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Chief Executive Officer

REPORT ON OPERATIONS

May 2024

HOBSONS BAY CITY COUNCIL

Hobsons 2.0

Issue 83

Published June 2024

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The CEO Report on Operations is a regular report that is published by the Hobsons Bay City Council.

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.

CEO update

During May 2024, the Chief Executive Officer participated in a number of events, meetings and discussions about a range of matters relevant to Hobsons Bay and the local government sector.

Many of the events and meetings attended by the CEO during this period were related to regional initiatives and collaboration such as:

- attendance at the Western Region CEO's meeting, hosted by Maribyrnong City Council;
- attendance at the Traders meeting together with Mayor Cr Tyler, Councillors and council officers;
- attendance at various meetings with executives from Level Crossing Removal Project (LXRP), to discuss the new level crossing projects within the municipality;
- attendance at a Council Briefing conducted by Department of Transport on the Interstate Freight Terminal Strategy;
- attendance at a meeting with Sarah Connolly MP together with Mayor Cr Tyler to discuss Councils advocacy priorities;
- attendance at a meeting with Williamstown Swimming and Lifesaving Club representatives, together with Mayor Cr Tyler, Councillors and council officers;
- attendance at the M9 meeting of CEOs and Mayors; and
- attendance at the Plan for Victoria briefing with the Department of Transport.

Aaron van Egmond
Chief Executive Officer

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Delivering for our community

Library services

Libraries

May 2024
Physical loans (books etc.): 25,706
eLibrary loans (eBooks etc.): 6,809
Renewals: 8,475
Total: 40,990
Library visits: 70,707

Loans have decreased -4.3 per cent compared to April 2024.
Year to date loans have increased 3.6 per cent compared to May 2023.
eLibrary loans have increased 2.11 per cent compared to April 2024.
Year to date eLibrary loans have decreased -19.1 per cent compared to May 2023.

Mending in May

This month, the focus at the libraries was mending and upcycling clothes and textiles, with workshops on machine and hand sewing. There were sessions for adults and young people which catered for beginners and those more experienced. All sessions were fully booked.

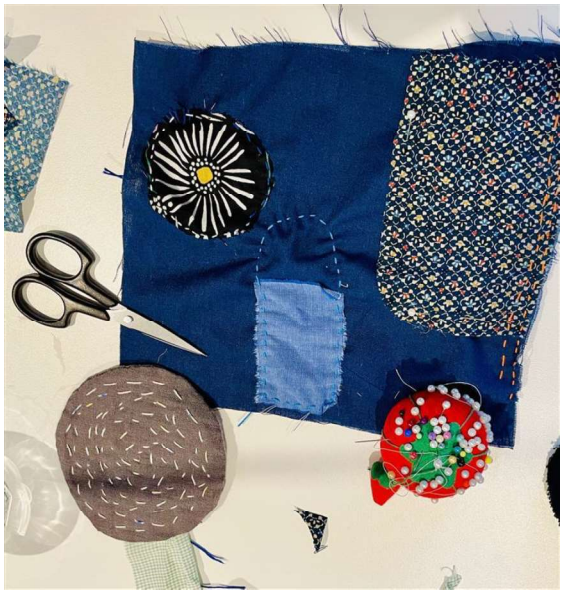


Image: Sashiko and stitching from the young people session on 7 May with the School of Sewing and Upcycling

Technology Classes

The technology classes across the Hubs and Libraries have continued to achieve good attendance numbers. Seven people learnt how to draw with their digital device for the Glorious Galaxy session.

Image: Digital Drawing using Adobe Fresco – Aurora Australis

EnviroCentre on Location

The EnviroCentre and Friends of Altona Library, along with Hobsons Bay Rangers celebrated World Migratory Bird Day at Truganina Explosives Reserve on 11 May. Books were purchased and seeds were exchanged as part of the Hobsons Bay Seed Library. Over 300 people attended the afternoon event.

Image: Truganina Explosives Reserve Seed Library Outreach

National Simultaneous Storytime

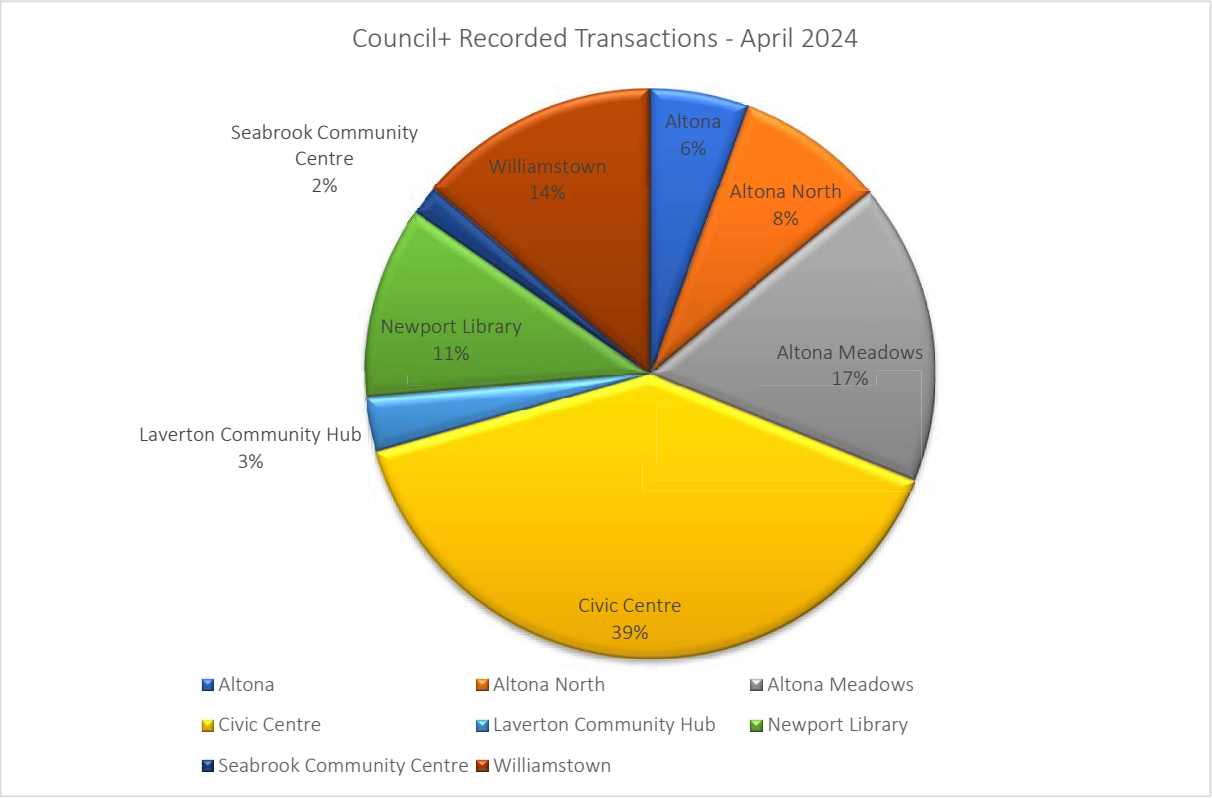
National Simultaneous Storytime is held annually by the Australian Library and Information Association (ALIA). This year, Hobsons Bay Libraries participated with Cr Jonathon Marsden reading the Aura Parker's *Bowerbird Blues* at Newport Community Hub. Over 80 people were in attendance.

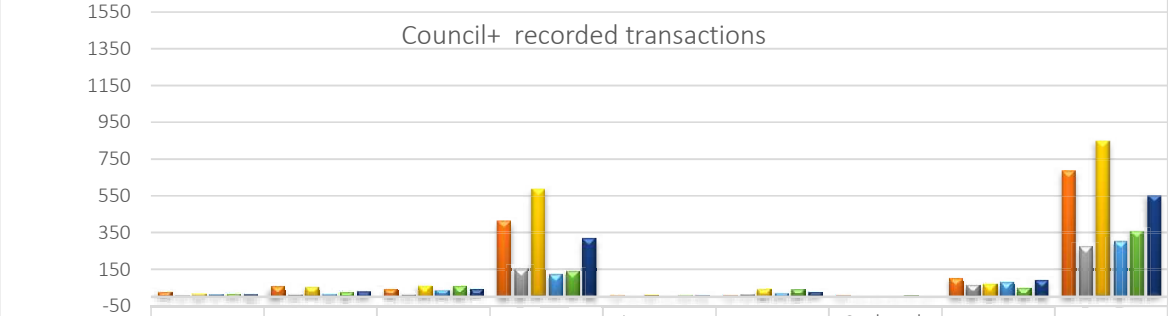
Image: Newport Community Hub Bowerbird Blues Reading

Reconciliation Week

As part of Reconciliation week, a Voices for Reconciliation event ran at Newport Community Hub which included the Willin Wimmin choir singing Blackfella/Whitefella. A special storytime was also included as part of the event. The event was very well attended by over 115 people.

Council +





	Altona Library	Altona North	Altona Meadows	Civic Centre	Laverton Community Hub	Newport Library	Seabrook Community Centre	Williamstown	Total
November	33	62	45	414	11	10	10	103	688
December	9	15	14	158	2	12	1	65	276
January	17	54	64	587	8	44	0	74	848
March	12	17	38	124	5	24	3	84	307
April	20	30	61	141	11	39	6	49	357
May	17	31	43	321	11	27	5	95	550

Community Hubs and Centres

Laverton Community Hub

There were 490 bookings at Laverton Community Hub in May with 937 people attending the active programs.

Image: Vietnamese dancing at Laverton Community Hub to celebrate Lunar New Year

Newport Community Hub

There were 211 bookings at Newport Community Hub in May.

Seabrook Community Centre

There were 119 bookings at Seabrook Community Centre in May.

Youth services

Youth counselling

Council's generalist youth counselling service delivered 53 face-to-face and online counselling sessions this month to 42 young people. At the end of the month there was a ten week waiting period for a young person to access youth counselling services.

Youth programs and activities

Council ran 28 youth programs and activity sessions, resulting in 363 contacts with young people. This month, activities and programs included drop-in programs at Newport, Altona Meadows and Laverton, the Young Leaders program, FReeZA Committee and school-based programming.

Youth focused capacity building programs

To support and empower young people during May, four sessions were held for 73 parents and stakeholders contacts. This month, sessions included:

- Tuning in to Teens
- Youth Mental Health First Aid
- Hobsons Bay Youth Professionals Network

Immunisations

Immunisations

In May, Council's immunisation team held 22 immunisation sessions, seven home visit sessions and administered 1,406 immunisations to 871 clients.

This included the flu vaccination program for 348 clients. Sessions were held at Williamstown Town Hall and Laverton Community Hub.

Early years and family services

Maternal and Child Health (MCH)

In May there were a total of 98 infants born to Hobsons Bay families. The highest numbers of infants born were in Altona North and Altona Meadows.

The Universal MCH Service completed 994 consultations/appointments. The Enhanced MCH Service received 13 new referrals and provided 67 ongoing consultations for vulnerable families. Ten families received support packages from either St Kilda Mums or the Victorian Government Nursery Equipment Program for vulnerable families.

Parenting programs

During May, the following parenting support programs were delivered.

- 26 First Time Parenting groups
- 2 Sleep Support groups
- 19 Sleep Support Outreach appointments
- 14 Feeding Support sessions
- 3 Baby Makes Three sessions
- 4 Circle of Security sessions

Family/social work support (MCH)

Council's MCH social worker responded to three new Family Violence referrals. Six further consults were conducted in relation to family violence.

Preschool Field Officer

The Preschool Field Officer (PSFO) Program supports Kindergarten Educators to develop capacity and skills in delivering inclusive programs for all children, including those with additional needs. The PSFO program received 29 referrals in addition to providing 22 consultations to Educators in May.

Kindergarten registration

In May, 97 three-year-old and 91 four-year-old registrations for kindergarten were processed.

Occasional Care

Council's Occasional Care program was provided five Thursdays and five Fridays in May. Sixteen children attended on 83 occasions.

Supported Playgroups

Thirty smalltalk groups, 13 supported playgroups and 13 one-to-one sessions were provided to vulnerable families.

CALD Engagement

On 22 May 2024, 23 families attended the Hobsons Bay Primary School expo in Laverton. Fifty-five families attended the expo in Williamstown. The expo provided parents and carers the opportunity to speak with local schools about their curriculum, programs and initiatives. Thirteen schools participated across the two events.

Services for older residents and residents with disabilities

Planned Activity Groups (PAG)

In May, 36 Planned Activity Group sessions were provided to 75 clients.

Community transport

Seniors transport provided 18 trips to 23 clients. Two social transport trips were provided to four clients.

Aged assessment

The Assessment team undertook 61 assessments and 152 support plan reviews for services required by older residents.

Delivered meals

In May, 161 residents received a meal delivered to their home. In total 2,255 meals were provided to eligible residents.

Home maintenance

Twenty-three residents received a service through Council's Home Maintenance program in May.

Arts, Culture and Events

Event applications and permits

Three Expressions of Interest for event applications were received and one event permit was issued during May. Outdoor events that took place included:

Newport Jazz Festival

The Newport Jazz Festival took place at locations in Newport including the Newport Hub, Scout Hall and the Bowling Club. The festival included musicians from around Australia in a full program that took place over the weekend of 4 and 5 May 2024. The event was supported by Council's Make It Happen grants program.

Welcome to Hobsons Bay Wetlands

The Hobsons Bay Wetlands Centre organising committee held an event on 11 May 2024 to mark World Migratory Bird Day, 'Connecting Communities In Nature' at Truganina Explosives Reserve in Altona. The event was supported by Council's Make It Happen grants program.

Image: Myly Nguyen (Vietnamese Association in Hobsons Bay) and Cr Pamela Sutton-Legaud

Image: Jenny Mitchell (Hobsons Bay Wetlands Centre), Myly Nguyen (Vietnamese Association in Hobsons Bay) and Cr Pamela Sutton-Legaud

Filming

Seven filming applications were received and five filming permits issued during May 2024. This included low impact filming activities.

Markets

A number of markets took place on public land across the city. In May, monthly markets included the Regional Farmers Market in Altona Meadows on 5 May 2024 and in Williamstown on 12 May 2024. The Altona Lions Club Cherry Lake Market took place on 5 May 2024 and the Williamstown Craft Market on 19 May 2024.

The Spotswood Slow Food Market was held on 25 May 2024 at the Spotswood Primary School, which is the temporary site for the market while Mary Street Reserve is undergoing works.

Hobsons Bay Visitor Information Centre

The Hobsons Bay Visitor Information Centre welcomed 1,266 visitors to the service during May with 54 per cent from Victoria,13 per cent international, 11 per cent from interstate, and 22 per cent from within Hobsons Bay.

An Experience Hobsons Bay pop-up stand was on display during the ICONS exhibition at Seaworks.

Free guided Heritage walking tours were held each Tuesday and Friday departing from the Visitor Information Centre.

Volunteers attended the Hobsons Bay Volunteer Week function.

Volunteers attended the Western Region Visitor Information Services Volunteer Forum, held in Sunbury with representation from Geelong, Wyndham, Sunbury and Hobsons Bay. Guest speakers were from the Victorian Tourism Industry Council and City of Melbourne. Regional highlights were presented from each area and volunteers were given the opportunity to network with volunteers from other regions.

