan. These requirements set out appropriate setbacks, overshadowing and other amenity standards which are applied at the planning permit application stage. In addition to the existing controls including neighbourhood character, the planning scheme amendment will apply new controls within the Structure Plan area, which will provide clear guidance on these matters
- lack of car parking in the activity centre and how this may be affected by higher density housing was raised as a concern. A key action in the structure plan is to undertake a new car parking strategy for the area which will review the 2012 Newport car parking strategy. Council is continuing to look at solutions for car parking options within Newport and in the interim is required to consider the parking space provision requirements in the Hobsons Bay Planning Scheme. It is important to note that recent reforms by the State Government support the reduction in car parking near public transport options. Amendment VC148 introduced changes to Clause 52.06 Parking. This reduced the rates of parking required within 400m of the Principal Public Transport Network Area (PPTN) of which includes Newport which can be found in column B of Clause 52.06. This includes reduction of visitor parking to 0 required for residential uses and home based business
- concerns were raised regarding the redevelopment of the at-grade car park at the rear of Paine Reserve. One of the key issues identified was the lack of car parking in Newport and the limited ability to provide additional car parking in the area due to lack of space. The Structure Plan aims to identify all strategic opportunity sites, where

additional car parking amongst other uses including, business opportunities and open space could be considered. The car park at the rear of the Paine Reserve is one such site. The intent is to explore the possibility of the site providing other uses that may include car parking. The Structure Plan states that any feasibility proposal for the site should include amenity improvements such as links between Paine Reserve and Bryan Martyn Oval. The feasibility study would be undertaken with further engagement with the community. Changes to the Structure Plan have been made to make it clear that multi storey car parking on these key sites is only one option and further feasibility is required

- feedback was provided regarding the future of the bowling club, RSL and scout hall. Actions have been strengthened around the future of the bowling club, RSL and scout hall to ensure these assets are considered as part of future master planning for the precinct
- some members of the community were concerned about pedestrian and cyclist safety. The Structure Plan recognises this as an issue and includes an action around preparing a masterplan for all areas within Newport Structure Plan boundary, which will look at issues such as the roundabout at Mason Street in the shopping precinct
- a strong focus on improving access to public transport was raised by the community. Recommendations regarding advocacy for improved public transport, particularly with regard to the Melbourne Metro Two connection, have been strengthened
- lack of green spaces and trees in Newport was raised as a concern. In response strategies relating to improved landscaping and median strip planting, bike storage facilities and access to public transport including the train station and the bus terminal have been strengthened. Additionally, the implementation plan has been amended to prioritise planting and public art opportunities
- some members of the community were concerned about house prices in Newport. In response the revised Structure Plan includes strengthened strategies relating to provision of affordable housing
- concerns were raised around drainage capacity in Newport. Drainage in Newport was considered during the preparation of the Structure Plan, In addition Council is undertaking a comprehensive review of our drainage network. The proposed masterplan and other implementation actions will ensure necessary infrastructure projects are undertaken to address drainage issues. Additionally, drainage is also required to be considered during the assessment of planning permit applications
- concerns were raised regarding development around pipelines. Further direction on development around pipelines has been incorporated
- concerns were raised around the implementation of the Structure Plan following adoption. A process for monitoring the objectives, strategies and actions has been specified in the Plan. Ongoing monitoring will occur regularly however, the Plan will be reviewed every six years following the implementation of short term actions (2-5 years)
- minor document errors were raised. These errors were addressed and improvements were made to the readability of plans by increasing the size of the font and varying similar colours

These changes can be found highlighted in the attached Newport Structure Plan, appendix 2.

## 8.4 Infrastructure and City Services

### 8.4.1 Aviation Road LXR Advocacy

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson

**Appendices:** Nil

#### Purpose

To provide Council with an update on the status of the project scope and the proposed ongoing maintenance and management arrangements in light of Council's principles and guidelines for this project site. Representatives from the Level Crossing Removal Project (LXRP) will be attending the Briefing meeting.

#### Motion

**Moved Cr Colleen Gates, seconded Cr Sandra Wilson:**

**That Council:**

1. **Note the proposed land ownership and maintenance responsibilities following completion of the Aviation Road Laverton Level Crossing Removal Project.**
2. **Does not agree to accept ownership and maintenance of:**
  - **the new road approach structures except for the road pavement, road drainage, kerbs, footpath, signage and lighting**
  - **adjacent VicTrack land except for the two road drainage detention ponds**
3. **Writes to Hon. Jacinta Allan, Minister for Major Projects and the Hon. Jill Hennessy, Attorney General and local MP for the Altona District advising them of Council's decision to not accept responsibility for these State Government assets and also repeating the request that State Government take a more integrated precinct approach with this project, specifically to include:**
  - **improvements to the existing carpark around Aircraft station**
  - **improvements to the street interface with the station along Triholme Avenue including bus stops, kiss and ride and pedestrian facilities.**
  - **updating the station, including provision of suitable canopies over the platforms providing weather protection**
  - **provision of a shared user path along the northern section of Railway Avenue connecting Laverton Station to Aircraft Station and also linking to Point Cook Road south of the Princes Freeway**
  - **provision of safe, secure and sheltered bicycle storage.**

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**Carried**

## Summary

Construction has commenced on the removal of the level crossing at Aviation Road in Laverton with the construction of a new road bridge over the railway lines.

This road bridge, a new walking and cycling path along Maher Road and minor improvements to the forecourt area will be delivered in the first stage of the project. The level crossing will be removed by early 2020.

The pedestrian underpass to connect commuters to Aircraft Station will be completed in the second stage, which will align with level crossing removal works at Werribee and Cherry streets in Werribee. This will reduce the number of rail shutdowns needed for construction purposes on the Werribee line.

The Level Crossing Removal Project (LXRP previously referred to as Level Crossing Removal Authority) has requested that Hobsons Bay City Council accept ownership and ongoing maintenance of the new Aviation Road Bridge approach structures and stormwater detention basins. In addition, LXRP has nominated Council responsible for maintenance of the surrounding railway reserve land if required.

## Background

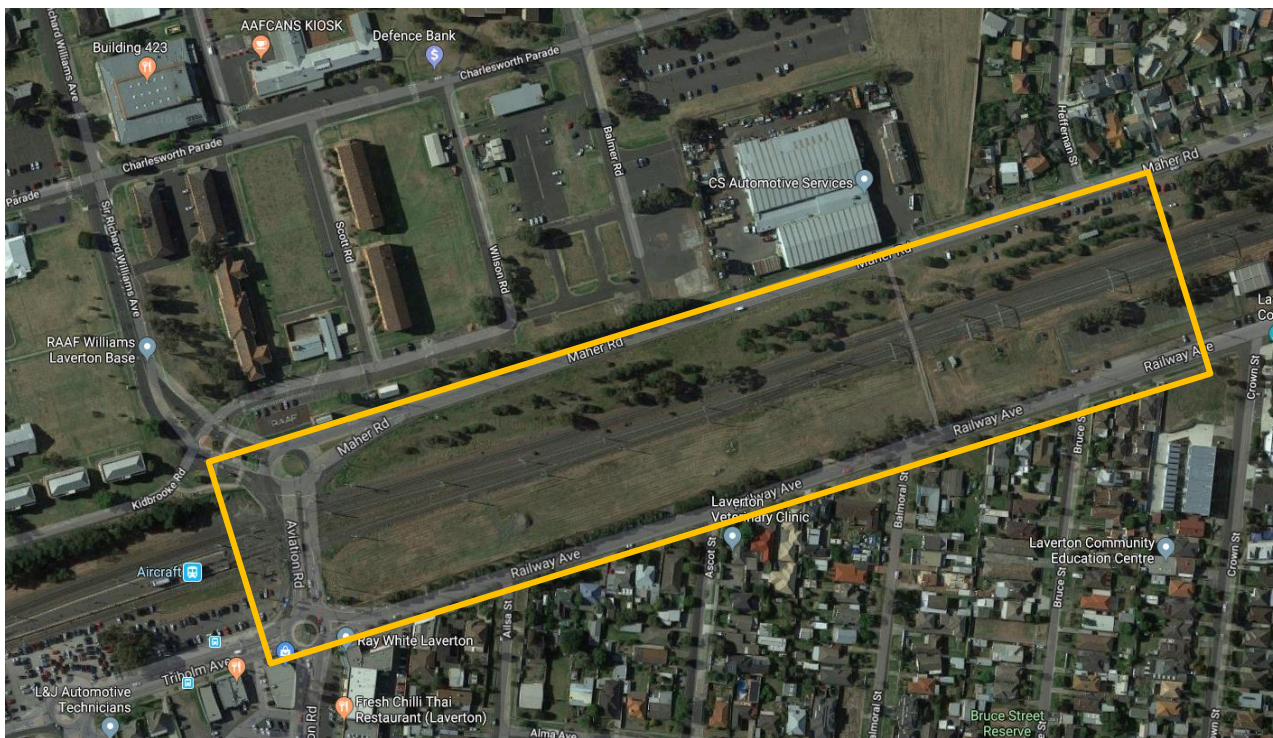
At the Ordinary Council Meeting on 13 December 2016 Council resolved to continue to advocate in conjunction with Wyndham City Council to LXRA, VicRoads and the Victorian and Australian Governments for a precinct planning approach to apply to the Aviation Road, Laverton site with a particular focus on the significant traffic network issues and surrounding land use opportunities.