Image: Volunteer Forum attraction visit to Urban Surf

Williamstown Town Hall

In May, several not-for-profit cultural events were held by organisations such as Sur-Chhando (Melody and Rythm) Inc., The Laughter Factory and Tamilar Inc.

Regular immunisation sessions took place as well as monthly meetings of the All Aboard Club, Williamstown Toastmasters, Williamstown Historical Society and a film screening by the Williamstown Film Society.

A Primary School Expo was hosted by Council.

Old Laverton School

During May, Coastal Steps Dance Studios, Dance Theatre and the Laverton Community and Education Centre continued weekly use of the venue with El-Shaddai Samoan AOG Church continuing their Sunday bookings.

Altona Theatre

The production NEWK 'The John Newcombe Story' was presented at the Altona Theatre in May as part of Council's performing arts season.

Hirers this month included West Melbourne Marathi, The Rotary Club of Altona City Inc., Newport Calisthenics Club and The Wolves Theatre.

Altona City Theatre Company continued their weekly ACTion Youth Theatre classes for those aged between 8 and 18, where they learn all aspects of theatre making.

Image: 'NEWK, The John Newcombe Story'

The Substation

American rock band Sonic Youth's founding member Kim Gordon presented *Object of Projection*, a survey of her exploratory art practice including photographic and mixed media pieces and a special presentation of her triptych video installation *Proposal for a Dance*.

Nasty Women by multidisciplinary artist Katie Sfetkidis featured a series of drawings celebrating women in activism, challenging the historical notions of who is an activist.

Image: 'Object of Projection' by Kim Gordon

Street Art Program

Council's Street Art Program is progressing with murals planned for several sites across Hobsons Bay. They include South Kingsville Community Centre, Blyth Street Altona and Durkin Street Newport.

Artists responded to themes such as biodiversity, sustainability and multiculturalism. The program is delivered in response to Council's 2023 community Pitch Your Project ideas and actions in the Better Places programs.

Image: Harrington Square Street Art Project, Justine McAllister, 2023

Laneway Gallery at Woods Street Arts Space, Laverton

Expressions of Interest (EOIs) closed for Laneway Gallery's August 2024 to February 2025 program. Applicants submitted artwork responding to the themes of First Nations, Cultural Diversity, Gender and LGBTIQA+ and Social Justice and Environment. Three artists/collectives were selected for the commissioned exhibition program.

Laneway Gallery also features a new exhibition, *'Joiner 3:0'* by Jonabelle Cogan. On display until 26 July 2024, the exhibition showcases a series of 'joiner' photographs of local sites within Hobsons Bay. 'Joiners', a term coined by the artist David Hockney, is an art form consisting of overlapping images creating one big panoramic image. Jonabelle hosted a 'joiner' workshop at Woods Street Arts Space to accompany the exhibition.

Image: 'Joiner 3:0' by Jonabelle Cogan

Airtime at the Altona Meadows Skate Park

On display until 31 July 2024, *Hobsons Bay: Wild Places and Faces* by local young artist Eliana Gelsi details the unique habitat of Hobsons Bay, including Newport Lakes, Jawbone Reserve, Sandy Point and Paisley Challis Wetlands. Eliana has reproduced these in watercolour and pencil, inviting passers-by to observe their natural environment and explore their neighbourhood.

Image: 'Hobsons Bay: Wild Places and Faces' by Eliana Gelsi

Woods Street Arts Space, Laverton

Fifty workshops or events took place throughout May. Highlights included the opening of *Controversy between Peace & War*, an exhibition by refugee Burmese/Myanmar artist bAg with over 60 people in attendance. The Hobsons Bay Art Society's Weekend Workshop was fully subscribed.

Expressions of Interest (EOIs) closed for Woods Street Arts Space August to December 2024 program. Nineteen applications were received.

Image: Artist bAg at 'Controversy between Peace & War' opening

Live & Local: Family Jams

Live & Local: Family Jams launched at the Spotswood-Kingsville RSL and brought the best of Melbourne's original, live music scene to local families and people of all ages. Featuring Nikodimos and Adrian Eagle, Charlie Needs Braces, David Arden with the Australian Art Orchestra, Mindy Meng Wang, DJ Sikander and more, *Live & Local: Family Jams* will also showcase at the Altona Theatre in June, and Woods Street Arts Space in July.

This project is in response to a 2023 community Pitch Your Project idea.

Image: 'Live & Local: Family Jams' promotional image

Public Art – The return of Dean Bowen's Bus and Car to Laverton

Elements that form part of the public artwork 'Linking Laverton' by Dean Bowen are being reinstated near the entrance to McCormack Park on Bladin Street, Laverton, following theft and damage.

Heritage Hobsons Bay

The Heritage Hobsons Bay program, part of the National Trust Festival, concluded on 2 May 2024. One of the concluding events was a well-attended author talk by Bain Attwood, on the life and achievements of Yorta Yorta man, William Cooper. The event was hosted in the amphitheatre at the Hobsons Bay Civic Centre.

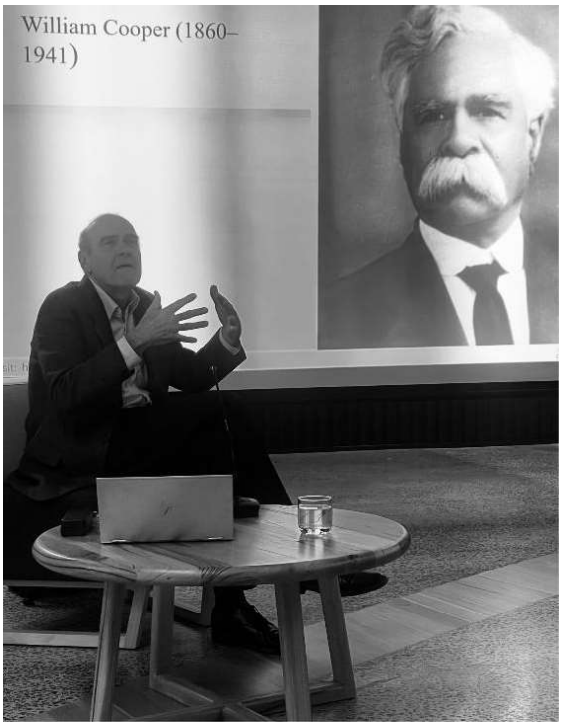


Image: Bain Attwood giving an author talk at Hobsons Bay Civic Centre

Domestic Violence Remembrance Day

Council joined with Safe Steps Family Violence Response Centre and communities throughout Australia on 1 May 2024 in recognition of Domestic Violence Remembrance Day.

Altona Theatre was illuminated purple to honour the memory of those lost as a result of domestic or family violence, joining the many landmarks and buildings across Australia that showed support in this way.

Image: Altona Theatre Illuminated in honour of Domestic Violence Remembrance Day, 2024

IDAHOBIT Day

The 2024 IDAHOBIT (International Day Against Homophobia, Biphobia and Transphobia) Day flag raising ceremony and morning tea was held at the Hobsons Bay Civic Centre on 17 May 2024. The ceremony was attended by 120 staff, LGPro Emerging Leader participants and community members. The ceremony featured a musical performance by Megan Slattery and Fran Callahan from local theatre production *The Love Booth.* Speakers included Cr Antoinette Briffa.

Image: Cr Briffa raises the flag with members of the community

2024 Hobsons Bay Pride Community Liaison Group

The 2024 Hobsons Bay Pride Community Liaison Group met for the first time in May at the Hobsons Bay Civic Centre. Eleven members attended along with Mayor Cr Matt Tyler and Cr Antoinette Briffa, setting the scene for future monthly meetings, workshops and design of the 2024 Hobsons Bay Pride Program as part of the 2024 Mayoral focus.

Celebrating interfaith connections and reconciliation leadership

The Hobsons Bay Interfaith Network, in partnership with Council and Holy Trinity Anglican Church, held an interfaith event on 30 May 2024 during National Reconciliation Week. The event celebrated more than 20 years of interfaith connections and reconciliation leadership across Hobsons Bay. Over 60 community members attended the event which began with a Welcome to Country and Smoking Ceremony, followed by a choir performance from students at Mount St Joseph Girl's College, a panel discussion, and a performance from the Yarrabah Dancers. The event was followed by a networking lunch attended by 12 faith leaders and provided the opportunity for faith leaders across Hobsons Bay to connect with the Interfaith Network and Council.

2024 Hobsons Bay Make it Happen grants

Council's Make it Happen Grants program ran three rounds from 1 February to 2 May 2024, with monthly assessments. Information sessions and grant writing workshops were available to support the community to apply. The program is now closed for applications. The February round received 47 applications, 26 of these were funded, a total allocation of just over $190,000. The March round received 55 applications, 35 of these were funded, a total allocation of just over $220,000. Successful applicants have commenced the planning and running of projects and events. Some examples of these include Newport Folk Festival, Volunteer Guide Training program at the Hobsons Bay Wetlands Centre, Water Safety program through Lifesaving Victoria and equipment for sporting clubs to support new programs.

The final round received 30 applications requesting just over $300,000 and is currently being assessed.

Council Volunteer Week Event

National Volunteer Week ran between 20 and 26 May 2024. The theme this year was '*something for everyone*'. In celebration, on 11 May 2024 Council hosted an exclusive performance of *Into the Woods*, a theatre production by Williamstown Musical Theatre Company as part of its current season.

More than 130 volunteers from across Council programs, 'Friends of' groups and partnering community organisations celebrated together on the day and were acknowledged for their contribution to Hobsons Bay.

Image: Cr Marsden addressing volunteers at 'Into the Woods'

National Volunteer Week

National Volunteer Week ran between 20 and 26 May 2024. Community volunteering flags are up and flying around Hobsons Bay in celebration.

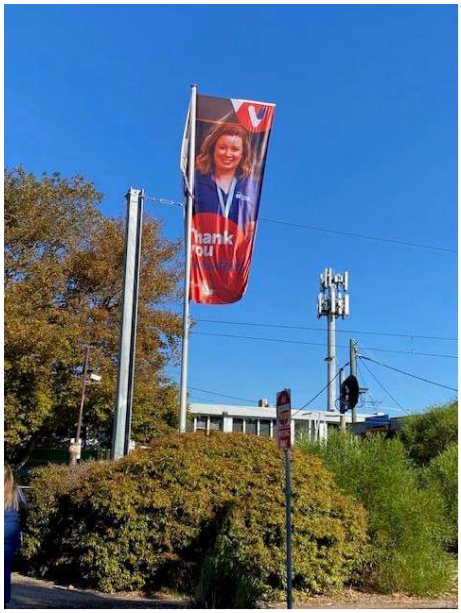


Image: Flag recognising National Volunteer Week

National Reconciliation Week

National Reconciliation Week commenced 27 May 2024. The theme for this year is '*Now More Than Ever'* and runs through until June 3. Consultation commenced for the new Hobsons Bay Reconciliation Action Plan.

Image: Flags at Hobsons Bay Civic Centre

Community Contributors Breakfast

The Community Contributors Breakfast was held on 24 May 2024 at Louis Joel Arts and Community Centre, Altona. The event was part of the 2024 Mayoral Program, an initiative to recognise and celebrate some of our local community contributors across Hobsons Bay. Over 60 people attended the event with Mayor Cr Matt Tyler.

Image: Mayor Cr Matt Tyler's speech at Community Contributors Breakfast

Image: Image: Mayor Cr Matt Tyler with Councillors, Senior Leadership Team and 2024 OAM recipients

Image: Mayor Cr Matt Tyler with Catherine Roberts (Brooklyn Leadership and Committee member) and Liz Grove (OAM recipient)

Hobsons Bay Community Workshops Masterplan

Consultation has begun with the stakeholders of the Hobsons Bay Community Workshops Masterplan. Stakeholders include the Hobsons Bay Men's Shed, Altona Musical Theatre Group, Williamstown Musical Theatre Group and Hobsons Bay City Council. Chatterbox had been engaged to run the workshops, along with members of the community development team and a capital works project officer.

Image: Hobsons Bay Community Workshops

Mayoral Program Inter-Agency

Mayor Cr Matt Tyler attended the bi-monthly Hobsons Bay Inter-Agency meeting, taking the opportunity to listen to representatives from the local community sector as they spoke about the work they are doing. A presentation on Emergency Management with Victoria Police and Council staff was included in the agenda.

Image: Mayor Cr Matt Tyler with the Hobsons Bay Inter-Agency Custodians

Homestead Coffee

Residents and the community in Seabrook came together to enjoy a coffee at Homestead Cottage on 12 May 2024. The monthly coffee cart pop-up runs until June 2024 and was made possible through Pitch Your Project.

Strategy, Economy and Sustainability

Economic development

Business Networking – Little Art Big Art

Council invited business professionals from across Hobsons Bay to come together for free monthly networking, this time at Litte Art Big Art in Altona North on 7 May 2024. Attendees participated in a small art activity while networking and making valuable connections.

Business Workshop – Introduction to Instagram Reels

Council invited local businesses to the free monthly workshop on 21 May 2024. The always popular *Introduction to Instagram Reels* was facilitated by Maree Sortino from The Social Secret. The workshop taught business owners everything they need to know to extend their reach and be successful with Instagram reels.

Small Business Bus 2024 – Altona North

The Small Business Bus travels to locations across Victoria providing advice and support for small businesses in metro and regional areas. This month the bus visited Altona North on 28 May 2024. A business advisor from Monarch Institute helped small business owners with 1:1 tailored advice to help start, build, or transform their businesses. Confidential sessions were offered for 45-minutes and free of charge.

Environmental Sustainability

Detox your Home day

Approximately 350 cars came through to safely dispose of unwanted toxic household chemicals at our Detox your Home drop-off day, delivered in partnership with Sustainability Victoria.

Recycling 2.0 Household Help pilot program

To help residents improve on recycling, Council has commenced visual bin checks across the municipality's most highly contaminated mixed recycling kerbside collection routes. In this pilot program, we're working in collaboration with Cleanaway to use truck technology and manual lift-lid bin checks to identify major contamination. we're providing information (via bin stickers and flyers) to help the household improve on their recycling.

The pilot program commenced on 1 May 2024 and ran for eight weeks before a scheduled review and adjustment period.

Image: Mock-up of Household Help bin tag

Promotion for the day included solar-powered ad trailers located on Melbourne Road in Spotswood and Kororoit Creek Road in Williamstown.

Image: Household chemicals were safely disposed of through the Detox your Home drop-off day

Waste education for young people

Council delivered interactive waste education sessions to over 160 primary school students in May. The incursions focused on empowering young people to encourage their families to recycle right at home.

Image: Waste education incursion delivered at Seabrook Primary School

Emissions Reduction

Electrify your Home webinar

Twenty-five residents registered to attend a free online workshop for practical advice on how to upgrade to electric and solar-powered household appliances, which are healthier, cheaper to run and better for the environment.

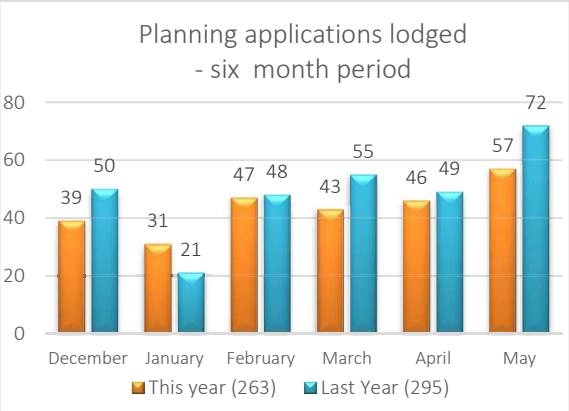
Planning, Building and Health Update

Planning

Planning applications received

Council received 57 planning permit applications during May 2024.