The Hobsons Bay Grade Separation Principles adopted by Council in March 2016 states that Council endorses the principles in the planning, design consultation and implementation of any grade separation project, to ensure level crossing removals are well integrated with the local area and the community amenity is protected. Specifically for Aviation Road, Council seeks an integrated outcome that considers the Aviation Road Shopping Centre, residential areas north and south of the railway line, future development on the RAAF land, the potential Point Cook Road/Princes Freeway interchange upgrade and the anticipated increasing use of Aircraft train station.

Aviation Road level crossing is one of six to be removed in the Western package by a consortium including McConnell Dowell, Arup and Mott MacDonald. Partnering with LXRP and Metro Trains Melbourne (MTM), the consortium recently completed the Kororoit Creek Road level crossing removal project.

Further to briefings provided in late 2018, the design development of the Aviation Road Laverton Level Crossing Removal is being finalised and construction works have commenced. Figure 1 below shows an aerial plan of the project site

Figure 1- Project Area



## Discussion

### Proposed Ownership and Maintenance

The LXP has formally requested that Hobsons Bay City Council accept ownership and ongoing maintenance of the proposed Aviation Road Bridge approach structures and stormwater detention basins. In addition, LXP has nominated Council responsible for maintenance of the surrounding railway reserve land if required.

This is a significant change to the earlier proposal whereby Metro Trains Melbourne (MTM) was considered the responsible authority for the new assets on VicTrack land, subject to funding by PTV. Council had previously agreed to maintain the road pavement, road drainage, kerbs, footpath and lighting on the basis that both Aviation and Maher Roads are local roads currently under Council management responsibilities. VicTrack has agreed to own and maintain the bridge abutments and bridge deck over the existing and the future (ARTC) train lines. The land currently in VicTrack ownership under the approach roads to the proposed bridge over rail would be divested and transferred to HBCC ownership under the current proposal. PTV, MTM and VicRoads have rejected responsibility for the new road structure assets.

Hobsons Bay City Council is the current road authority for Aviation Road and Maher Road however the municipal boundary with Wyndham City Council extends along the middle of Maher Road on the northern edge of the site.

A plan of the LXP proposal for future maintenance is shown below (Figure 2) with the green shading representing the area of proposed HBCC responsibility and the pink shading the area of proposed MTM responsibility .



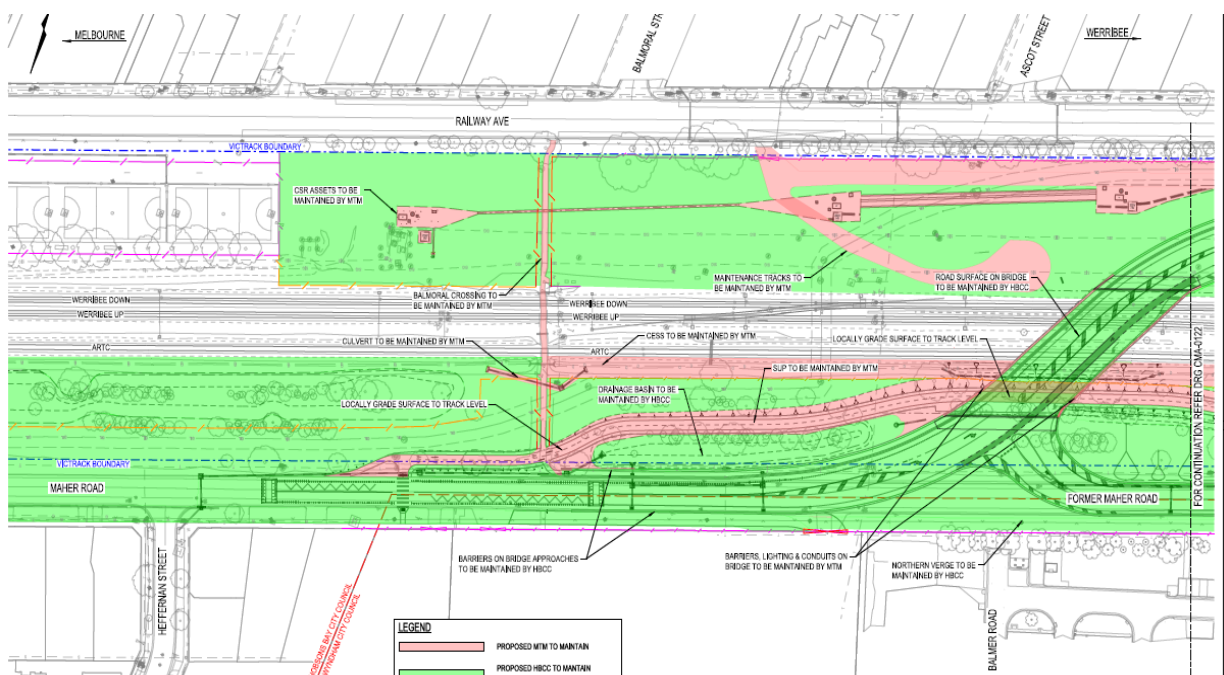
Whilst difficult to quantify, ongoing annual maintenance/operating costs are estimated at \$145,000 not including long term costs of replacement, renewal and depreciation of the multimillion dollar bridge structure.

Council's position has been consistent on this issue through the design process and responses to the design packages have been based on the premise that Council would not be responsible for the structures and adjacent VicTrack land. To now impose this multi-million dollar state government built structure on Council is considered unreasonable and is not supported by officers unless long term guarantees and/or compensation is provided.

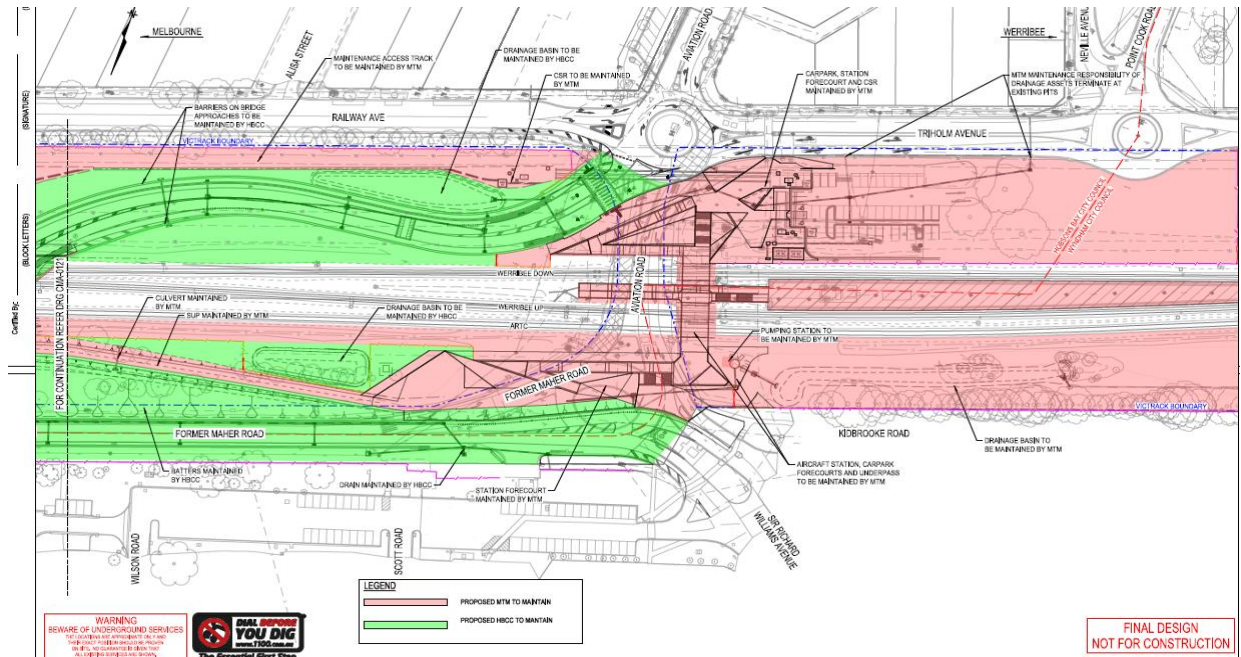
The station forecourts are now at final design stage and Council has submitted a request to LXP that Council undertake the design and procurement of public art and creative spaces. To this point, the Aviation Road Level Crossing Community Interest Group was most recently briefed in late 2018 with a commitment for input to the final design and a further meeting is currently being convened. The LCRP propose to form a new Community Liaison Group to which the existing CIG members will transition into. The CIG members have not received any information with regard to the ongoing maintenance and management proposal as outlined in this report.