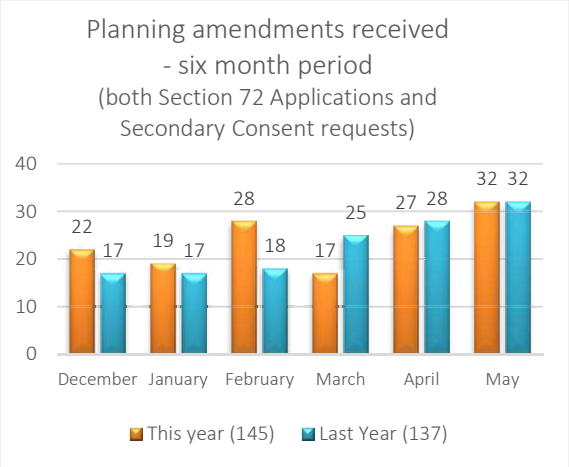
For the six-month period from December 2023 to May 2024, 263 planning permit applications were received, an 11 per cent decrease from the same period last year.



Amended permit applications lodged

Council received 32 planning permit amendment applications during May 2024.

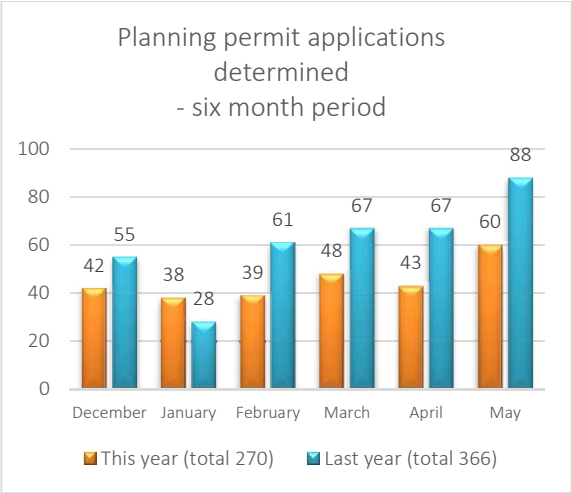
For the six-month period from December 2023 to May 2024, 145 planning permit amendment applications were received, a six per cent increase from the same period last year.



Planning applications determined

Council completed 60 planning permit applications during May 2024.

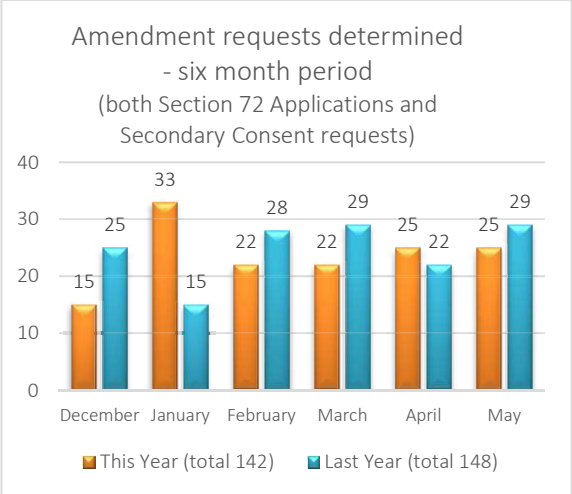
For the six-month period from December 2023 to May 2024, 270 planning permit applications were completed, a 26 per cent decrease from the same period last year.



Planning amendment requests determined

Council completed 25 planning amendment applications during May 2024.

For the six-month period from December 2023 to May 2024, 142 planning amendment applications were determined, a four per cent decrease from the same period last year.



VCAT

The Town Planning department received the following appeal decisions:

Application Number: PA1533178-4
Address: 31-69 McLister Street, Spotswood
Proposal: Use and development of the land for a neighbourhood activity centre including a shop (other than an adult sex product shop), food and drink premises (other than a hotel and bar), postal agency, office (including medical centre), child care centre and dwellings in accordance with the endorsed plans and a reduction in the statutory parking requirement, the creation of access to a road in a Transport Zone 2, and the sale of liquor (applicable to the bottle shop only) in accordance with the endorsed plans.
Delegate Decision: Refusal
DPC Decision: N/A
VCAT Decision: Approved (Varied)
Made by consent order? No

Delegated Planning Committee (DPC)

There was no Delegated Planning Committee meeting in May 2024.

Planning applications of interest

There was one application of interest to report this month.

Planning Application: PA241320
Address: 1 Wilga Avenue, Altona
An application has been lodged for the construction of a 27.5 metre high mobile phone tower. The site is on the Queen Street frontage to the Kooringal golf course, approximately 300 metres east of Laverton Creek.

The application has only recently been received, so officers are determining if any further information is required and if the application requires advertising.

There was previously a mobile phone tower in a similar location on the golf club land that was approved in early 2002 and appears to have been demolished in late 2015.

Major Hazard Facilities

There are nine Major Hazard Facilities (MHF) in Hobsons Bay. WorkSafe Victoria (WSV) are the authority that provides advice to Council on planning applications for use and development in proximity to an MHF.

Council developed and adopted the Interim Management of Land Use Planning Around Major Hazard Facilities Guidelines (the Guidelines) to guide planning decisions. The Guidelines outline the Inner and Outer Advisory Areas around MHFs to determine whether an application should be referred to WSV.

Since 1 July 2022, Council's Statutory Planning team have referred 89 planning permit applications to WSV. WSV have provided the following responses:

- Opposed 35 applications
- Support 13 applications

An analysis of these responses has confirmed that WSV has requested either the removal of any use that proposes a significant attraction of people or have requested placing significant limits on the number of people that can work at or visit these sites.

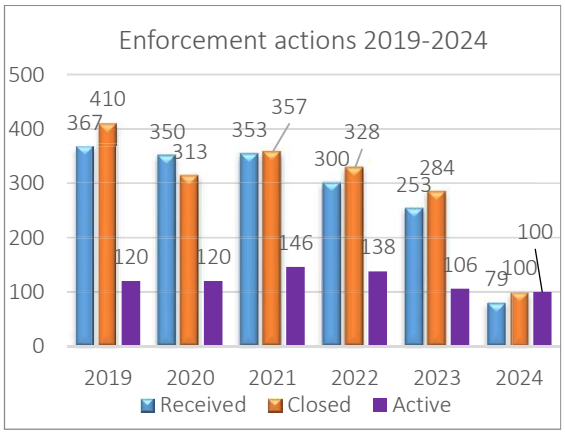
Of the 89 Applications referred to WSV, 38 involve warehouses or other low-intensity industrial uses. There is a very small population expectation at these properties.

Whilst it appears that WSV in raw statistics supports development, the analysis of the response has confirmed that WSV generally oppose any use which seeks to significantly increase population growth and population attracting uses around MHF's.

The expansion of the Inner and Outer Advisory Areas would favour MHF operations.

Active and significant enforcement matters

Council received seven planning enforcement issues in May 2024 and closed 28. Council also issued a $17,000 fine to the owner and operator of a business operating illegally in a residential zone.



Building

Permits and consents

- Council's Municipal Building Surveyor issued 5 building permits
- 78 building permits were issued by private building surveyors
- 21 report and consent dispensation requests were determined

Inspections and enforcement

- 18 building notices/orders were issued
- 6 notices/orders were resolved/completed/ cancelled
- 53 inspections occurred

Building information requests

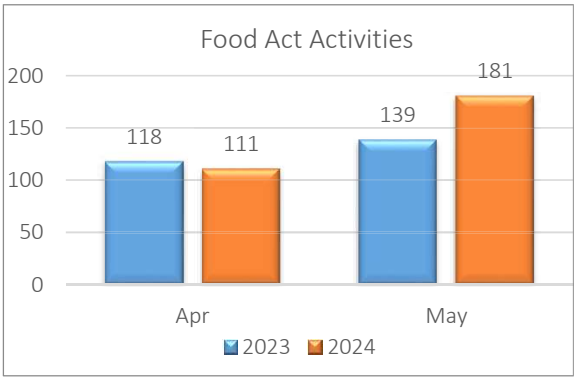
Council processed 273 requests for information and 68 general enquiry applications during May 2024.

Health

Food Act activities

The following activities were recorded in May 2024, with the main activities being:

- 126 mandatory food assessments and inspections (Class one = 1, Class two = 106, Class three = 19)
- 12 new food premises registration inspections
- 6 plans assessments
- 11 progress inspections
- 8 site visits



Client managed premises

Council has 21 client managed premises.

Food sampling

No samples were taken from Class two premises during May 2024.

Food recalls

Four food recalls were received during May 2024 due to incorrect labelling, undeclared allergen (milk) and two foreign matter contaminations (plastic and glass).

Outbreaks

Two outbreak investigations were conducted, both due to gastroenteritis.

Foodtrader

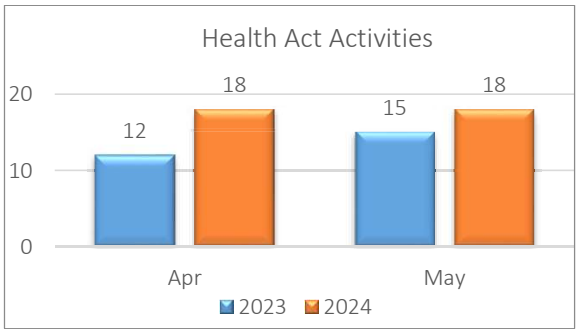
The following mobile and temporary food activities were recorded in May 2024

- 38 Statements of Trade lodged with Council
- no new registrations issued

Public Health and Wellbeing Act activities

The following activities were recorded during May 2024:

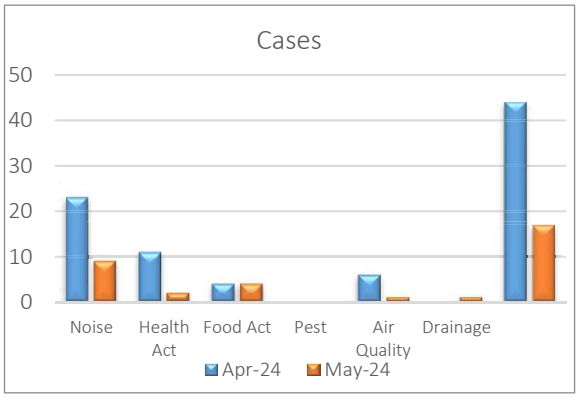
- 12 mandatory public health inspections
- 3 new premises registration inspections
- 2 progress inspections
- 0 site visits



Customer enquires

Both CHARM and the CRM were used to obtain this month's figures. During May 2024, 17 customer requests were received, relating to:

- Noise 9
- Health Act 2
- Food Act 4
- Pest control 0
- Air quality 1
- Drainage 1



Tobacco Act activities

During May 2024, no tobacco education visits were conducted.

Governance

Governance

Council Meeting Timetable

Council Meeting was held on 14 May 2024.

Councillor Delegates to Council and Community Committees

- Cr Peter Hemphill and Cr Pamela Sutton-Legaud attended the meeting of the Hobsons Bay Community Fund on 15 May 2024
- Cr Matt Tyler and Cr Jonathon Marsden attended the Audit and Risk Committee meeting on 22 May 2024
- Cr Pamela Sutton-Legaud attended the M9 meeting on 30 May 2024

Record of Meetings attended by Councillors

Councillors attended the following meetings held between 1 May to 31 May 2024:

- 7 May 2024 Councillor Briefing Session attended by Cr Matt Tyler, Cr Antoinette Briffa, Cr Diana Grima, Cr Peter Hemphill, Cr Daria Kellander, Cr Pamela Sutton-Legaud and Cr Jonathon Marsden. Cr Diana Grima declared a conflict of interest regarding Techno Park.
- 14 May 2024 Council Meeting attended by Cr Matt Tyler, Cr Antoinette Briffa, Cr Diana Grima, Cr Peter Hemphill, Cr Daria Kellander, Cr Pamela Sutton-Legaud and Cr Jonathon Marsden. Cr Diana Grima declared a conflict of interest regarding Techno Park and Cr Matt Tyler declared a conflict of interest in relation to his work with Jesuit Social Services.
- 21 May 2024 Councillor Briefing Session attended by Cr Matt Tyler, Cr Antoinette Briffa, Cr Diana Grima, Cr Peter Hemphill, Cr Daria Kellander, Cr Pamela Sutton-Legaud and Cr Jonathon Marsden. No conflicts of interest were disclosed.

Local Laws

Permits

- issued 0 disabled parking permits
- issued 154 residential permits
- issued 83 visitor permits
- issued 747 ticket machine permits
- logged 230 CRM assignments
- impounded 10 derelict/abandoned vehicles
- issued 9 local law infringements

Parking

- 258 logged CRM assignments
- issued 867 parking infringements
- issued 48 warnings
- percentage of warnings issued were 6 per cent

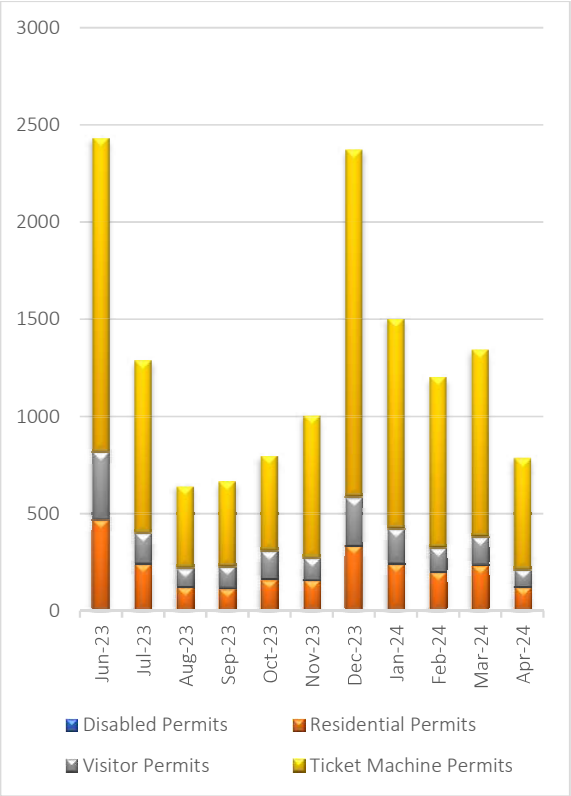


Image: The graph above illustrates the number of permits issued for May 2024

Animal management

- logged 456 CHARM assignments
- 14,172 animals registered
- impounded animals at Lost Dogs Home (as at 30 April 2024)
  - dogs – 6 dogs impounded, 0 released
  - cats – 67 impounded, 1 released
- 3 animals returned to their owners by Council officers
- issued 5 animal infringement notices

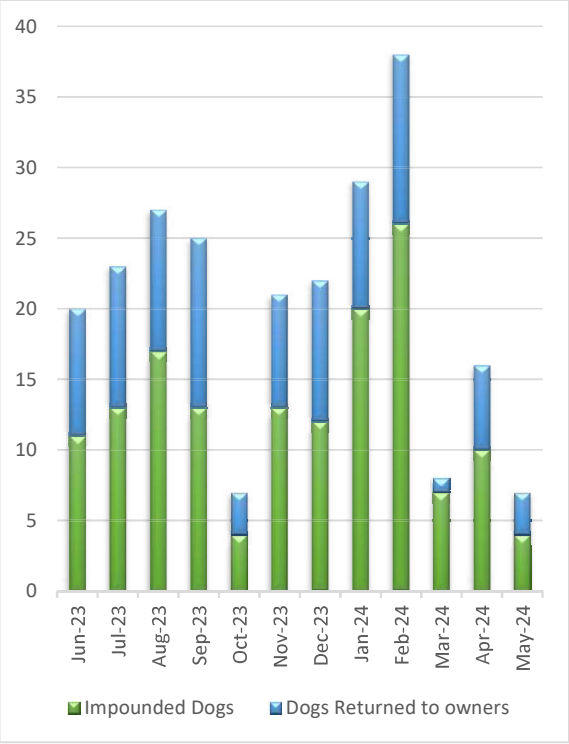


Image: The graph above reflects the number of dogs impounded and the number of dogs returned home by Council Rangers

Communications and Engagement

Communications

Corporate social media

May 2024

Council manages corporate social media accounts on Facebook, LinkedIn and Instagram.