### Figure 2- Proposed Areas of Responsibility

Green shaded area represents the proposed extend of council responsibility



Ordinary Council Meeting Minutes



**Project Enhancements Not in Scope**

Council has previously written to The Hon. Jacinta Allen MP calling for the following works to be included in the project scope:

- formalise the existing carparking in Triholme Avenue south of Aircraft station (less than 40 spaces are to be constructed in the project)
- improve the street interface with the station along Triholme Avenue including bus stops, kiss and ride
- provide suitable canopies over the station platforms for shelter from the weather
- provision of a shared user path along the northern section of Railway Avenue connecting Laverton Station to Aircraft Station
- provision of safe, secure and sheltered bicycle storage (e.g. parkiteers)

Council has expressed concern about delaying the construction of the pedestrian underpass and station forecourts and also written to the State Treasurer requesting that funding be provided in the state budget for the Point Cook Road/Princes Freeway interchange upgrade and extension of the principal bicycle network path connecting to the station. Council is yet to receive a response to this correspondence.

While a commitment has been made by state government to provide 100 new car parking spaces at Aircraft station, the works will be undertaken separately to the level crossing removal and the specific location and timing are not known.

Concerns remain that the limited scope of the project misses an opportunity to coordinate works with an upgrade of the Aircraft Station and the surrounding area. Specifically Council encourages the Victorian Government to take a more holistic approach in dealing with the significant challenges facing the precinct and incorporate the above measures.

## 8.4.2 Public Exhibition of Draft Aquatic Strategy

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

**Appendices:** 1 Hobsons Bay Aquatic Strategy Draft Report

### Purpose

To provide Council with the Draft Aquatic Strategy to be placed on public exhibition for four weeks in April 2019.

### Motion

**Moved Cr Colleen Gates, seconded Cr Michael Grech:**

**That Council:**

- 1. Place the Draft Aquatic Strategy on public exhibition between 1 April 2019 and 30 April 2019.**
- 2. Receive a further report following the public exhibition period to consider the Aquatic Strategy.**

**Carried**

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### Summary

The purpose of this report is to provide Council with the Draft Hobsons Bay Aquatic Strategy 2019-2030 (Aquatic Strategy). Included as attachment is the Draft Aquatic Strategy (Attachment 1).

The draft strategy recommends the following:

- two district aquatic facilities. One facility to the East (expanding Bayfit) and one facility in the West (new facility at Bruce Comben Reserve in Altona Meadows)
- a new water play park and youth facility to replace and celebrate the Laverton Swim and Fitness Centre.

### Background

The Draft Aquatic Strategy is being developed to meet our community's current and future aquatic facility needs. The strategy considers the upgrade and renewal needs of the existing facilities, and provides a plan to deliver aquatic facilities and services for our future population growth.

At the 3 July 2018 Councillors' Briefing Session, Council received a presentation on the Aquatic Strategy Background and Consultation Report. The consultation period included:

- a series of workshops and interviews with Councillors and Council officers
- interviews with Aquatic Centre managers

- 233 responses to the resident aquatic survey
- 328 responses to the Bayfit Leisure Centre user survey
- 136 responses to the Laverton Swim and Fitness Centre user survey
- 25 stakeholders were invited to an interview with 14 organisations providing feedback

A summary of the feedback received and key themes is included in the Draft Aquatic Strategy.

At the 4 December 2018 Councillors' Briefing Session, Council received a presentation on Aquatic Facility provision options. The following options were considered:

- two facility approach A: Upgrade Bayfit and construct a new facility at McCormack Park Laverton
- two facility approach B: Upgrade Bayfit and construct a new facility at Bruce Comben Reserve. This option includes the replacement of the Laverton Swim and Fitness Centre with new water play and youth facilities at McCormack Park.
- one facility approach: Decommission both Bayfit and Laverton Swim and Fitness Centre and construct a new centrally located facility

A summary of each option was provided including estimated construction costs, population catchments, estimated visitation and projected operating performance. The two facility approach B which includes an upgrade to Bayfit, a new facility at Bruce Comben Reserve and new water play and youth facilities at McCormack maximises visitation and has the best projected operating performance of the three options. Therefore, this option was supported as the preferred option to be included in the Draft Aquatic Strategy.

The Williamstown Swimming and Life Saving Club Pool was assessed as part of the Aquatic Strategy. It was noted that the remedial works are required to repair leaks in the pool to extend the life of the pool shell. The Aquatic Strategy is recommending that the outdoor pool remains a local club facility.

## Discussion

The Draft Aquatic Strategy is based on providing residents with access to high quality aquatic facilities within the areas of greatest population growth and catchment.

This approach will include a combination of:

- Council owned aquatic and leisure facility, and outdoor water play parks
- facilities/services available from the private sector (e.g. swim school, fitness centres and personal training studios)
- major and regional aquatic facilities offered by adjoining municipalities

A 'regional approach' recognises the catchment areas of existing aquatic centres in Hobsons Bay and neighbouring municipalities. Future development of Council's aquatic facilities considers these catchments and also influence the future and complementary role, service and facilities in the municipality.

A prioritised implementation plan for the Aquatic Strategy including estimated costs is included within the report.

### 8.4.3 Adoption of the Dennis Reserve Master Plan

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

**Appendices:**

- 1 Dennis Reserve Master Plan - Public Exhibition Period Summary
- 2 Dennis Reserve Master Plan and Staging
- 3 Dennis Reserve Master Plan - Background Report

**Cr Grech left the Council Chamber at 8.44pm, and returned at 8.47pm, and was present for the vote on item 8.4.3.**

#### **Purpose**

To present Council with feedback received during the public exhibition period for the Draft Dennis Reserve Master Plan and seek Council's endorsement of the updated master plan.

#### **Motion**

**Moved Cr Peter Hemphill, seconded Cr Angela Altair:**

**That Council:**

1. **Acknowledge the submissions received during the public exhibition of the Draft Dennis Reserve Master Plan.**
2. **Adopt the Dennis Reserve Master Plan.**
3. **Write to the submitters to thank them for their contribution to the Master Plan.**

#### **Division**

**For – Cr Colleen Gates, Cr Angela Altair, Cr Peter Hemphill, Cr Michael Grech, Cr Sandra Wilson**

**Against – Cr Briffa, Cr Jonathon Marsden**

**Carried**

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#### **Summary**

At the Ordinary Council Meeting on 9 October 2018, Council resolved to place the Draft Dennis Reserve Master Plan on public exhibition between 15 October 2018 and 15 November 2018.

The public exhibition period was promoted to the local community and all stakeholders who had previously engaged with the process. A total of 452 people visited the master plan page on 'Participate', with 174 people downloading a copy of the master plan.

In total, 52 submissions were received during the public exhibition period (Attachment 1). All feedback has been reviewed and where supported, changes have been included in the updated master plan (Attachment 2). All feedback received has been considered.

The two key changes to the plan are:

- the removal of the central playground with the playground upgraded at its current southern location
- retaining access along the eastern boundary of the reserve between the tennis courts and residential properties

A Master Plan Report (Attachment 3) describes the process undertaken to prepare the master plan, including background information about the reserve, outcomes from research undertaken, the key findings from consultation carried out, analysis of key issues and a description of the proposed improvement projects at the reserve.

## Background

Following the amalgamation of the Williamstown Ladies Bowling Club (WLBC) and the Williamstown Bowling Club (WBC) in 2012, the WLBC bowling green and pavilion on Dennis Reserve have remained unutilised and fenced off from the rest of the reserve. The future use of the site has been the subject of submissions and reports since 2011.

In July 2015 the Dennis Reserve Master Plan working group was established to engage with interested stakeholder groups to assist Council on the future use of the former WLBC site and the plans for Dennis Reserve. Seven working group meetings were conducted with a break prior to the 2016 Council elections, and to allow time for the completion of the Hobsons Bay Open Space Strategy, Sports Facility Needs Analysis and Tennis Needs Assessment.

The now completed and endorsed Tennis Needs Assessment and Sports Facility Needs Analysis identified the need for additional tennis courts across the municipality with a specific shortage identified in Williamstown. Dennis Reserve was identified as a site for two additional tennis courts. The Open Space Strategy acknowledged Dennis Reserve as an important open space in Williamstown, a precinct that is viewed to have an adequate supply of open space areas.

At the 10 July 2018 Ordinary Meeting of Council, Council noted the recommendations made by the Dennis Reserve Master Planning Group and resolved to prepare a draft Dennis Reserve Master Plan based on the inclusion of four tennis courts.

## Discussion

The master plan was placed on public exhibition for four weeks between 15 October 2018 and 15 November 2018. In total, 52 responses were received with much of the feedback concentrating on the provision of four tennis courts within the reserve. In total, 39 per cent of the feedback received was against the inclusion of four courts, 35 per cent was supportive and 26 per cent was ambivalent.

The feedback against the inclusion of four tennis courts concentrated on two key themes:

- creating space (tennis courts) which limit its flexibility
- the need for additional tennis courts

Four courts have been retained in the Dennis Reserve Master Plan which is consistent with the Tennis Needs Assessment and the Council resolution from the Ordinary Council Meeting on 10 July 2018.

Two other key points were raised by the community during the public exhibition period.

These items were:

- the provision of playgrounds onsite
- the removal of the path between the tennis courts and residential boundaries

In response to the community submission, only one playground has been included in the updated Dennis Reserve Master Plan. The playground will be provided in the location of the existing playground with the installation of a fence on the road boundaries. The provision of a fence in this area is in response to the safety concerns raised by the community during the public exhibition period about the playground in this area. The play space will be upgraded as part of the master plan implementation.

A path has been included in the updated Dennis Reserve Master Plan between the tennis courts and the rear of the residential properties on the eastern side of the reserve. The provision of seating, low level security lighting and understorey pruning of existing trees will be completed to help alleviate safety concerns.

The master plan identifies a package of works and estimated costs to be delivered over three stages. The stages are:

- Stage 1: Demolish the ladies bowling green and pavilion, the Williamstown Central Tennis Club pavilion and the two existing courts; and construct four new courts.
- Stage 2: Reconstruct the central east/ west pathway connection, construct a new central open space area, update the southern playground, planting and other pathways throughout the reserve.
- Stage 3: Demolish the Williamstown Senior Citizens Centre and construct a new multi-purpose community pavilion.

All works are subject to funding approval in Council's annual Capital Works Program.

### 8.4.4 Naming Rights Proposal for Williamstown Cricket Ground

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

**Appendices:** Nil

#### Purpose

To consider a request from the Williamstown Football Club for Council permission to enter into an agreement for naming rights over the oval at the Williamstown Cricket Ground.

#### Motion

**Moved Cr Angela Altair, seconded Cr Peter Hemphill:**

**That Council;**

- 1. Approve the application from the Williamstown Football Club for the naming of the oval at the Williamstown Cricket Ground “Downer Oval” for the 2019, 2020 and 2021 football seasons.**
- 2. Provides written consent to the Williamstown Football Club for this approval.**

**Carried**

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#### Summary

The Williamstown Football Club (WFC) has submitted a request to Council for permission to enter into an agreement with the Downer Group for naming rights over the oval at the Williamstown Cricket Ground (WCG) for the 2019, 2020 and 2021 football seasons.

The proposal is for the WFC to refer to the oval within the WCG as “Downer Oval”. The agreement is consistent with the WFC’s permitted use of the WCG and previous arrangements in place for the naming of the oval.

This report recommends that Council provide written consent to the WFC to enter into an agreement for the naming of the oval at the WCG for the 2019, 2020 and 2021 football seasons.

#### Background

Since 2003, the oval at the WCG has been referred to as Burbank Oval in all WFC, association and league promotions and marketing such as newspaper advertisements, references during television and radio coverage, VFL Records, fixtures and websites and club letterhead and other publications. Burbank will not be continuing in the capacity of the WFC’s naming rights partner for the 2019 football season.

#### Discussion

The WFC has submitted a request to Council for permission to enter into an agreement with the Downer Group for naming rights over the oval at the WCG for the 2019, 2020 and 2021



football seasons. The proposal is for the WFC, league and association to refer to the oval within the WCG as “Downer Oval”. A copy of the naming rights agreement has been submitted to Council and reviewed as part of the approval process.

The agreement is consistent with the naming rights arrangements that have been in place for the oval at the WCG since 2003. Any signage associated with the sponsorship agreement will require Council approval.

The term of the naming rights agreement is for the 2019, 2020 and 2021 football seasons, which is consistent with the WFC’s permitted use of the oval.

The proposed name ‘Downer Oval’ is considered appropriate. The Downer Group is a multinational company which designs, builds and sustains assets infrastructure and facilities. The Downer Group employs over 300 staff at their train production plant in Newport.

### 8.4.5 West Gate Tunnel Update Report

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Integrated Transport - Cr Jonathon Marsden and Cr Sandra Wilson

**Appendices:** Nil

#### Purpose

To provide Council with a current status report on the West Gate Tunnel Project and Council's current advocacy activities on the West Gate Tunnel Project.

#### Motion

**Moved Cr Sandra Wilson, seconded Cr Peter Hemphill:**

**That Council notes the current status of the West Gate Tunnel Project.**

#### Division

**For – Cr Colleen Gates, Cr Angela Altair, Cr Peter Hemphill,  
Cr Jonathon Marsden, Cr Michael Grech, Cr Sandra Wilson**

**Abstained – Cr Tony Briffa**

**Carried**

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#### Summary

Final design work is being completed and construction works are well advanced on the West Gate Tunnel Project (the Project). The CPB Contractors and John Holland Joint Venture (JV) and West Gate Tunnel Authority (WGTA) continue to seek Council input to specific project design, community outcomes and approval to access Council land and infrastructure.

The purpose of this report is to provide Council with an update on the current status of the Project across a range of aspects in accordance with the governance and decision making framework. The status of Council's committed advocacy activities that specifically relate to the Project, the Sports and Open Space Enhancement Package and the Hobsons Bay Transport Study are also included within this report.

#### Background

Council has received a number of reports on the development and planning process associated with the Project and as it progresses through the construction phase monthly status reports continue to be provided to Council. This report provides an update on current Project activities, items submitted by the JV for Council approval, Council advocacy activities, governance arrangements including communications and engagement and capital works to be undertaken by Council as a result of the Project.

#### Discussion

The following outlines current Project related activities.

**Construction Activity**

Current construction activity being undertaken by the JV in the western section is focused in the areas highlighted on Figure 1 and as outlined below:

- works to widen the West Gate Freeway between Chambers Road and Grieve Parade and new noise walls
- 66KV powerline relocations along southern edge of freeway, Beevers Street and Paringa Road. Final stage underway in Beevers Street prior to the road resurfacing scheduled for late February. Alternative parking has been provided to residents during the works
- construction of retaining walls, bridge structural works including excavations and piling
- piling and retaining wall construction on Millers Road underneath the freeway
- Buchanan Road and nearby Reserve, Brooklyn - replacing a 220kV tower with a monopole
- West Gate Freeway (outbound) between Williamstown Road and The Avenue - installation of noise walls
- Williamstown Road interchange bridge beam placement
- traffic lane switch to temporary ramps at Millers Road
- Williamstown Road bridge structure widening and traffic lane switch, adjusting the alignment of the freeway to allow preparation for the inbound tunnel entry
- sewer line relocation and shaft installation in January
- the first of the two Tunnel Boring Machines (TBMs) has been delivered for reassembly

Further details are available at: <http://westgatetunnelproject.vic.gov.au/constructionupdates/>