Social media is measured as below:

- Reactions – like, love, angry, haha, wow, sad

- Impressions – number of times our content is displayed in someone's newsfeed
- Reach – total number of people who saw that content
- Engagement – number of times someone engaged with our content through clicks, reactions, shares comments

Total performance summary across all corporate social media accounts

Performance Summary

View your key profile performance metrics from the reporting period.

Impressions	Engagements	Post Link Clicks
328,877 ↘ 20.3%	9,514 ↘ 40.5%	805 ↘ 56%

Engagement Rate (per Impression)
2.9% ↘ 25.4%

Follower growth across all corporate social media accounts

Audience Metrics	Totals	% Change
Total Audience	38,369	↗ 0.4%
Total Net Audience Growth	155	↘ 38.2%
Facebook Net Follower Growth	49	↘ 55.5%
Instagram Net Follower Growth	28	↘ 58.2%
LinkedIn Net Follower Growth	78	↗ 5.4%

Total followers per social media accounts

Facebook

Audience Metrics	Totals	% Change
Followers	21,883	↗ 0.2%
Net Follower Growth	49	↘ 55.5%
Fans	19,355	↗ 0.3%
Net Page Likes	57	↘ 48.2%
Organic Page Likes	71	↘ 41.8%
Paid Page Likes	5	→ 0%
Page Unlikes	19	↗ 11.8%

Instagram

Audience Metrics	Totals	% Change
Followers	8,150	↗ 0.3%
Net Follower Growth	28	↘ 58.2%
Followers Gained	85	↘ 20.6%
Followers Lost	57	↗ 42.5%

LinkedIn

Audience Metrics	Totals	% Change
Followers	8,336	↗ 0.8%
Net Follower Growth	78	↗ 5.4%
Organic Followers Gained	78	↗ 2.6%
Paid Followers Gained	0	→ 0%
Followers Lost	0	↘ 100%

Performance per social media account

Facebook

Performance Summary

View your key profile performance metrics from the reporting period.

Organic and Paid

Impressions	Engagements	Post Link Clicks
258,944 ↘ 21%	8,077 ↘ 43.1%	537 ↘ 60.6%

Engagement Rate (per Impression)

3.1% ↘ 27.9%

Instagram

Performance Summary

View your key profile performance metrics from the reporting period.

Organic and Paid

Impressions	Organic Engagements	Profile Actions
65,758 ↘ 14.4%	1,107 ↘ 11.2%	216 ↘ 67.7%

Engagement Rate (per Impression)

1.7% ↗ 3.8%

Instagram stories

Story Metrics	Totals	% Change
Published Stories	**28**	**↗ 7.7%**
Story Replies	11	↗ 37.5%
Story Taps Back	541	↗ 1.7%
Story Taps Forward	12,141	↗ 13.3%
Story Exits	2,043	↗ 72.7%
Story Impressions	15,551	↗ 20.6%
Average Reach per Story	550.46	↗ 11.6%

LinkedIn

Performance Summary

View your key profile performance metrics from the reporting period.

Impressions	Engagements	Post Clicks (All)
4,175 ↘ 47.6%	330 ↘ 41.6%	268 ↘ 42.2%

Engagement Rate (per Impression)

7.9% ↗ 11.5%

Highest engagement posts for 1 to 31 May 2024

Facebook

Hobsons Bay City Cou...
Mon 5/27/2024 9:03 pm PDT

Council is opposed to closing Champion Road as part of the level crossing removal program, and is...

Total Engagements	**1,159**
Reactions	100
Comments	35
Shares	11
Post Link Clicks	70
Other Post Clicks	943

Hobsons Bay City Cou...
Wed 5/1/2024 3:47 pm PDT

Sign up to receive a free box of local indigenous plants tomorrow: https://bit.ly/3UBw6EN May 3,...

Total Engagements	**1,112**
Reactions	161
Comments	54
Shares	22
Post Link Clicks	233
Other Post Clicks	642

Hobsons Bay City Cou...
Sun 5/19/2024 7:35 pm PDT

This week is Volunteers Week! Volunteers are the backbone of our community, like founder of All 4 Paw...

Total Engagements	**799**
Reactions	329
Comments	42
Shares	12
Post Link Clicks	4
Other Post Clicks	412

Instagram

hobsonsbaycc
Mon 5/27/2024 9:03 pm PDT

Council is opposed to closing Champion Road as part of the level crossing removal program, and is...

Total Engagements	**246**
Likes	185
Comments	15
Shares	36
Saves	10

hobsonsbaycc
Mon 5/20/2024 2:17 pm PDT

Do you have an olive tree? Bring your olives to a drop-off point and we'll press them into delicious olive oil for...

Total Engagements	**146**
Likes	92
Comments	2
Shares	46
Saves	6

hobsonsbaycc
Tue 5/7/2024 8:37 pm PDT

What a win for our community! We are pleased to see the state government budgeting for a new...

Total Engagements	**98**
Likes	85
Comments	0
Shares	12
Saves	1

LinkedIn

Website top pages viewed

	Page path and screen class	Views	Users	Views per user
		164,025 100% of total	47,059 100% of total	3.49 Avg 0%
1	/Home	23,622	13,945	1.69
2	/Libraries	9,953	4,238	2.35
3	/Website-Information/Search-Results	7,895	3,558	2.22
4	/Community/Whats-On	4,402	884	4.98
5	/Services/Planning-Building/Planning-applications-useful-information/Find-a-Planning-Application-in-Greenlight	3,514	1,645	2.14
6	/Council/Work-Opportunities	3,164	2,041	1.55
7	/Services/Waste-Recycling/Hard-waste	2,673	1,506	1.77
8	/Services/Waste-Recycling	2,435	1,596	1.53
9	/Services/Waste-Recycling/When-will-my-bins-be-collected	2,108	1,405	1.50
10	/Council/Contact-Us	1,827	1,350	1.35

Engagement

Participate Hobsons Bay statistics

Participate Hobsons Bay, the online community engagement website participate.hobsonsbay.vic.gov.au received the below highlights across May 2024.

4,902	2,210	3m3s	7.6%
Views	Visitors	Avg. session duration	% visitors contributing
▲18.1%	▲25.8%	▼28.9%	▼6.6%

Participate Hobsons Bay: Top pages

	Page path and screen class	↓Views	Total users	Average session duration	Engagement rate
	Totals	**4,902**	**2,210**	**3m 03s**	**53.1%**
1	/	921	445	1m 52s	59.6%
2	/WMI-master-plan	573	451	2m 49s	54.01%
3	/login	241	158	2m 25s	80%
4	/help-us-shape-future-victoria	229	185	1m 32s	55.56%
5	/annual-budget-2024-25	211	142	2m 33s	51.64%
6	/projects	160	118	1m 19s	76.06%
7	/pitch-your-project-2023-24	148	65	4m 09s	60.32%
8	/ilms	88	47	3m 33s	68.06%
9	/login/authenticate	80	36	1m 39s	93.18%
10	/altonabeachprecinct/esplanade-closure	78	62	2m 21s	59.46%

Current consultations – May 2024

Williamstown Mechanics Institute

Since the 1860's, the Williamstown Mechanics Institute has served as an educational facility, cinema, theatre, library, and more.

In 2018, buildings closed for repairs and structural maintenance was done. More work is needed for safety and building upgrades. We plan to restore the cottage in 2024, involving stakeholders and the community to shape the WMI's future direction.

Help us shape a new Masterplan (consultation closed)

Consultation period:

7 May 2024 to 3 June 2024

Totals to date:

666	603	143
Views	Visitors	Contributions

Accessible Beaches Program

Hobsons Bay's Accessible Beaches Program has been running since 2015.

We would appreciate your feedback so that we can ensure the program continues to meet the needs of participants, carers, and support services.

Feedback (including de-identified quotes or comments) may be included in a report to shape the program's future growth.

Share your feedback here (consultation closed)
Survey is hidden from Participate homepage, and has been directly shared with registered users and relevant groups.

Consultation period:

29 April 2023 to 24 May 2024

Totals to date:

159	122	36
Views	Visitors	Contributions

Proposed Annual Budget 2024-25

We are seeking community input to help shape our 2024/2025 budget, to make sure we are getting the balance right.

We will be consulting directly with residents, sports clubs, community groups and businesses. Councillors also have an influence, including bringing forward items for consideration on behalf of their community.

This budget is financially responsible and sustainable, while still delivering the infrastructure and services that will help make Hobsons Bay an even better place to live, work and play.

Share your thoughts here (consultation closed)

Consultation period:

10 April 2024 to 12 May 2024

Totals to date:

1,059	707	38
Views	Visitors	Contributions

Advocacy

Champion Road Level Crossing removal (LXRP)

Council continued its advocacy on behalf of the community to urge the State Government to reconsider the proposed closure of Champion Road, Newport as part of level crossing removal works.

Council issued a media release that communicated a Motion from Council's May meeting to oppose the proposed closure of Champion Road as part of the level crossing works. Council urges a rethink of Champion Road closure plans - Hobsons Bay.

Council issued a social media post on Council's Instagram and Facebook encouraging the community to provide feedback to the Level Crossing Removal Project's Engage Victoria consultation about the planning requirements for the Champion and Maddox Roads level crossing removal projects.

Hobsons Bay Wetlands Centre

Council continued to raise awareness of the Hobsons Bay Wetlands Centre by promoting Council's investment in the early works for the centre at the Centre's Open Day in May. There was information about the early works at the Open Day for the community to learn about.

Council continues to work closely with Hobsons Bay Wetlands Centre Committee Inc on a program of advocacy activities to raise awareness of the centre with the state and federal governments which includes regular letters and project updates.

Western Aquatic and Early Years Centre

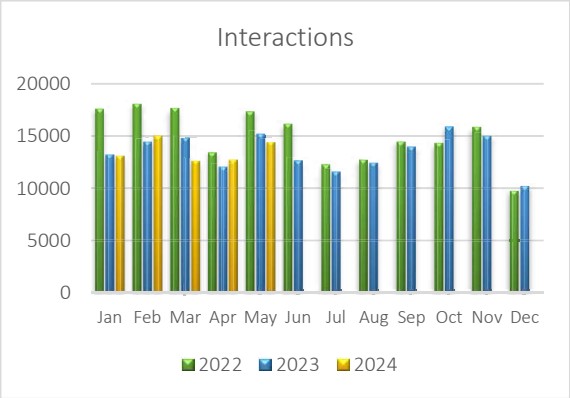
Council is continuing its advocacy to the federal government for investment in the centre this year ahead of a possible Federal Election in late 2024/early 2025.

Council has written to the Federal Department of Social Services, Federal Department of Health and Aged Care and the Department of Education seeking meetings with senior bureaucrats to showcase the Centre proposal and highlight the benefits of the Centre for the community.

Our Performance

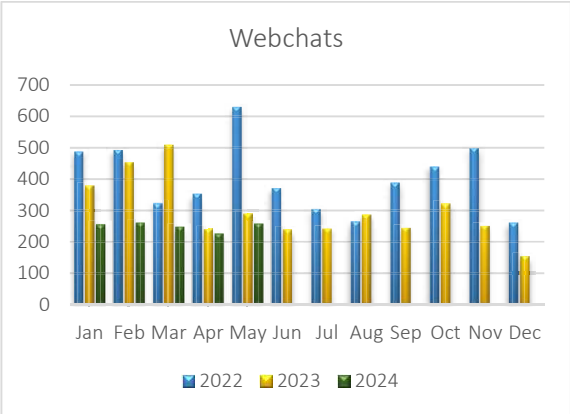
Customer Service

Council monitors its interaction with the community to assist performance improvement and ensure that community needs are met.



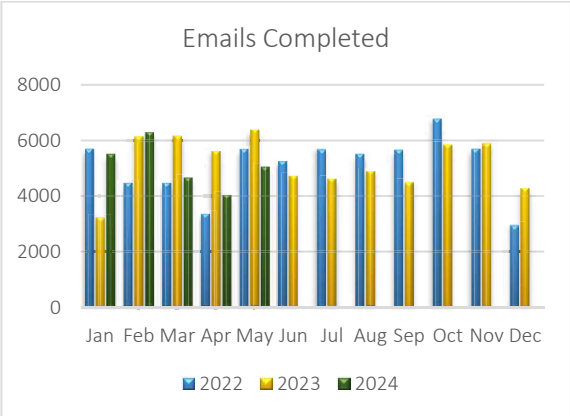
Top enquiries coming from incoming calls are for the following service areas:

- Town Planning (400)
- Assets (361)
- Animals (339)
- Local Laws (294)
- Rates (294)
- Waste (219)
- City Works, Amenities, Parks (208)
- Community care (189)



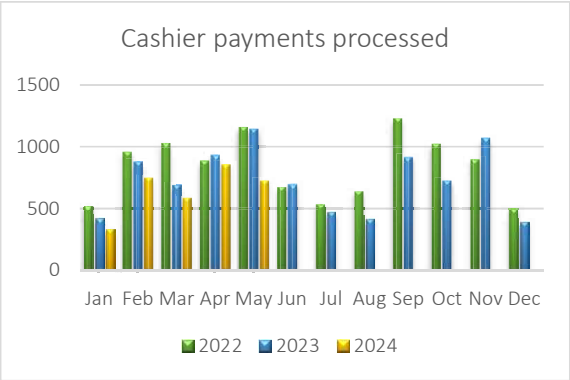
Top reasons our customers contacted Council via Web Chat related to the following service areas:

- Waste (60)
- Rates (34)
- City Works, Amenities, Parks (19)
- Animals (19)
- Town Planning (17)
- Building (12)
- Assets (12)

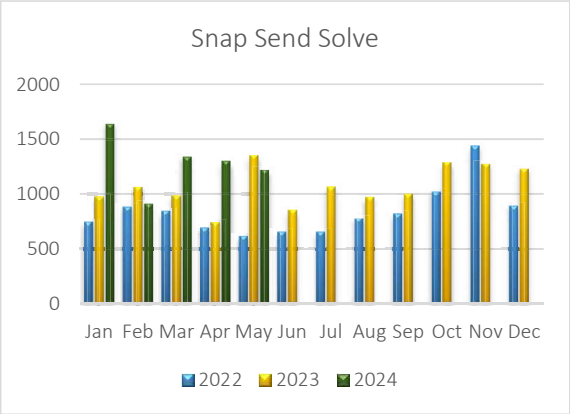


Top enquiries coming from emails are for the following service areas:

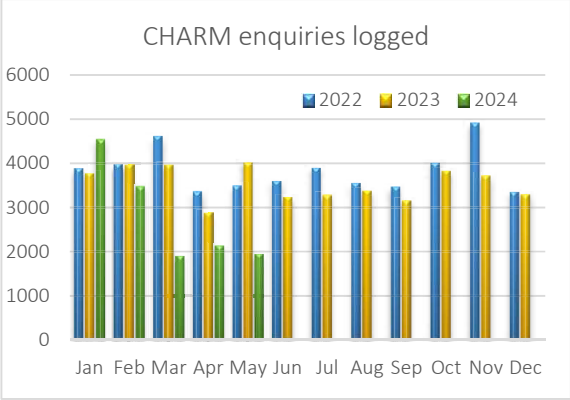
- Rates (541)
- Waste (363)
- Cashier inbox (227)
- City Works, Amenities, Parks (204)
- Animals (112)
- Local Laws (77)
- Town Planning (43)
- Facilities (37)



Snap Send Solve is a free app for iPhone or Android devices that allows visitors and residents of Hobsons Bay to easily report issues to Council by capturing a photo of an issue and having this information sent directly to Council for review.