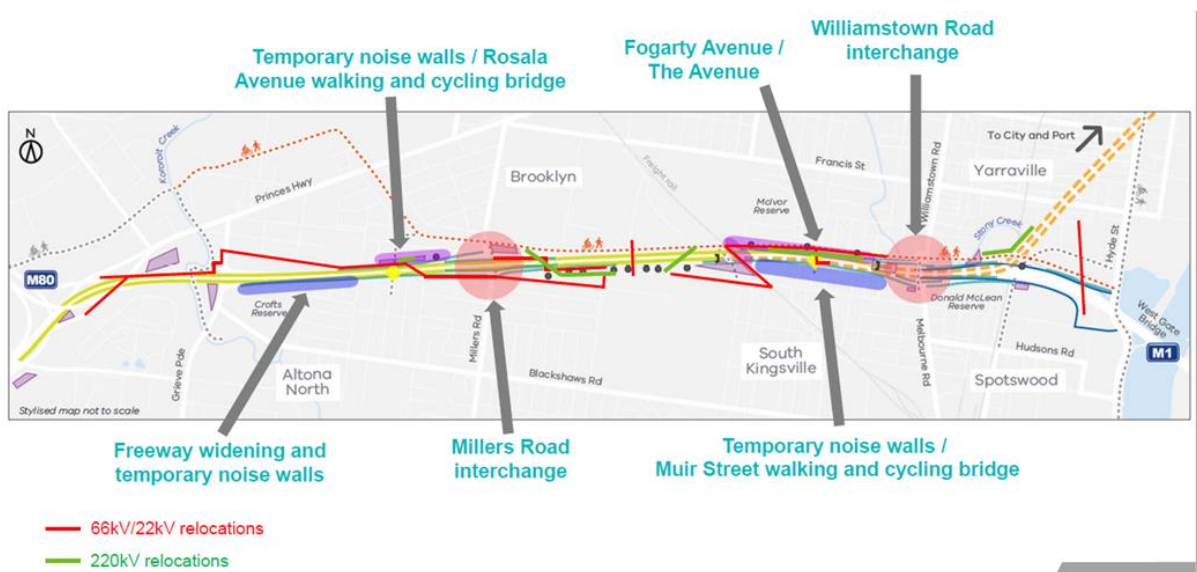
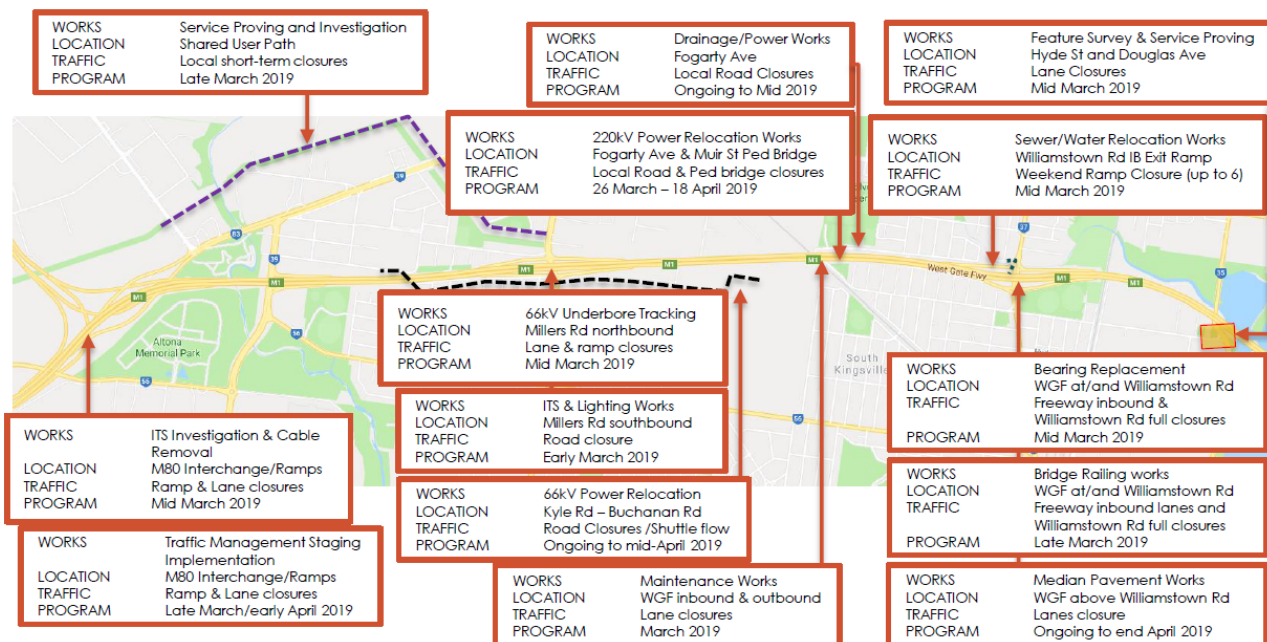


Figure 1

**Current and Short Term Traffic Impacts**

Figure 2 below highlights the current traffic impacts and work locations. For the latest updates and detour route information:

[www.westgatetunnelproject.vic.gov.au/travel disruptions](http://www.westgatetunnelproject.vic.gov.au/travel disruptions)



**Figure 2**

**Community Issues and Concerns**

The following issues have been raised in recent weeks and referred to the JV for consideration and action:

1. Pedestrian access at the Millers Road / West Gate Freeway interchange.  
 Pedestrian and cyclist access and connectivity at the Millers Road freeway interchange has been an ongoing issue, made worse with the recent West Gate Tunnel worksite restricting options and creating more constraints. Officers have been monitoring the temporary path condition and assessing traffic management plans to try to reduce the impacts. Following a recent inspection no obstructions were identified, however some suggested improvements were passed on to the JV. This included some additional signage and sweeping the path more frequently. The JV has also agreed to monitor the temporary path condition and provide a higher level of maintenance to improve the pedestrian environment at the interchange during the construction period. When completed new 3m wide shared paths will be available on both sides of Millers Road at the interchange, a big improvement over the existing arrangement.
  
2. Dust from the construction site impacting local residents.  
 The project has strict controls requiring dust suppression and management in the Environmental Management Plan however during high winds some dust emission will be inevitable on a project of this scale. The JV has committed to comply with the Environmental Project Requirements relating to dust management which is being monitored and reported on by the Independent Environmental Auditor. Also dust complaints from New Street residents adjacent to the Precinct 15 remediation worksite have recently been investigated by the EPA.

3. Trucks from the WGTP in residential streets.

Concerns have been raised about the use of local streets by the WGT contractor's trucks for accessing and parking in The Avenue and adjacent streets leading to the worksite and also in Kyle Road. The JV has followed up with the relevant contractors to ensure alternative parking and access where possible.

4. Access issue in Beevers Street during the recent underground power works

Works have now been completed in Beevers Street and the access arrangements with the alternative carparking in the Italian Social Club carpark and shuttle bus generally worked well. One complaint was received by Council in relation to builder's access to a property which was resolved promptly by the JV. Also resident support remains for emergency and pedestrian access to the east through the crown land and this will continue to be advocated for by Council.

5. Design and alignment of the new section of the Kororoit Creek Trail

Friends of Lower Kororoit Creek have raised concerns about the proposed alignment of a section of the Trail and location of a truck turning area immediately north of the WGT bridge widening works over Kororoit Creek and have suggested an alternative design to JV and WGTA. Council officers support the suggested change which is currently being considered by the JV.

### **Construction Compounds**

Consistent with the Project Tender Design a number of construction compounds have been established along the Project corridor for the term of the Project. Specifically within Hobsons Bay nine locations are proposed at:

- Grieve Parade, Altona North (Council land) - established
- Geelong Road, Altona North (VicRoads land) - established
- Lynch Road Reserve, Brooklyn (Council land) - established
- Millers Road, Brooklyn east side adjacent to Freeway on ramp (VicRoads land) - established
- south of Freeway west of New Street, Altona North, (Project land) - to be established
- The Avenue Reserve, South Kingsville (Council land subject to planning approval) – to be established
- Melbourne Road, Spotswood (VicRoads land) - established
- Hall Street, Spotswood. (Project land) – to be established
- Stony Creek Reserve, Spotswood (Council land) – to be established

### **Land Acquisition**

WGTA has advised Council that it intends to permanently acquire small sections of Council land:

- adjacent to Hope Street, Spotswood (for 220KV power line easement) – valuation review completed and offer accepted

- Primula Avenue, Brooklyn (small area of 25 sqm for noise wall establishment)
- Lynch Road Reserve (for power poles and service requirements)
- WJ Crofts Reserve, Altona North (minimal area on the north boundary for the purposes of noise wall establishment) – currently under valuation review

### **Council Advocacy**

Throughout the design and now construction stages, officers have where possible negotiated outcomes and improvements consistent with the adopted Council position to optimise beneficial community outcomes. An example is the JV now agreeing, subject to the WGTA approval, to construct the 220m section of the Kororoit Creek Trail (between the recently completed Stage 2 section constructed by Council and the start of the Stage 1 Project section at Grieve Parade).

A Memorandum of Understanding has been established between Council and the West Gate Tunnel Authority to reflect the organisational roles and responsibilities and to support the ongoing resources from the State Government to support Officers in project delivery for the term of the Project.

### **Proposed design change for acrylic panel noise walls**

The JV design architect has submitted for Council comment proposed changes to the acrylic noise walls located at key road overpasses including Millers Road, Southern Portal bridge, Williamstown Road and Hyde Street, see various images in Figure 3 below.

The key changes proposed include the simplification of the form of the sound wall that reflect a more horizontal and consistent profile. It is noted that the Tender Design, as promoted through the EES, sought to achieve a more curvilinear shape that is similar to the main concrete sound wall design which references 'rolling hills and sea waves' as design inspiration.

It is also proposed that additional colour variations and panels are incorporated in the concrete and acrylic noise wall designs than currently included in the Tender Design to create more vibrancy. The acrylic walls represent approximately 15 per cent of the total wall length for the West Gate Freeway section. The required project noise mitigation levels will still be achieved with this design change and the state architect has provided support to the design change. The JV architects have referred to other local examples of similar acrylic wall designs (in particular East Link) that incorporated a straight edge, horizontal and consistent wall profile.

Council officers believe that the design response included in the Tender Design (curvilinear design) is a better outcome in terms of visual presentation and will be advising the JV accordingly.