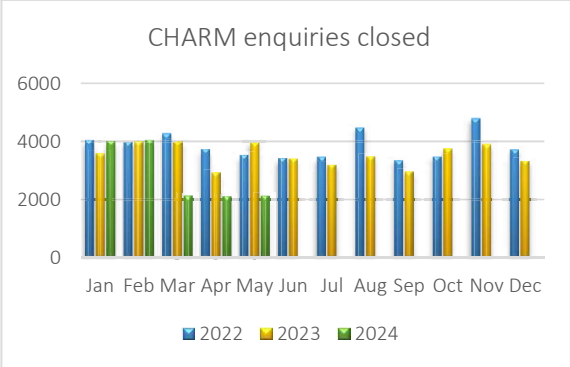


Council's Customer Help and Resolution Management (CHARM) system is used to record customer requests, which are primarily received via phone, Snap Send Solve, via email and through the My Hobsons Bay Hub.



Top CHARM requests logged related to the following service areas

- Council building maintenance (405)
- Street trees (272)
- Dumped rubbish (267)
- Street sweeper (90)
- Drainage (89)
- Parks/Reserves (82)



Top CHARM requests closed related to the following service areas:

- Council building maintenance (434)
- Street trees (292)
- Dumped rubbish (292)
- Parks/Reserves (100)
- Footpaths (79)
- Street sweeper (75)

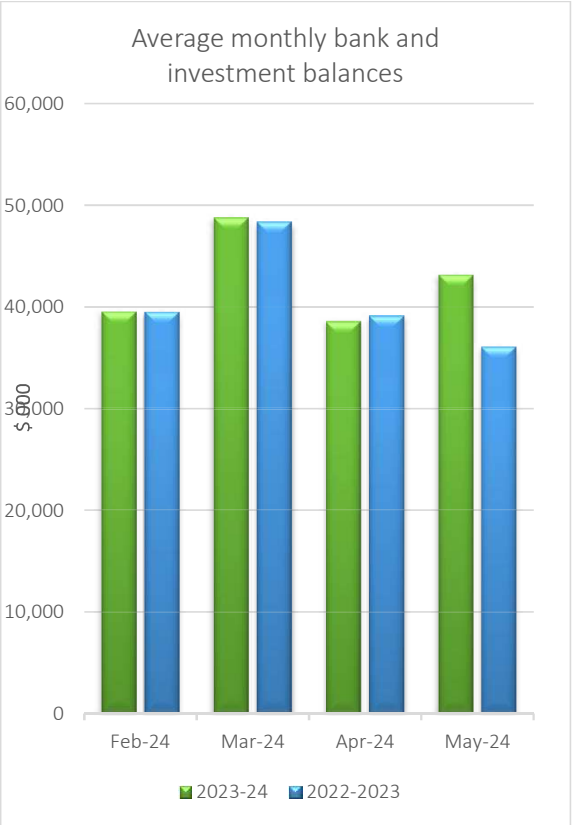
Financial Management

Financial statistics

The average balance of cash and investments during May 2024 was $43.127 million. This compares to the average balance of $38.614 million in April 2024 and an average balance of $48.807 million in March 2024.

The closing balance of cash and investments at the end of May 2024 was $49.911 million. Compared to $42.267 million at the end of April 2024 and $42.605 million at the end of March 2024.

Council investments at the end of May 2024 included cash and at call investments of $11.911 million and term deposits of $38.000 million, with an average date to maturity of 105 days and an average interest rate of 4.89 per cent.



The balance of outstanding debtors for May 2024 was $2.29 million compared to an average balance of $2.477 million over the last twelve months.

Amounts outstanding over 90 days at the end of May 2024 total $452,000 representing 19.7 per cent of total debts.

The most significant debtor groups over 90 days is Property.

The provision for doubtful debts at the end of May 2024 is $566,000 or 24.6 per cent of total debts.

Hardship Policy

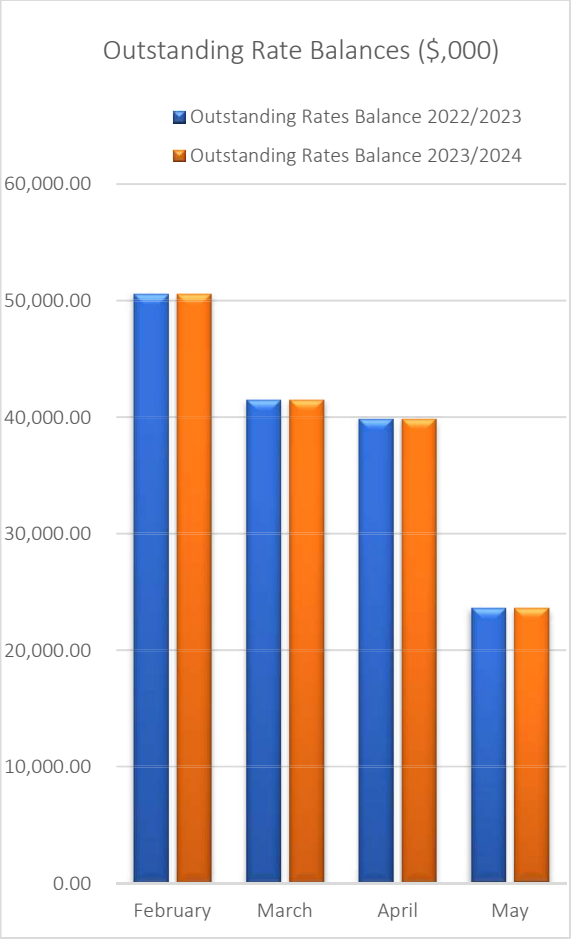
Any person who currently requires financial assistance can apply on-line and may be invited to enter into an interest free repayment plan and /or assessed for a waiver of rates if they provide evidence for consideration and meet the criteria as set out in Council's hardship policy.

As of 313 May 2024, there is a total of 466 ratepayers, with arrears totaling $1.97 million, listed on the Council's interest free repayment register. Council has waived over $77,000 in interest charges since the start of the 2023/24 financial year. Council continued to receive regular payments in the month of May and the total amount of arrears outstanding as of 31 May 2024 is just over $27 million.

Revenue statistics

Rates income as of 30 April 2024 was $110.714 million compared to the year-to-date budget of $109.874 million. This is made up of general rates ($97.936 million), waste collection charges ($10.914 million), and interest on rates ($986,000). These are offset against hardship rate waivers ($20,716) and concession rebates ($437,000).

The Outstanding Rates Balance as of 30 April 2024 was $41.243 million. This is made up of general rates ($41.2 million) and hardship group ($0.403 million).



Procurement

Tenders have been called for the following:

- 2023.31 - Williamstown Mechanics Institute- Cottage Restoration
- 2024.20 - Hobsons Bay Wetland's Centre

The following tenders have been closed and are being evaluated:

- 2023.13 - Laverton Football Club Female Friendly Changeroom Design and Construct
- 2023.24 - Racecourse Road Altona - Culvert & Ford Crossing Upgrade
- 2023.05 - Provision of Meals
- 2023.27 - Leo Hoffman Reserve Newport Play space Upgrade
- 2023.55 - Woods & Lohse Master Plan Stage 1
- 2023.28 - EOI - Sutton Avenue Kindergarten - Lease Opportunity
- 2023.23 - Pipeline Reserve Seabrook- Upgrade Works
- 2023. 53 - Alma Avenue Reserve Constructions
- 2024.12 - Drainage Renewal Program 2023:49 Consultant Panel

The following contracts awarded under Council resolution:

- 2023.50 - Altona North Library Refurbishment
- 2023.47 - Altona Beach Entry and Esplanade
- 2023.59 - Altona Hockey Club Pavilion Redevelopment

The following contracts have been awarded under financial delegation:

- 2024.16 - Ice Skating in Commonwealth Reserve (Winter in Nelson Place)
- 2024.09 - Landfill Gas Testing
- 2024.05 - Kindergarten Feasibility
- 2024.13 - Message Tree Installation

Enhancing our community

The Infrastructure and City Services Directorate has delivered and continues to deliver a range of projects and services across the municipality.

West Gate Tunnel Project

In May 2024, CPBJH Joint Venture (JV) focused on advancing major works to widen the West Gate Freeway. This included ongoing efforts at key locations such as the inbound and outbound tunnel portals, Williamstown Road and the M80/Western Ring Road freeway interchange. Installation of gantries and signage, along with progress on the Hyde Street ramps and landscaping continue.

Additionally, recent work involved constructing a new electronic overhead sign gantry along the Princes Freeway shoulder near Tyquin Street in Laverton and at the Simcock Avenue and Hyde Street intersection in Spotswood.

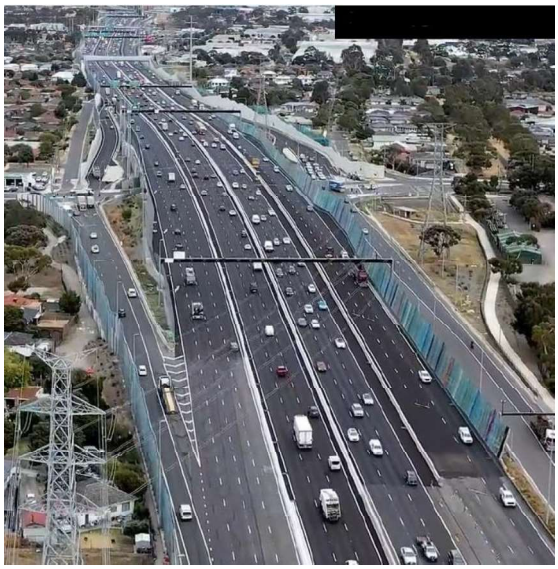


Image: West Gate Freeway, Millers Road interchange looking west (WGTP image)

Progress continues on the tunnel portal ventilation structure and the Hyde Street ramps. Road decks within the tunnels have been finished, and work on tunnel cross passages is underway. The outbound tunnel exit ventilation structure is nearing its final height of 50 meters. Additionally, plans are being made to install a timber net structure inbound portal, expected to take place in June 2024. This structure will reach a height of 35-40 meters.

Offset tree replanting has commenced in the following areas across the Project area.

- Altona Memorial Park
- Kororoit Creek Reserve
- GJ Hosken Reserve

Image: Future Southern Outbound Tunnel Ventilation Structure (WGTP image)

West Gate Neighbourhood Fund (WGNF)

The West Gate Neighbourhood Fund is a $10 million community grants program established by WGTP MTIA to support communities in Melbourne's inner west, prioritising those most affected by the construction of the West Gate Tunnel Project.

The latest round of grants from the West Gate Neighbourhood Fund closed on 18 March 2024 with more than 125 applications received. Applications are being reviewed, with the successful applicants announced shortly. The projects awarded funding are required to be completed by July 2025. Notably, a total of 120 projects have been funded through previous grant rounds, covering various initiatives within the communities of Maribyrnong and Hobsons Bay.

Level Crossing Removal Projects

Level Crossing Removal Projects

Champion Road and Maddox Road

The Maddox Road and Champion Road Level Crossing Removal Project involve several key components, including the closure of the level crossing at Champion Road, the construction of a new link road between Maddox Road and Champion Road, and the building of a new overpass for pedestrians and cyclists to cross Champion Road. Additionally, the project includes the removal of the level crossing at Maddox Road by constructing a rail bridge over the road.

During the Council meeting on 12 March 2024, council decided not to support the proposed closure of Champion Road as the solution for the removal of the level crossing at Champion Road. Instead, Council endorsed site-specific grade separation principles for the removal of the level crossings at both Champion Road and Maddox Road by constructing a rail bridge over the road.

Council has written to the Premier and Treasurer of Victoria requesting a temporary pause on the Champion Road project to consider alternative options aimed at achieving the best possible outcome for the community.

LXRP have set up a Stakeholder Liaison Group made up of community members who will meet regularly to discuss the project with the first meeting held on 21 May 2024.

LXRP is currently in the planning stages for the Project and has extended invitations to both Council and the community to submit formal feedback. Information has been provided for comment on various aspects of the project, including the project boundary and area, environmental management, heritage considerations, tree and vegetation removal, amenity and construction-related impacts. All feedback received will be complied into a Consultation report, which will be used to inform the Minister for Planning's assessment of the Project.

Throughout May, LXRP conducted two in-person community information sessions and hosted a webinar to provide community members with more details about the project. Additionally, LXRP are seeking community insights through an online survey to help inform the project's designs and development.

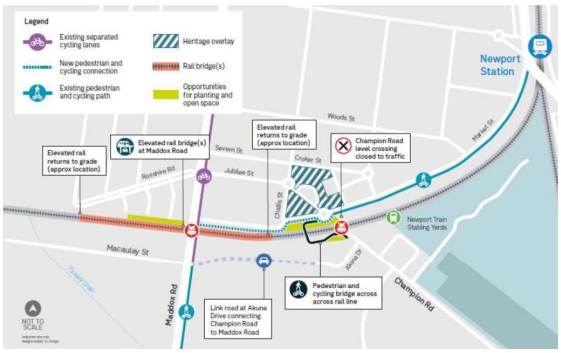


Image: Proposed Map, Proposed Maddox Road and Champion Road level crossing removals (LXRP image)

Hudsons Road, Spotswood

LXRP proposes to remove the level crossing at Hudsons Road by constructing a new rail bridge, with the aim to complete the project by 2028. Additionally, the project entails the construction of a new elevated Spotswood Station.

Council has formed a Community Interest Group, which convened in April 2024 to consider site-specific grade separation principles and objectives for the removal of the level crossing.

Maidstone Street

LXRP is currently in the planning and investigation phase for the removal of the level crossing at Maidstone Street, Altona. The plan involves removing the level crossing by constructing a road bridge, with the goal of completing the project by 2027.

Initial investigations and planning activities have already begun, including traffic surveys on Maidstone Street and surrounding roads, land and utility surveying across the site and rail corridor, and environmental assessments.

Council staff are actively contributing to the project's planning and design process, which includes the development of Urban Design Guidelines.

Pavilion and Reserves

HC Kim Reserve Upgrade

The Kim Reserve Pavilion project is progressing well with significant milestones reached. The turf recently laid on Pitch One is showing excellent growth and is in great condition. The Pavilion is expected to be completed by the end of June 2024, allowing the club to utilise the grounds and Pavilion from July 2024 for the second half of their season.

Image: Kim Reserve Pitch One

Donald Mclean Reserve

Construction has commenced on the reinstatement of Donald Mclean Reserve. The project includes minor repairs to pathways, replacement of edging, repairs to irrigation systems, re-mulching and some planting. The works for the play space, which includes the play equipment, BBQ area and exercise equipment was completed early May 2024.

Image: Exercise equipment at Donald Mclean Reserve

Other Projects

Altona Beach Entry and Esplanade

At the 14 May 2024 Council meeting, Council awarded the contract for the Altona Beach Entry and Esplanade Construction Project. This project will be completed in two stages, with stage 1 set to commence in early June 2024.

The aim of the project is to revitalize the Altona Foreshore area between Sargood Street and Bent Street, turning it into an inviting and vibrant destination that caters to the diverse needs of the community.

The upgrade will include various elements such as a new sea wall, feature wall, bins, seats, shelters, lighting, sculpture, showers, drinking fountain, irrigation system, as well as pavement and landscape works.

Image: Concept Image of the Altona Beach Entry

The Message Tree

This project will provide the community with an interpretive space to share the history and significance of the Message Tree which will be located on the corner of Nelson Place and Thompson Street in Williamstown. The scope of works includes the installation of interpretive marker, timber seating and bluestone pavers, aiming to create an engaging space for residents and visitors to enjoy. The project is scheduled to commence in June 2024.

Image: Concept Image of the Message Tree

Sporting Projects

Council supporting Club Funded Projects

The sport and recreation team has been collaborating with local clubs to facilitate the implementation of projects funded through successful applications streams, such as the Westgate Tunnel Project. Here are some examples of projects that were completed in May 2024.

Altona Hockey Club Scoreboard

Image:(L-R) Jason Patterson, Vic President AHC, Mayor Tyler, Players back row - Connar Otterbach, Jess Brennan, Emma Aitken, Minister Horne MP, front row - Harry Dolenc, Kade Leigh, Carly James, Bronte Kerley

Goal Netting Project

Image: Newport Senior Football Club Behind Goal netting project at A.W Langshaw Reserve

Laverton Bowling Club Greens

Officers from Council were present at the Laverton Bowling Club on 9 May 2024 to attend the official opening of the renovated bowling green. Councillors Matt Tyler and Diana Grima, along with Mathew Hilakari MP were also in attendance to inaugurate the green.

During the event, Club President Doreen Keane acknowledged the support provided by council in coordinating the project, as well as the funding received from the State Government, which made the renovation possible. The Club managed the project and contributed $18,000 to ensure that the green and its surroundings were prepared for the upcoming season.

Image: L-R: Tom Boon, Mayor Cr Tyler, Mathew Hilakari MP, Cr Grima, Doreen Keane, Doug Cooper

Road, Drainage and Footpaths

Melbourne Road/Pasco Street Williamstown

Since mid-January 2024, construction has been ongoing at the Melbourne Road and Pasco Street intersection in Williamstown. The project involves installing new underground drainage systems from the Electra Street intersection to the Pasco Street intersection.

Additionally, new kerb and channel and footpaths are being installed on both sides of Melbourne Rd and on the south side of Pasco Street. These works are expected to be finished by early June 2024.

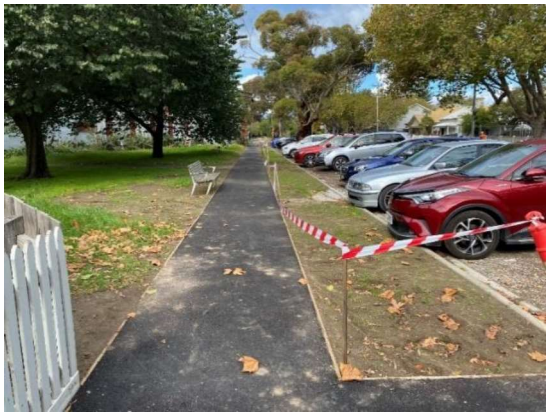


Image: New footpath and kerb and channel along Melbourne Road outside of the Mechanics Institute

Harrington Square Carpark Upgrade

Construction has begun on the upgrade to the Harrington Square carpark, starting with the installation of new drainage on the west side of the carpark.

Additionally, the installation of Strata Tree Cells has commenced, creating an optimal environment for newly planted trees. The project will also feature the creation of new outdoor dining areas in front of cafes, enhancing the functionality of the space.

Image: New strata tree cells installed at Harrington Square for better root growth of new trees

Dolman Lane, Newport

Construction has begun on Dolman Lane, situated between Charlotte Street and Graham Street in Newport. The project involves installing new drainage systems and laying concrete slabs for the currently unconstructed sections of the laneway.

Image: Dolman Lane new drainage installed

Parks

Green Streets Program

The Green Streets program will continue this year, focusing on three streets in Seabrook and Altona Meadows. These selected locations align with the implementation of the Better Places place guide and aim to enhance canopy coverage in areas with minimal tree cover. The streets for this year are:

- John Lecky Road, Seabrook
- Fleming Avenue, Seabrook
- Canny Court, Altona Meadows

Tree Planting

Tree planting in parks, reserves and streets commenced at the end of May 2024 with over 2,200 new trees being planted throughout public space.

In addition to parks and reserves, several hard surface streets have been identified for tree planting. These streets will see new trees planted in designated tree pit cutouts within the pavement. Residents living along these streets will receive communication providing them an opportunity to provide feedback on the tree planting plans.

Image: Norfolk Island pines at Apex Park and Grant Reserve in Altona

Conservation news

Maggolle Award Nomination

The Conservation team has been successful in receiving an award for the Boollam Boollam Willum events that were recently held in Hobsons Bay. The award is for local governments working in partnership with First Peoples to support self-determination, advance reconciliation, strengthen shared decision making with First Peoples.

The events were held in April 2024 at Truganina Park in Altona Meadows and provided a great opportunity for our community to learn about First Nations culture while appreciating the thriving biodiversity in our area.

Image: Smoking Ceremony with Uncle Mark & Uncle Shane from the Bunurong Land Council Corporation (12 April)

Plant Deliveries

Over the next few months, the Conservation team is gearing up for extensive revegetation in our conservation reserves. These initiatives will focus on planting native trees, shrubs and understory vegetation. National Tree Day and World Environment Day are two significant events where we aim to plant a total of 5,000 trees, shrubs and understory plants. Currently, tub stock seedlings are being delivered in preparation for these events.

Image: Nursery with plant boxes

Community events

Coastal Corridor Partnership – Kayaking day

On 20 May 2024, the Bunurong's Tarbuk Biik rangers took part in a Kayaking session as part of the activities organised by the Peri-urban working group. This session showcased the important conservation work being undertaken and the partnership that have been forged as part of the grant initiative.

The Coastal Corridor Partnership is a weed control program that focuses efforts in the coastal areas of high conservation significance in Hobsons Bay. The program was funded with support of the Victorian Government to protect native plant and animal species from high-risk weeds across Greater Melbourne.

Image: Kayaking session held on 20 May 2024

Native Plant Giveaways

On 3 May 2024, the Habitat Gardens program held a native plant giveaway at Newport Lakes Native Nursery. Over 250 residents from Hobsons Bay participated in the event and received a box containing 30 free local wildflowers and grasses. Additionally, residents had the opportunity to collect indigenous trees and shrubs suitable for private gardens.

By encouraging residents to plant indigenous species in their gardens, we aim to provide habitat and food for urban wildlife, enhance biodiversity, improve ecosystems and connect our green corridors. The event was highly successful and was a great opportunity to raise awareness about the Habitat Gardens program within the community.

Better Places Project

The Better Places model is focused on a design-led and place-based approach to projects. It helps provide a clear vision and understanding of the elements required to make better places and therefore provides better outcomes for the community. The Better Places Project is a unique program which provides an opportunity for the community to actively participate in helping shape the future direction of their suburb.

To date, four Place Guides have been shaped by community and endorsed by Council which are progressively being implemented:

- Laverton
- Spotswood & South Kingsville
- Brooklyn & Altona North
- Seabrook & Altona Meadows

Laverton

Laverton was the first suburb to experience the Better Places model. The Laverton Place Guide was endorsed by Council in September 2020. A copy can be found at: participate.hobsonsbay.vic.gov.au/better-places-laverton

Better Places & Spaces – McCormack Park

A Masterplan for McCormack Park was endorsed by Council in December 2022, it includes three (3) stages. A copy of the Masterplan document can be found here.

McCormack Park is a beloved community park in Laverton, placed either side of the stunning Laverton Creek. A place for residents to relax, exercise, play and skate for many years; its reimagining will provide greater opportunities for community to connect with each other and nature.

Construction works for Stage one of McCormack Park started in May 2024. The project aims to create socialising spaces with seating, adult exercise stations, and tree and shrub planting. Currently, earthworks, planting and the establishment of loop fending are underway. The project is expected to be completed by August 2024, providing the community with recreational and green spaces for outdoor activities.

Image: Earthworks underway at McCormack Park

Love Laverton Parks - Cropley Reserve

Works commenced early November 2023 and is expected to be completed and open to the public by late June 2024. The reserve will include an upgraded play space as the heart of the reserve and, new equipment for toddlers and older children. The southern section will remain as a flexible use open grassed area. New native tree planting will help encourage local pollinators such as birds and butterflies.

Cropley Reserve will be the crowning accomplishment of the Love Laverton Parks project. Eight local park upgrades, and four pocket parks, as part of the community led Better Places Laverton program. A single co-ordinated project that creates a complementary suite of parks which offer choice, plus a variety of functions and activities for people of all ages; whilst also applying the principles of achieving a 'cleaner and greener' Laverton.

Image: Works underway at Cropley Reserve

BETTER PLACES Laverton

Spotswood and South Kingsville Place Projects

The Better Places Spotswood + South Kingsville Place Guide was endorsed by Council on 12 October 2021.

Recent Place Guide project highlights include:

STREETS for People – The Avenue

Better Places Spotswood & South Kingsville community consultation noted that the area is very car dominated and that the local community want to see the streets changed to make them more pedestrian or bike friendly.

The focus of this project is to lead the shift throughout Spotswood and South Kingsville towards creating 'streets for people' - reducing vehicle speeds and through traffic, undertaking works to make the villages and neighbourhood streets feel safer, and more attractive for use by pedestrians and cyclists.

The Avenue in Spotswood, between Melbourne Road and Hope Street has been recently upgraded to align with the new Donald McLean Reserve and playground. Raised pedestrian crossings, tree protection from cars parking on the old gum root system, a new pedestrian path, new and clear carparking bays including disabled, landscaping and fencing are all a part of the upgrades. An important missing link for pedestrians and cyclists alike.

BETTER PLACES
Spotswood & South Kingsville

Image: The GreenLine Project

GreenLine Project

The GreenLine is one of the largest projects incorporated into the Better Places vision for Spotswood and South Kingsville. With the community concerns over traffic congestion in the local area, and with the population projected to double over the next 15 years, this is a significant step towards providing an efficient and practical alternative to private vehicle usage.

The vision for the GreenLine Project is to provide major east-west and north-south active transport corridors that run through the heart of Spotswood and South Kingsville and will link all key destinations including the major future development precincts, schools, Spotswood Station and village centres. The GreenLine will also connect through to the Federation Trail and West Gate Tunnel veloway, providing a direct active transport link to Melbourne CBD and the regional cycling network.

Detailed engineering design has commenced for section one of the East-West GreenLine in Spotswood (EW1). The project will include a new cycleway, footpath, tree planting, traffic planting, traffic calming and one-way traffic flow on Birmingham and McLister Streets. The engineering design should be completed in 2024/25.

A page has been published on the Council website to provide an overview of the project and provide details for how each section is being planned.

Better Places Brooklyn & Altona North

The Better Places Brooklyn + Altona North final Place Guide was endorsed by Council in December 2022. A copy can be found at participate.hobsonsbay.vic.gov.au/betterplaces-brooklyn-and-altona-north. Three key themes were uncovered from thousands of pieces of community feedback:

The abovementioned themes drive Place Guide projects for the community… by the community. A mix of both shorter-term projects that can be implemented quickly, as well as longer term projects that are larger and more complex and will require more extensive design and consultation. The programme spans from 2023 to 2028.

Wayfinding Signage for Brooklyn and Altona North

New wayfinding signage is coming to Brooklyn and Altona North to encourage more walking and cycling to key locations.

BETTER PLACES
Brooklyn & Altona North

Better Places Seabrook and Altona Meadows

The final Seabrook & Altona Meadows Place Guide was endorsed by Council at the 12 September 2023 meeting.

The Place Guide provides a mix of both shorter-term projects that will be able to be implemented quickly, as well as longer term projects that are larger and more complex requiring more extensive design and consultation.

The Place Guide provides six overarching projects in response to community feedback received through multiple stages of community engagement to be implemented throughout 2023-2028.

Love Our Parks – Pipeline Reserve Seabrook, community play space and park upgrade

Following several years of consecutive community submissions via the Pitch Your Idea Program and an extensive community consultation process, the design and tendering process for this project has been completed.

Community engagement revealed a significant number of families living in the Seabrook and Altona Meadows area who have children on the autism spectrum. Demographic data, in addition to customer requests to Council from families over the past seven years, has indicated the need to provide a safe and inclusive family space for all local children. The playground will be fully fenced and include family and social recreation spaces as well as a range of play options for children.

Image: Pipeline Reserve, Seabrook – concept plans

Alma Avenue Reserve

Alma Avenue Reserve in Altona Meadows is about to receive a face lift. The upgrade will include a new playground, improved footpaths linkages, creation of a community gathering space, reserve landscaping and new park furniture. Works are expected to commence in June 2024.

Image: Concept plan for Alma Avenue Reserve

Submission to the Victorian State Government's Legislative Council Economy and Infrastructure Committee

Inquiry into Local Government Funding and Services

HOBSONS BAY CITY COUNCIL

Executive Summary:

This report examines the impact of cost shifting on Hobsons Bay City Council. Cost shifting occurs when the responsibility for providing services or infrastructure is transferred from one level of government to another without corresponding funding.

This practice is estimated to cost Hobsons Bay City Council residents between **$15 and $16 million** in the 2023-24 fiscal year.

This report is based on data-driven evidence of the effects of cost shifting on Council and its community, focusing on key themes such as decreased proportional funding for services, debt collection for State Government services not delivered by Council, enforcement of state and federal policies, and single funding expectations. The report aims to urge the Victorian State Government's Legislative Council Economy and Infrastructure Committee to address the ongoing practice of cost shifting and provide for a more sustainable and equitable funding model to support Council's and their communities.