TENDER DESIGN - NOISE WALL DESIGN ACRYLIC COLOUR



DESIGN DEVELOPMENT - NOISE WALL DESIGN ACRYLIC COLOUR

.18

NOISE WALL SHADOW ANALYSIS (WILLIAMSTOWN ROAD BRIDGE)



TENDER DESIGN - NOISE WALL DESIGN ACRYLIC COLOUR



DESIGN DEVELOPMENT - NOISE WALL DESIGN ACRYLIC COLOUR

23.10.18

NOISE WALL SHADOW ANALYSIS (WILLIAMSTOWN ROAD BRIDGE)





TENDER DESIGN - NOISE WALL DESIGN ACRYLIC COLOUR



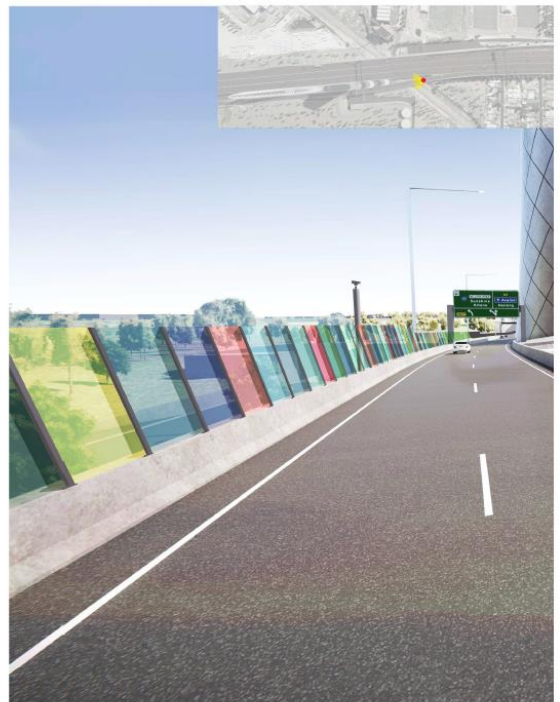
DESIGN DEVELOPMENT - NOISE WALL DESIGN ACRYLIC COLOUR

23.10.18

ACRYLIC NOISE WALL (MILLERS ROAD BRIDGE)



TENDER DESIGN - NOISE WALL DESIGN ACRYLIC COLOUR



DESIGN DEVELOPMENT - NOISE WALL DESIGN ACRYLIC COLOUR

8

ACRYLIC NOISE WALL (SOUTHERN PORTAL BRIDGE)



Figure 3



### Sports and Open Space Enhancement Package

This Package was endorsed at the 13 February 2018 Ordinary Council Meeting and is supported by the state government through a \$5M contribution and \$2.86M Council contribution. The status of the Enhancement Package is as follows:

Item	Status
Duane Reserve, Brooklyn Improvements	Consultant landscape architect has been appointed (Playce). Community information session held on 3 March at Brooklyn Reserve (10am -12 noon) and at the BCRG meeting on 6 March (5 -7pm).
Brooklyn Reserve Improvements	
Rowan Avenue Reserve, Brooklyn Improvements	
WLJ Crofts Reserve, Altona North Master Plan and Works	Target completion date of works December 2019.
	Consultant architect appointed (Clarke Hopkins Clarke). Consultation with tenant clubs commenced.
	Target completion date of works December 2020.
Donald McLean Reserve, Spotswood Master Plan Review and Works	Consultant architect appointed (Clarke Hopkins Clarke).
	Target completion date of works June 2020.

Architectural services have been procured to undertake the design development for Improvement Plans for both Crofts and Donald McLean Reserves. These Plans will include all infrastructure elements within these Reserves and provide detailed designs for the respective pavilions. Meetings of the tenant clubs for both reserves have occurred to discuss this project and will meet with the architects in March/April to discuss concept plans. WGTA will also be engaged in this planning process to ensure impacts as a result of the West Gate Tunnel Project are factored into the designs and consideration given to construction timelines.

### Hobsons Bay Transport Planning Study

Council has commenced, with Transport for Victoria (TfV) the development of an Integrated Transport Plan for Hobsons Bay to be funded by state government. A technical scope for the development of this Plan, a Communications and Engagement Plan and the governance details have now been finalised by the Project Steering Committee.

The plan will be informed by all the available data and modelling as well as by the local community feedback. It will take into account the expected continued growth in the areas population coupled with known impacts and benefits of the major infrastructure projects either under construction or planned to start soon. All modes of transport will be included specifically road, rail, bus, transport, bicycle and pedestrian and will bring together existing studies, the Council's adopted Integrated Transport Study, Local Area Traffic Management Plans, growth data and various transport modelling, to better understand the current and future state of the transport network in Hobsons Bay.

### **Transport Corridor Study (Williamstown Road and Millers Road)**

The Transport Corridor Study is led by VicRoads to identify and address key transport issues and impacts in the Williamstown Road and Millers Road corridors resulting from the West Gate Tunnel project, particularly the proposed increase in truck traffic.

A Working Group has been established and has met twice. Membership includes Hobsons Bay City Council, Maribyrnong City Council, Don't Destroy Millers Road, Brooklyn Residents Action Group, Friends of Lower Kororoit Creek, Maribyrnong Truck Action Group, Save Williamstown, Williamstown Crossing Group, Victorian Transport Association, Bicycle Network Victoria and Hobsons Bay Bicycle Users Group.

The last meeting to consider possible solutions was held on 27 February 2019. A key focus of Brooklyn community representatives for the Study consideration is the implementation of the Brooklyn Evolution Strategy which includes a recommendation to extend Grieve Parade north to Market Road as an alternative truck route to Millers Road and Geelong Road. This is also supported through Council's advocacy on the WGT project.

Further information can be found at:

<https://www.vicroads.vic.gov.au/newsmedia/2018/changing-traffic-movement-through-melbournes-growing-innerwest>

### **Community Liaison Group**

The last CLG meeting was held on 21 February 2019 with the agenda including an update on construction activities and the landscape, open space and urban design aspects of the total project. A workshop with combined CLG North and West groups on landscaping design for the project was held on 18 February 2019.

Further information on the CLG can be found at:

<http://westgatetunnelproject.vic.gov.au/clg/>

### **Traffic Management Liaison Group (TMLG)**

The TMLG continues to convene monthly to discuss various traffic management aspects of the project. Traffic monitoring across the network continues and no major issues were identified. The last meeting was held on 6 March 2019. Upcoming traffic impacts are included in Figure 2 and link provided above (Current and Short Term Traffic Impacts).

### **Community Involvement and Participation Plan**

A Community Involvement and Participation Plan (CIPP) is being developed by WGTA which includes a state funded grants and partnership program to fund community led social legacy outcomes and initiatives, e.g. capital projects, community programs and events. The governance structure, available funding and proposed implementation plan is being finalised. The CIPP, expected to be announced in coming weeks, is proposed to operate over the life of the Project.

WGTA has pledged funding to support the Council resource requirements to administer the CIPP. A funding agreement will be established to define these arrangements.

### **Inner West Air Quality Community Reference Group**

This Group provides community members the opportunity to provide community insight and input to future improvements for air quality in the inner west.

The first meeting of the Inner West AQCRG was held on 10 December 2018 which included finalising the Terms of Reference and discussing the key issues of concern to members to be considered by the Group over the next 12 months. The second meeting held on 25<sup>th</sup> February included a presentation on the current state of air quality in the inner west and the current environmental policies and controls relating to air quality. The following link contains further information and the names of the Group members:

<https://www.environment.vic.gov.au/sustainability/inner-west-air-quality-reference-group>

Air quality monitoring for the project has been established at six locations to develop a baseline of data from current local conditions. This baseline will be used to measure any changes once the project tunnel opens in 2022. Monitoring will continue for up to 5 years following opening. The latest ambient air quality monitoring program results for November 2018 were less than the respective objectives for all parameters measured except for on one day at station 6 (Millers Road) when the PM10 air quality objective was exceeded. Refer to the following link:

[http://westgatetunnelproject.vic.gov.au/\\_data/assets/pdf\\_file/0007/349423/West-Gate-Tunnel-Project-Ambient-Air-Quality-Monitoring-Report-November-2018.pdf](http://westgatetunnelproject.vic.gov.au/_data/assets/pdf_file/0007/349423/West-Gate-Tunnel-Project-Ambient-Air-Quality-Monitoring-Report-November-2018.pdf)

### 8.4.6 Contract 2018.72 Bayside College Paisley Campus Sports Pavilion

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

**Appendices:** Nil

#### Purpose

To award the construction contract No. 2018.72 Bayside College Paisley Campus Sports Pavilion – Design and Construction works to the preferred tenderer.

#### Motion

**Moved Cr Peter Hemphill, seconded Cr Angela Altair:**

**That Council award Contract No. 2018.72 for the Bayside College Paisley Campus Sports Pavilion – Design and Construction to be awarded to Otway Securities Pty Ltd (MKM Constructions) at a fixed lump sum price of \$1,100,649.00 incl. GST).**

**Carried**

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#### Summary

That Contract No.2018.72 for the Bayside Secondary College Paisley Campus – Sports Pavilion Design and Construction be awarded to Otway Securities Pty Ltd (MKM Constructions) at a fixed lump sum price of \$1,100,649.00 inclusive of GST.