Purpose:

The purpose of this report is to provide details of the effects of cost shifting on Hobsons Bay City Council and its community. It details how changes in funding models and legislative mandates have increased financial pressures on Council, particularly concerning responsibilities that fall under State or Federal Government jurisdiction. This has significantly impacted Council's ability to deliver its own essential services to the community. While this report highlights specific examples of cost shifting, it is important to recognize that the issue extends to numerous other areas. The financial impact of cost shifting on Hobsons Bay City Council is not only restricted to the financials outlined in this report.

Key Themes:

The report focuses on the following key themes:

1. Rate capping artificially constrained.
2. Decreasing proportion of funding for services
3. Debt collection for State Government services not delivered by Council.
4. Enforcement of state and federal policies
5. Single Funding Expectations

By focusing on these themes, the report aims to provide a comprehensive analysis of the financial strain imposed on Hobsons Bay City Council due to cost shifting, thereby underscoring the need for a more sustainable and equitable funding framework.

Background:

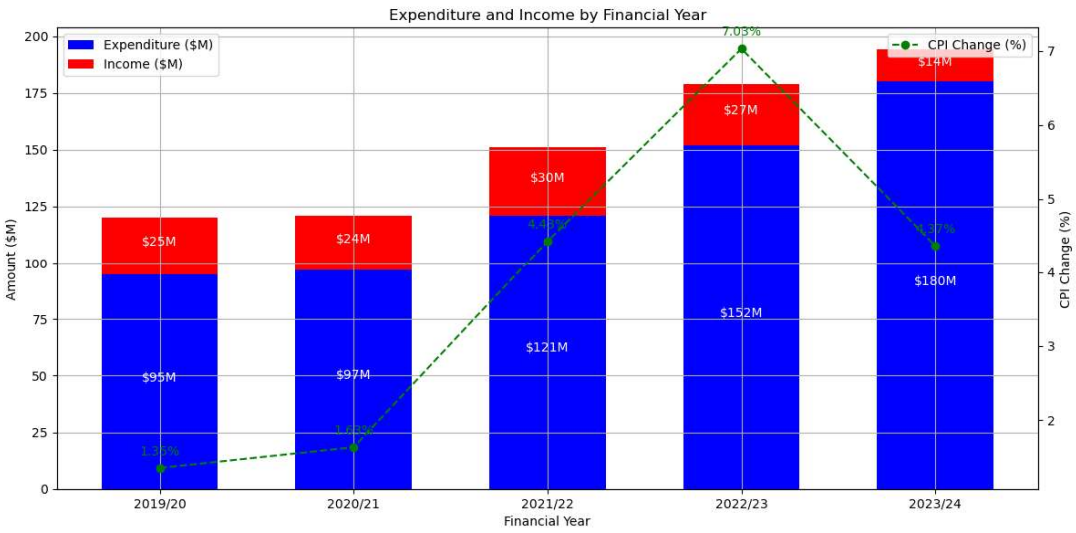
Cost shifting occurs when the responsibility for providing certain services including infrastructure is transferred from one level of government to another without funding support. For many years, Hobsons Bay City Council has faced significant financial pressures due to cost shifting, particularly from the Victorian State Government. This submission will focus on key examples such as child and maternal health funding, climate change adaptation, waste management, social housing and other matters.

1. Rate Capping Artificially Constrained.

Rate capping has imposed significant limitations on Hobsons Bay City Council's capacity to generate income that matches the increasing costs of services and community expectations. Since rate capping was introduced in 2016, the rate cap, which is tied to the Consumer Price Index (CPI), does not reflect the actual cost pressures faced by councils, which are substantially affected by construction costs such as, materials, construction plans and wage costs. These areas have been impacted by cost increases of between 10-15% or higher, in particular since the pandemic, which is considerably higher than the CPI, which as a minimum should be reflected by the imposed rate cap.

The Rate Cap model was originally devised to be linked to the CPI, assessed and recommended by an independent advisory panel. The State Government and the applicable Local Government Ministers have continuously ignored this independent recommendation, allowing the Rate Cap to be reduced below recommended levels. This discrepancy has been unsupported by any form of rationalised justification, making it difficult for Hobsons Bay City Council to sustain current service levels, let alone increase services or assume new roles that were traditionally the responsibility of higher levels of government. While Council has adopted various efficiency measures, such as organisational changes, asset disposals, and joint procurement, the long-term consequences of rate capping include under-spending on vital infrastructure such as roads and community facilities and a reduction in the service level of a number of services provided to the Community.

This under-spending creates risks to the quality and safety of local infrastructure and restricts Council's ability to meet the expanding needs of the community. Despite efforts to deal with these limitations, the financial problems caused by rate capping continue to affect Council's ability to provide comprehensive services and maintain infrastructure standards. The chart below references Income and Expenditure against Annual Average CPI % over the past five years and highlights the growing gap between capped income and the financial capacity required to effectively support the community.



Income and Expenditure against Annual Average CPI %

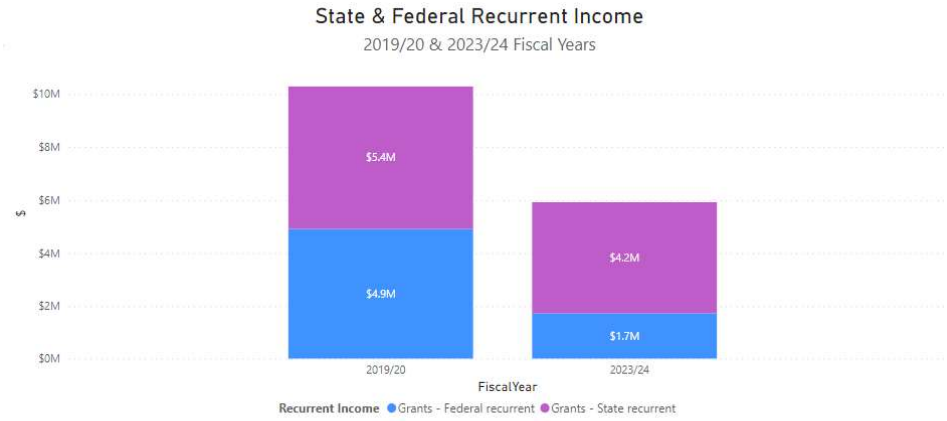
2. Decreased Proportional Funding:

This refers to the declining proportion of funding provided by the State Government for essential services, which traditionally received substantial state support. Over time, state contributions have decreased, forcing local councils like Hobsons Bay to cover the shortfall. This mechanism impacts Council by straining its financial resources, as it must reallocate funds from other critical areas to maintain service levels. Additionally, it places a heavier burden on residents, who face higher fees and charges to compensate for the reduction in state funding.

Financial and Resource Implications:

The financial impact of cost shifting is clearly reflected in Council's income data. Over the period from 2019/20 to 2023/24, there has been a significant decrease in state and federal grants for essential services. This sharp decline in grant funding has compelled Council to rely more heavily on local revenue sources, which are inadequate to address the increasing demands and costs. This is demonstrated by the changes in funding over recent years as outlined below - in reference to State and Federal Recurrent Income, 2019/20 and 2023/24

- Funding in 2019/20: $10.28 million
- Funding in 2023/24: $5.92 million
- Drop in Funding: $4.36 million (42.40% decrease)

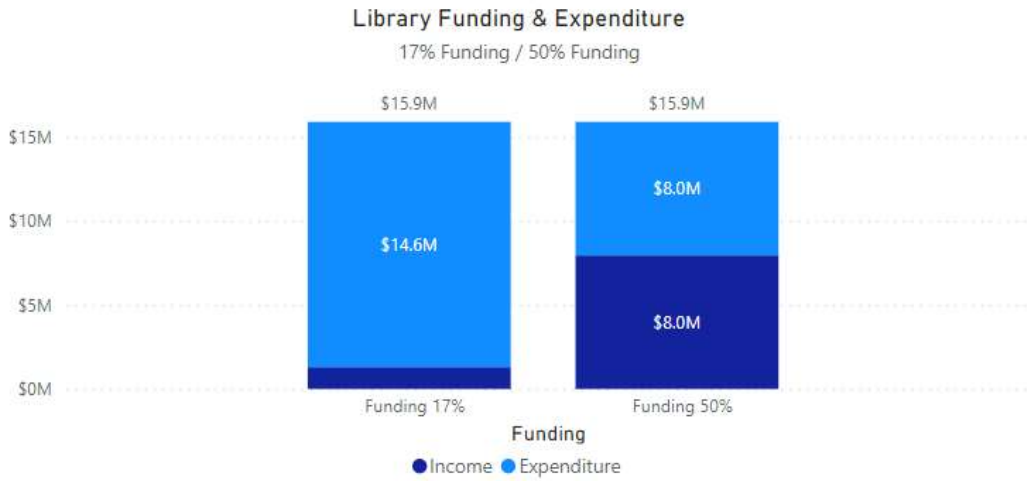


State & Federal Recurrent Income, 2019/20 and 2023/24

Libraries - Capital and Operational Grants Reduction:

In the past, state funding accounted for a larger share of the library operating expenses, but this has steadily reduced. For example, the percentage of State Government funding for libraries reduced approximately 50% to around 17% over the last ten years.. This substantial reduction has placed additional financial pressure on Council, requiring it to allocate more of its own funds to maintain library services.

If state funding had remained at the previous 50% level, the investment in libraries would have been about $8 million for the 2023/24 financial year. However, the actual state funding provided was only $1.34 million, resulting in a funding shortfall of about $5.66 million. This substantial reduction has increased the financial burden on Council



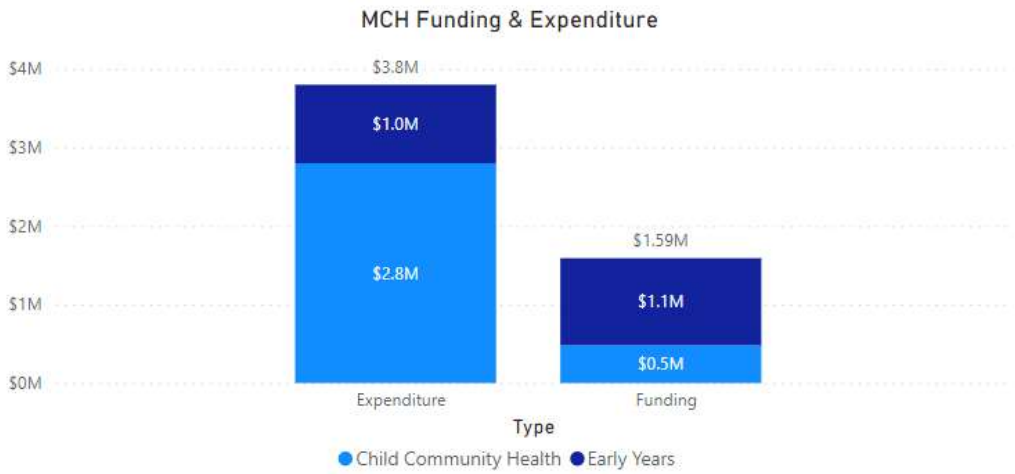
Despite the community's high demand for and reliance on library services, there are currently no indications that the State Government plans to increase its contribution to library funding. This ongoing decline in support exacerbates the financial strain on Hobsons Bay City Council, making it more difficult to sustain and enhance library services for the community.

Maternal and Child Health Funding Model Changes:

The funding model for Maternal and Child Health (MCH) has changed from being fully funded by the state to requiring significant financial contributions from local councils. This change has increased the financial stress on Hobsons Bay City Council to sustain these critical services.

As shown below the current spending for Maternal and Child Health services is $3.8 million. If the funding model were still at 100% state funding, Council would receive this amount. In the 2023/24 financial year, the actual funding received was only $1.59 million, leaving a gap of $2.21 million. This forces Council to divert resources from other areas to cover the gap, which impacted the overall service quality and financial stability of Council.

The significant decrease in state funding has placed an extra burden on the Hobsons Bay community, as Council must bridge this gap to ensure the ongoing delivery of vital MCH services. This continuing financial pressure highlights the need for a more sustainable funding model that properly supports local councils in delivering essential state services without unfairly impacting the community.



Maternal Child Health Funding V Expenditure, 2023/24

3. <u>Debt collection for State Government services not owned by Council:</u>

The State Government has imposed the administrative debt collection of some state levies on local councils without their consent. Hobsons Bay City Council must collect these levies. These include levies such as the Fire Services Property Levy and the Landfill Levy which are not related to the services that Council provides and are paid directly by Council to the State Government. This has impacted Council by raising administrative costs and creating a perception by the community that these additional charges are revenue to Council, when in fact they are being collected and paid on behalf of the State Government. This places Council in the position of dealing with community complaints about these levies, especially when they increase greater than CPI and well in excess of the Local Government rate cap. The key issue is that Council faces both direct and indirect costs associated with managing the administration of these levies and is criticised for the discontent expressed by the community without any form of compensation or recourse from the State. These examples are explored in more detail below:

<u>Fire Services Property Levy:</u>

The Fire Services Property Levy (FSPL) must be collected by Hobsons Bay City Council and paid for by its residents. Although the levy appears on council rate notices, the funds are provided to state-managed services, not local council services. Property owners contribute annually via their council rates to the FSPL, adding to the overall annual costs paid by them to Council. This additional charge exacerbates the economic pressures on the community, as residents are compelled to fund a service over which the local council has no control or responsibility through their rates notice.

<u>Waste Management - Landfill Levy and Waste Charge Restrictions:</u>

The increase in the landfill levy and the restrictions on waste charges have severely impacted Hobsons Bay City Council's financial position. The revenue data shows a clear decline in funds for waste management, due to costs imposed by the state. As a result, Council has had to divert resources from other services to fill the gap, adversely affecting overall service quality.

From a historical perspective, the landfill levy increases have been disproportionate to any other fiscal increase imposed by government during the corresponding period. For example, as shown below, over the last four years the Landfill Levy has increased by over 100%. Whilst the Landfill levy is recovered by Hobsons Bay City Council from its residents as a component of Council's annual waste service charge, the levy itself is collected by Council and paid to the State government.

Landfill levy in 2019/20: $64.30 per tonne

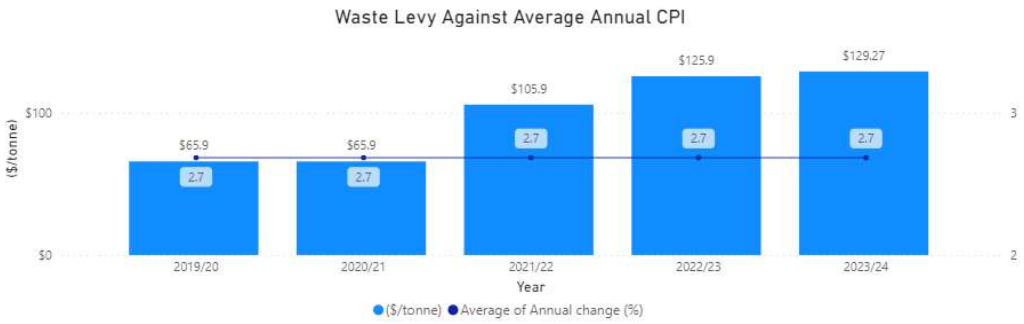
Landfill levy in 2023/24: $129.27 per tonne

Levy increase from 2019/20 to 2022/23: $64.95 (+101.04%)

State legislation requires material separation for recycling, which requires an additional collection cycle and infrastructure. Although initial funding has been provided to establish these services, the ongoing costs have been directly passed on to residents, further exacerbating the financial pressure on local councils. Hobsons Bay City Council must continually address these challenges to maintain effective waste management services amid increasing financial constraints.