The two shortlisted tenderers, KL Modular Systems and MKM Constructions were evaluated and interviewed. Following the initial tender evaluation, both tenderers were reinterviewed to further clarify their proposed design and materials. At the conclusion of the evaluation process the panel members recommend awarding the contract to the highest weighted score being Otway Securities Pty Ltd (MKM Constructions) based on their price, proposed design, experience, methodology, past performance and capacity to complete the program of works by the required completion date.

#### Background

The Bayside Secondary College, Paisley Campus is located on Blenheim Road, Newport and comprises approximately 2.5 hectares of open space to the south of the College site. Through a Joint Use Agreement with the Department of Education, Council will undertake a project to redevelop this land into a multi-purpose sports facility which includes:

- natural grass playing fields
- sportsground floodlighting
- a sports pavilion and
- fencing

A new sports pavilion is to be constructed as part of the redevelopment onsite. The location of the new pavilion shall be located where the existing portables are on the northern side of

the proposed new playing fields. It is the responsibility of Paisley College to remove the existing facilities from the site. The scope of this project is to engage a principal contractor to design and construct this new multi-purpose sports pavilion at the Bayside College, Paisley Campus located in Newport. A phased approach will be applied to the design development elements of this project which will result in key hold points at preliminary, detailed and final design phases. This approach will also be formalised in the respective contract. These hold points will require approval to enable the contractor to proceed onto the next phase.

Separate to this contract a number of works will be undertaken to complete redevelopment of the existing College sportsgrounds and a car park to support these new community use sports facilities.

## Discussion

A public tender process was conducted, from 3 November to 27 November 2018. Thirty-five companies downloaded the tender documents and at the close of tenders four tender submissions were received.

The Tender Evaluation Panel met 28 November 2018 to review and shortlist the tender submissions based on the pre-defined evaluation criteria. The decision was made to proceed to short-list two tenderers for interview who submitted tender prices within the project budget. During the first meeting of the tender evaluation panel, a list of questions was developed for each tenderer. These questions were sent to each tenderer prior to the interviews.

Tender interviews were held with MKM Constructions and KL Modular Systems (KLMS) on 4 December 2018. MKM and KLMS presented their drawings and cost breakdown; demonstrated the program and construction methodology; explained about the stakeholder engagement.

A clarification was sent to both tenderers requesting confirmation that their lump sum price includes the Environmental Sustainable Design (ESD) requirements including the installation of solar panels and to submit a draft program with the commencement of 19 February 2019.

MKM provided a revised price for storage shed, operable walls and an ESD consultant. KLMS was hesitant to provide a price without engaging an ESD consultant's advice. Both companies provided a draft project program that complies with Council's committed project timeline.

Both MKM Constructions and KLMS confirmed their availability to start works at the end of February 2019 with completion to occur by end of September 2019.

Further information was sought from both tenders specifically with regard to the design, materials to be used and the integration with the site noting Council's objective to achieve an architecturally designed pavilion which integrates within the site and the surrounding existing infrastructure. This confirmed that an additional \$115,000 would be required by KLMS to upgrade the façade to medium end design. Whereas MKM noted in the interview and confirmed that the original proposed façade is a high end design with a mixture of different materials such as timber, colourbond and bricks. The design as proposed by MKM will result in a better asset outcome for the community and Council and a functional facility for community and College sport activities.

At the conclusion of the re-evaluation, the tender panel re-scored the short-listed submissions based on the pre-determined assessable criteria and revised price. The panel recommends awarding the contract to MKM Constructions based on the highest weighted score, price, project program, methodology, experience, capacity and past performance. It is

also noted that MKM will meet the DDA compliance, Child Safe Standards and ESD requirements.

Preliminary reference checks were carried out and were supportive of MKM's experience, design and project methodology.

### **8.4.7 Contract 2019.10 Seaholme Foreshore Upgrade including PA Burns Reserve**

**Directorate:** Infrastructure and City Services

**Councillor Portfolio:** Active and Inclusive Communities - Cr Michael Grech and Cr Peter Hemphill

**Appendices:** Nil

#### **Purpose**

To award Contract 2019.10 for the upgrade works to the Seaholme Foreshore including PA Burns Reserve.

#### **Motion**

**Moved Cr Tony Briffa, seconded Cr Sandra Wilson:**

**That Council award Contract No. 2019.10 for upgrade works to the Seaholme Foreshore including PA Burns Reserve to JMAC Constructions Pty Ltd at a fixed lump sum price of \$1,373,357.12 (incl. GST).**

**Carried**

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#### **Summary**

A public tender process was conducted from 12 January 2019 to 6 February 2019. Thirty six companies downloaded the tender documents and one tender submission was received at the close of tender. A report was presented to the Hobsons Bay Tender Board on 18 February 2019 recommending to award the tender to JMAC Constructions Pty Ltd for these works.

Contractors were contacted to determine the reasons for not submitting a tender response and responses indicate that a competitive market and a surplus of construction projects was the cause.

#### **Background**

The PA Burns Reserve precinct supports a diverse range of users. The volume of users particularly during the warmer months and the mix of activities has resulted in conflicting behaviours that has placed many users at risk of injury and or verbal abuse. PA Burns Reserve Upgrade aims to create a recreation precinct that is safe, functional, and provides sustainably accessible for the community including, dogs and their owners, cyclists and pedestrians, sports reserve users, horses and their owners

The key elements of the works include realignment of a 350 metre long section of the shared trail, relocation of parking for dog beach users, fencing of the cricket oval and grade separation of the shared trail and the main access way for the dog beach. A detailed breakdown is as follows;

- fence PA Burns dog off-leash park with walking tracks, dog wash down area and segregated dog off leash track under the shared trail onto the foreshore

- realign and widen the shared trail with bridge span over the dog off leash beach track
- segregate maintenance vehicle access track and resting platform
- fence cricket oval
- construct a pedestrian beach access ramp and viewing platform
- provide dog on leash access track
- fence dune revegetation zone

## Discussion

A public tender process was conducted from 12 January 2019 to 6 February 2019.

Thirty six companies downloaded the tender documents and one tender submission was received at the close of tender.

The Tender Evaluation Panel reviewed the tender submission and agreed to interview the one tenderer.

The tender interview was held with JMAC Construction Pty Ltd (JMAC) on 12 February 2019. At the interview, JMAC confirmed their availability to start works on site mid-April 2019. Discussions were had regarding the selected materials and if there were any opportunities for price reductions, and the gravel and timber types were reselected and JMAC submitted a revised price.

The appointed contractor would also be responsible for procurement and installation of the bridge structure. The bridge price has been incorporated into the tender price to arrive at the contract value. As part of the price resubmission process, JMAC also revised the bridge project management fee component.

The tender panel assessed the tenderer submission based on the mandatory and assessable criteria. The panel recommends awarding the project to JMAC Construction Pty Ltd based on price, demonstrated experience, capacity and resources to undertake the works and project methodology.

Referees sought have also confirmed their abilities.

**Cr Angela Altair left the Council Chamber at 9:09 pm.**

**Cr Angela Altair returned to the Council Chamber at 9:11 pm, and was absent for the vote on item 8.4.7.**



## 9 Delegates Report

Directorate: Corporate Services

### Purpose

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

### Motion

**Moved Cr Peter Hemphill, seconded Cr Angela Altair:**

**That Council receive and note the recent Delegates Report.**

**Carried**

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### **Delegates Report - Metropolitan Transport Forum Councillor Delegate: Cr Jonathon Marsden**

#### **Date of Meeting: 6 February 2019**

The CEO of Public Transport Victoria, presented development plans for public transport over the next few years, following the recent Victorian Election. Background on the current public transport system highlighted high levels of population growth, especially in Melbourne's west, north and south-east, leading to patronage at levels not seen since the 1950s. Over the past five years the cumulative annual growth rate in patronage includes: trams with 2.59 per cent, trains with 1.33 per cent and buses stable at 0.53 per cent. Most growth in public transport use has resulted from population growth rather than mode shift, although this is a factor.

The current train projects underway were highlighted including level crossing removals, the Airport Rail Link, the Metro Tunnel and High Capacity Metro Trains. It was confirmed that planning for Melbourne Metro 2 is underway however its future is dependent on the State Government's acceptance of the business case. It was also noted that there is significant underlying infrastructure work underway such as track, sleepers and signalling, with the aim of a turn up and go train service.

Whilst buses are considered an important focus going forward, funding remains limited. It was highlighted that now over 60 per cent of Melbourne's bus routes operate with a long span of hours known as a 'safety net' meaning they operate between 6am to 9pm weekdays, 8am to 9pm Saturdays and 9am to 9pm Sundays. This is an increase from less than 20 per cent in 2007. Previous bus reviews in Brimbank, Wyndham, Geelong and Plenty Valley were considered successful case studies with Wyndham's achieving a 33 per cent increase in patronage within one year.

Tram network development will focus on increasing accessibility with the Route 96 tram to be the first fully accessible route, with accessible tram stops, tram priority over private vehicles and improved running efficiency.

**Delegates Report - Active and Inclusive Communities Portfolio Advisory Committee****Councillor Delegate: Cr Michael Grech and Cr Peter Hemphill****Date of Meeting:** 21 February 2019

The Active and Inclusive Communities Portfolio Advisory Committee (AICPAC) met on Thursday 21 February 2019. This was the first meeting of the AICPAC since their introductory session in December 2018. The meeting was chaired by Cr Peter Hemphill.

Council Officer, Rod Clark, presented the following to AICPAC:

- the proposed work plan for the two-year term of the committee developed from current Council work priorities and specific areas of interest raised by PAC members in the first meeting
- highlighted AICPAC's role within the Coastal Management Plan and participated in a consultation activity in which they were asked to identify known facts, their likes and suggested improvements for the coastal areas in Hobsons Bay and highlight them on a map
- review of the draft HD Graham Reserve Master Plan that was approved for public exhibition at the February Ordinary Council Meeting
- draft Aquatic Strategy that will be presented to Councillors in the coming weeks in the lead up to the March Ordinary Council Meeting. If approved, the draft Aquatic Strategy will be placed on public exhibition in April 2019
- Council's partnership with Women's Health West and six other inner west councils to develop a regional Action Plan to address priority issues that affect women and girls' involvement in sport and physical activity. A copy of the draft action plan, along with the research conducted, will be available for public review and consultation in April/May 2019

**Delegates Report - Integrated Transport Portfolio Advisory Committee  
Councillor Delegate: Cr Jonathon Marsden and Cr Sandra Wilson****Date of Meeting: 20 February 2019**

Council's Traffic Engineer presented the Local Area Traffic Management processes, with a focus on foreshore traffic management. The presentation detailed the Altona Esplanade seasonal closure as well as feedback and results to date. Four themes emerged from the discussion:

- traffic impacts
- management of different cyclist user groups through the closure
- parking changes
- zebra crossings and speed cushions

The group were asked to provide feedback, which supported many aspects of the seasonal closure which included:

- ideas and feedback on how better to manage cyclists through the closure
- understanding the impact if there is any loss of parking on the precinct
- how the pedestrian crossings could have been better supported

There are also some planned changes to the Esplanade, Williamstown which aims to replace bollards to manage traffic with a series of raised 'wombat' crossings and pedestrian refuge islands. This project was supported by the group to assist in the development of a safer precinct.

A short workshop was held to identify other areas of the municipality that could be a priority for local area traffic management interventions. Blackshaws Road, access to train stations and access to the Bay Trail were identified.

A presentation was provided on the community consultation currently underway for the Climate Change Adaptation Plan Refresh. Feedback for the Plan Refresh highlighted the cost of living impacts of climate change adaptation and the importance of education and placing a higher value on maintaining existing trees and vegetation. Attendees were encouraged to provide feedback through the pop-up events underway across the municipality and online via the Participate page.

**Delegates Report – Substation Board  
Councillor Delegate: Cr Angela Altair****Date of Meeting: 28 February 2019**

Cr Altair reported that the Substation has released its new program for 2019, with a multitude of high profile partnerships to bring major events to the city. A highlight of the program includes a partnership with Dance Massive, which attracts an international delegation. One of the works The Substation is presenting is Cinematic Experiments by Margie Medlin from Thursday 14 March to Sunday 17 March 2019. It will be hosted at the Altona Gate Shopping Centre, extending the footprint of contemporary culture into everyday spaces.

## 10 Supplementary Public Question Time

Jess Marnich

**Q1. Dust – Spotswood and South Kingsville residents have suffered airborne dust from Precinct 15 for the past 4 months. Many residents have lodged complaints with EPA. Roads are now covered in a red dust which get blown about with the slightest wind. Can Council investigate having streets swept to reduce this problem? Costs should be borne by those responsible and not ratepayers.**

A. Council is working with the EPA to monitor dust from the site. We will explore more frequent street sweeping in those areas.

**Q2. Will Westgate Tunnel Project updates form a regular part of monthly meetings?**

A. Yes. These updates will form a regular item on the Council agenda.

**Q3. Spotswood and South Kingsville residents have consistently raised with the WGTP (Westgate Tunnel Project) and Council, our need for additional open space as compensation for negative impacts on our community. Can the Council please add open space for Spotswood and South Kingsville as community issues and concerns?**

A. Council will investigate possible open space requirements as per the open space strategy and the Spotswood structure plan will also address this issue.

**Helena Olsen**

As Ms Olsen was no longer present at the meeting, a written response will be provided to her question.

**Betsy Dunn**

**Q. I asked about the results of the public survey on the future of Dennis Reserve, I refer to the initial survey prior to the tennis needs assessment and undertaken in 2015-2016. The one which overwhelmingly asked for public open space which pleaded overwhelmingly for this space and not to be given over to single use. Why have the results of this survey never been made public and why are the wishes of the public being dismissed and ignored?**

A. We will take the question on notice and a written response will be provided.

## 11 Urgent and Other Business

Nil.

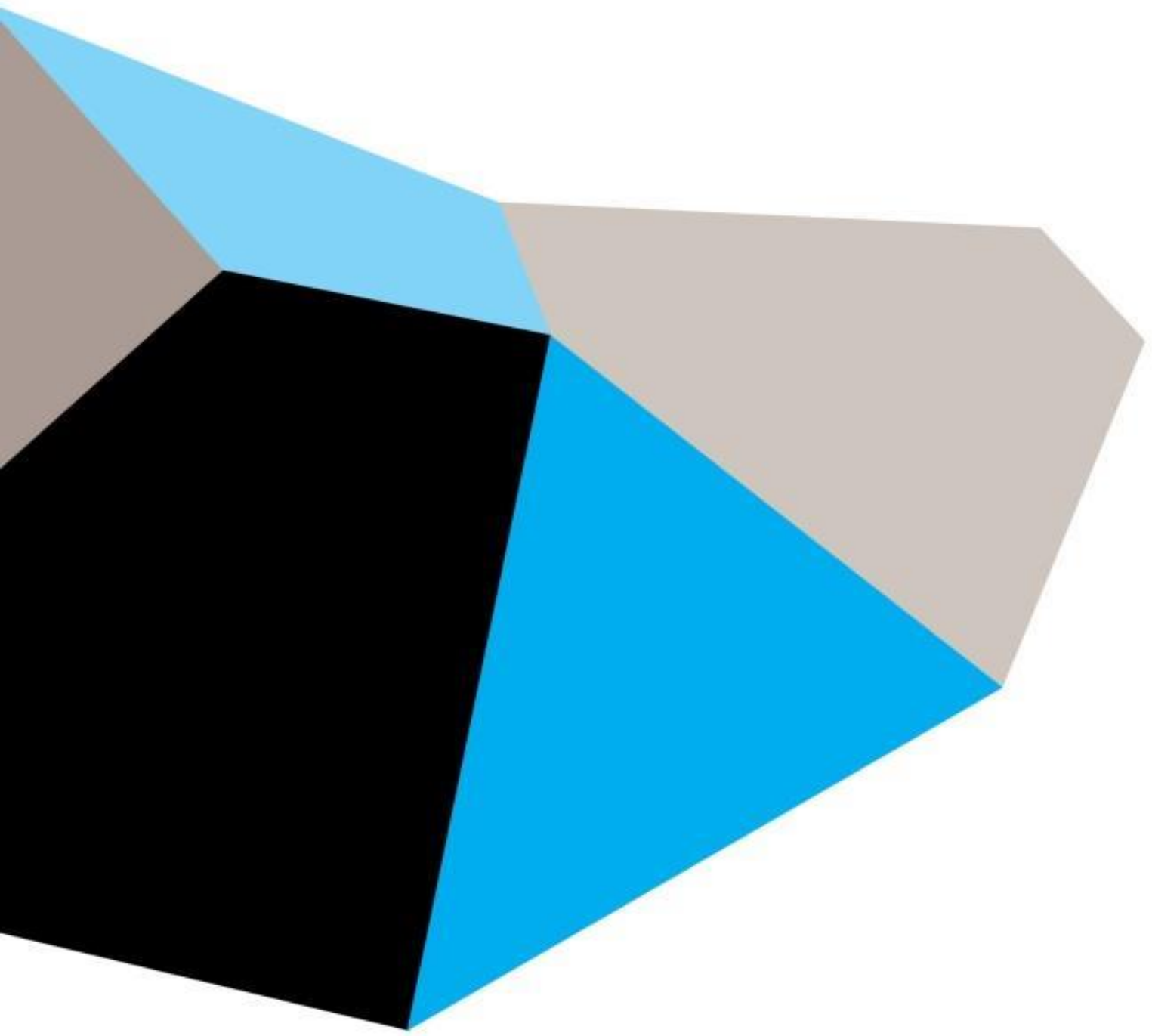
There being no further business, the Chairperson declared the meeting closed at 9.20pm.



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Chairperson – Cr Jonathon Marsden  
Signed and certified as having been confirmed.  
9 April 2019





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**HOBSONS BAY CITY COUNCIL**

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