When the export ban on recyclables was introduced, the state was slow to invest in the transition to a four-bin system, which the landfill levy was supposed to fund. Instead, Hobsons Bay City Council has funded this transition, resulting in an estimated **$4 million** spending gap that Council has covered. This situation has placed an unfair financial burden on Council, being the responsibility to collect money for a service it does not run or have accountability for, while also carrying the reputational and community costs associated with collecting the levy.

Additionally, these increases have placed significant financial risks on councils, including Hobsons Bay City Council, especially regarding community dissatisfaction and the financial burden of complying with curb side recycling reforms under the Recycling Victoria - Circular Economy Policy. Melbourne's landfills are nearing capacity, and the planning and construction of alternative recycling, composting, and disposal infrastructure are still in progress. This situation increases the risks of unmanageable transport costs and material stockpiling. As a result, Council faces considerable challenges in managing waste effectively while ensuring compliance with state mandates.



Waste Levy, Against Average Annual CPI%

4. Implementation and monitoring of State and Federal policies:

This cost shifting mechanism involves local councils obligated to implement and monitor state and federal policies without adequate financial support. Hobsons Bay City Council must enforce and check compliance with various regulations, such as domestic swimming pool inspections and environmental policies. This implementation role creates additional financial and operational challenges for Council, as it must invest in staff training, system upgrades, and procedural adjustments. Council must also use local resources to meet these state and federal mandates, affecting its ability to deliver other essential services efficiently. Whilst in some cases the State Government "allows" Council to charge for out-of-pocket expenses for such services, this in effect sees residents of the Hobsons Bay municipality directly charged for State required regulation by Council.

A major source of cost shifting is the new regulatory duties that local councils are required to perform that were previously the responsibility of state authorities. For instance, the responsibility to inspect domestic swimming pools has been delegated via legislation to local councils. A state authority could have done this, such as the Victorian Building Authority (VBA), instead it has been passed on to councils, increasing their financial and operational pressures. This change has required the recruitment of more staff to oversee inspections and compliance, which is a significant expense for Council. Specifically, the enforcement of these inspections demands approximately one staff member and additional costs to Council of $275,000 per year.

Other Compliance Obligations

Compliance with diverse state requirements, such as new laws and environmental rules, entails continual investment in staff education, system improvements, and process changes. These compliance-related costs create an additional impost on budgets and staffing levels, creating extra financial restrains on councils. Examples include:

- Environmental Rules: Council must comply with state environmental standards, requiring investments in oversight and enforcement capacities.

  Health and Safety Compliance: Applying state health and safety directives necessitates continual training and process updates.
- Accounting Standards: Resources that include staff and money are required to comply with state accounting rules.
- Ombudsman Inquiries: Legal and administrative help required to deal with inquiries and investigations, raising costs.
- Frequent Audits: State audits need preparation and management, taking staff time and resources away from other important tasks.

Local councils are faced with more financial responsibilities as they are required to perform additional tasks without sufficient funding, which impacts councils contribution to the community. There are many hidden costs associated with these changes The state imposes regulatory duties on local councils, without adequate financial support, forcing them to work more and spend more, and reducing the quality and speed of Council services for the community.

5. Single Funding Expectations

Single funding expectations occur when the State Government initially funds a new service or program but then reduces or withdraws its financial support, expecting local councils to keep funding the initiative. This mechanism effects Hobsons Bay City Council significantly, as it compels Council to find ways to continue these services with limited local resources as the Community often wants these services to persist, putting more considerable political pressure on Council to sustain them. This, again, requires Council to redirect funds from other areas or increase local fees and charges, which further strains Council's and the community's financial sustainability and overall service delivery.

Social and Affordable Housing

Hobsons Bay City Council has experienced growing demand for social and affordable housing without adequate State or Federal Government assistance. The income data from 2021-22 to 2023-24 shows limited state funding for social housing projects, requiring Council to redirect funds from other vital services to meet community needs.

The Victorian Government has invested heavily in social and affordable housing through various programs, such as the Big Housing Build and the Social Housing Accelerator. The Big Housing Build, a $5.3 billion initiative, aims to deliver more than 12,000 new homes across Victoria, including in metro and regional areas (VIC.gov.au). However, specific allocations or detailed funding amounts for Hobsons Bay City Council under these initiatives are not clearly stated in the available sources.

One notable project within Hobsons Bay is the Epsom Street Affordable Housing Project, which aims to provide housing for low to moderate-income residents to support local community connections in Hobsons Bay. Despite these initiatives, the funding provided has been insufficient to fully address the needs within Hobsons Bay, resulting in Council having to use significant local resources and/or its land assets to support these housing projects.

The limited state funding for social and affordable housing puts a disproportionate strain on Hobsons Bay City Council, especially during a time of increasing demand and financial constraints.

Conclusion

Hobsons Bay City Council calls on the Victorian State Government's Legislative Council Economy and Infrastructure Committee to rectify the persistent and detrimental practice of cost shifting, which has serious and significant implications for local government funding and service provision. The evidence presented in this submission illustrates the pressing need for a more sustainable and fair funding model to enable local councils to efficiently serve their communities.

By highlighting these points in this submission and showing the financial impacts with evidential numbers and data, the submission shows the significant, unreasonable, and real effects of cost shifting on Hobsons Bay City Council and its residents.

The real impact of cost shifting includes, but is in not limited to:

Rate Capping Artificially constrained: The State Government practice of amending the recommended Rate Cap artificially, has seen not only a disproportionate reduction in Council's rate income when compared to that of CPI and is inconsistent with the original intention of scheme. With rates as Council's most significant source of income, this reduction has a direct consequence in respect to declining service levels and a greater necessity for additional fees and charges to be incurred by the rate payers of Hobsons Bay City Council.

Reducing Funding Share for Services: The submission shows how cost shifting has led to a shrinking share of state funding for vital State Government services, such as libraries and Maternal and Child Health (MCH) services. This shift imposes an extra financial burden on residents, who now directly pay for services that should be funded by the State Government. The cumulative effect of these shifts is estimated to be between **$7 and $8 million** in the 2023-24 financial year.

Revenue Raising for State Government Services Not Delivered by Council: Local councils are compelled to fund state programs through local rates, effectively transferring the financial accountability from the state to local communities. This practice unfairly penalises residents who see their rates rise without corresponding benefits. For example, the Fire Services Property Levy and increased waste management costs result in higher rates for residents, amounting to a cost of between **$6 and $7 million** per year. Moreover, the Council spends considerable time managing community relationships and addressing complaints related to these levies, costing an estimated **$150,000 annually** in administrative expenses and reputational management efforts.

Implementation of State and Federal Policies: Local councils are required to implement various state and federal policies without sufficient funding. This includes responsibilities such as domestic swimming pool inspections, which were previously overseen by state authorities. The cost of implementing these regulations, including staff salaries and operational expenses, amounts to approximately **$275,000 annually**. This implementation role diverts resources from other vital services, increasing the financial and operational pressure on the Council.

Single Funding Expectations: Where the State Government initially funds a new service or program, but then cuts or stops its support, leaves local councils to fund the initiative. As was the case with Council's four-bin waste management system, which the state funded in the interim, subsequently the Council rate payers fully funds the an estimated spending gap of between **$3 and $4 million** in this program's roll-out. This puts an unsustainable financial pressure on the Council, which must either lower services or raise local rates to keep these programs.

HOBSONS BAY CITY COUNCIL

4 June 2024

Ask for:
Phone:
Our Ref:

Hobsons Bay City Council submission to Plan Victoria

Hobsons Bay City Council welcomes the opportunity to provide input into a new plan to shape the future for Victoria. Council understands the importance of effective long-term integrated planning to ensure the sustainable growth of our city and the State.

The submission enclosed provides a response to the engagement survey questions posed by the Department of Transport and Planning (DTP) to inform the development of Plan Victoria. The submission is summarised under the following 'key pillars':

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

The success of Plan Victoria will depend on the willingness of State and local government to work together to resolve significant growth challenges. Hobsons Bay City Council is committed to working with the State to address issues within our community.

If you wish to discuss this submission with officers, please contact David Power, Manager Strategy, Economy and Sustainability on 0472 826 234.

Yours sincerely

115 Civic Parade (PO Box 21) Altona Vic 3018 Telephone (03) 9932 1000 Fax (03) 9932 1090 www.hobsonsbay.vic.gov.au

Attachment 1 – Hobsons Bay City Council Submission to Plan Victoria

Context

The Yalukit Willam clan of the Bunurong People lived in the area now known as Hobsons Bay and had strong connections to land and sea country. Today the city is home to over 93,000 people and includes the suburbs of Altona, Altona Meadows, Altona North, Laverton, Seabrook, Seaholme, South Kingsville, Spotswood, Newport Williamstown and Williamstown North. The community is also made stronger by its cultural diversity with over 120 different languages spoken at home.

Historic suburbs and places in Hobsons Bay tell the story of Melbourne's industrial and commercial past. Today, the city plays a key role in the Victorian economy supporting close to 40,000 jobs within State significant industrial and commercial precincts. In 2022, Hobsons Bay's Gross Regional Product was estimated at $6.07 billion GRP (+2.32% from 2021) representing 1.22% of Victoria's total GSP (Gross State Product).

Hobsons Bay's rich natural environment is one of its greatest assets and includes 20km of coastline consisting of wetlands and parklands along Port Phillip Bay as well as remnant native grasslands and creek systems.

Response to Survey

Pillar 1: Housing Affordability and Choice

Actively involve local government in setting any future housing targets for the municipality as part of Plan Victoria

Given the importance of the plan which will replace Plan Melbourne as the guiding strategic document for the State over the coming decades, it is essential that consultation involve direct engagement with Council on key issues including the identification of housing targets.

Council must be involved in the development of housing targets as the level of government closest to community and with the greatest understanding of the opportunities and barriers to achieving housing affordability and diversity.

Factor in known opportunities and barriers to housing growth such as environmental and market constraints and consider liveability and amenity.

It is not clear yet how the housing targets in Plan for Victoria will be determined or implemented.

In developing Plan for Victoria, it is crucial that decisions and guidance on housing targets are informed by a robust understanding of the opportunities for growth, alongside challenges that might limit the ability to achieve housing growth in different areas. These opportunities and constraints should be clearly identified and mapped within the Plan itself and in the planning scheme, in order to ensure that they are appropriately considered in long term decision-making at a strategic and statutory level to accommodate housing growth.

Within the Hobsons Bay context, there are clear, identifiable barriers to housing growth within some parts of the municipality.

As a coastal municipality, the Hobsons Bay community is extremely vulnerable to the impacts of flood impacts and sea level rise, that are expected to increase in frequency and intensity as a result of climate change.

There are 9 Major Hazard Facilities located within the City, some of which are within proximity to existing residential areas that are otherwise well serviced and located. We continue to advocate to the State Government to introduce a Buffer Area Overlay to identify safety risks associated with these facilities, to ensure that future decisions about housing appropriately consider the risk to human health and safety. The Buffer Area Overlay for these facilities should be implemented prior to or alongside the development of any housing targets for the municipality. If a Buffer Area Overlay (BAO) for example were in place currently there would be more transparency in the planning system about the issues with safety that exist at Techno Park Drive due to its proximity to an MHF.

Fully utilising unconstrained land is also challenged by market factors. Despite encouragement for apartment-style development within the planning scheme, it is Council's experience that the development industry and market cannot find demand for this housing product within the municipality. The development of housing targets must have an understanding of market factors in delivering different housing typologies.

These barriers present challenges to realising increased housing growth within the municipality and result in very little land available for housing delivery within the municipality. This requires appropriate consideration not just in the formulation of housing targets, but in the determination of appropriate housing typologies to ensure supply meets the housing demand in a manner that achieves housing diversity.

The goal for future communities should be more comfortable, energy efficient and affordable homes, with more open space, cleaner air and easy access to transport, services and amenities. The benefits of greater density to support housing growth can only be fully realised through the provision of appropriate open space, community and greater investment in active and public transport infrastructure and service frequency for the community. Housing targets must be supported by planning for appropriate and commensurate investment in this important infrastructure to deliver liveable and sustainable communities. Council strongly encourages Plan for Victoria to establish funding models for infrastructure for infill and brownfield development and for these funding models to equitably reflect the challenges faced by western region councils.

Equally, local amenity and liveability must be maintained and new development should be required to achieve high levels of amenity, sustainability and energy efficiency.

Policy direction for housing should also be supported by extensive engagement with the community, based on an understanding of the housing need and known opportunities and constraints.

Deliver mandatory affordable housing requirements and recognise the important role of local government in the delivery of affordable housing, including the role of Affordable Housing Trusts

There is an urgent need to provide for more affordable housing within Hobsons Bay and across the state more broadly.

Council's Affordable Housing Policy identifies that there is an estimated shortfall of more than 1,400 affordable housing dwellings within the municipality.

Commonwealth and Victorian Governments set the legislative, policy and funding contexts for housing markets and affordable housing. While there is a relatively limited role for local government, Hobsons Bay City Council has taken a progressive approach to the delivery of social and affordable housing by negotiating voluntary affordable housing outcomes in development and establishing the Hobsons Bay Affordable Trust (the Trust).

The Trust has been established as the preferred mechanism to deliver affordable housing for residents in Hobsons Bay, in partnership with the Trustee Housing Choices Australia[1]. The Trustee can acquire land, buildings and dwellings in Hobsons Bay for affordable housing and make housing available to eligible residents within Hobsons Bay on very low to moderate incomes.

The Trust provides a mechanism through which Council can collect, hold and manage assets in the form of dwellings, land or cash. It allows for contributions obtained through the planning system to be used for affordable housing locally, to ensure that there is a nexus between the affordable housing contribution acquired through the planning system and where housing is ultimately delivered.

This model is an innovative approach to the delivery of affordable housing at a local government level. It is anticipated that more councils will seek to establish a Trust in the future given the benefits of this approach that ensures local people are given priority access to affordable housing.

Local councils play a critical role in providing local Affordable Housing solutions for their local communities and this role must be recognised in Plan Victoria.

[1] Refer to the Hobsons Bay Affordable Housing Policy 2023 for more information on the Trust

There is also a significant opportunity for Plan for Victoria to establish a consistent, statewide framework for contributions towards, and the delivery of, social and affordable housing. A consistent approach requiring mandatory affordable housing contributions in the rezoning and development of land would deliver a fair and reasonable approach to supporting basic human rights to housing.

In planning for affordable housing, Plan for Victoria should consider mechanisms including inclusionary zoning, provisions for key worker housing and support mechanisms like Trusts to deliver the housing needs of the community.

Pillar 2: Equity and Jobs

Include a vision that supports the growth of manufacturing industries as well as the development of new and emerging industries in Hobsons Bay.

Hobsons Bay contains approximately 1,600 hectares of industrial land.

The Melbourne Commercial and Industrial Land Use Plan (MICLUP) recognises that the majority of the City's industrial land is of State significance, with some areas of regional significance. MICLUP also identifies several intermodal freight terminals within the municipality, highlighting the significance of the transport and logistics industries to the local and regional economy.

Over the last decade, several large manufacturers within the municipality have ceased operations, including the Toyota Car Manufacturing Plant and the Mobil Altona Refinery. These closures have resulted in significant job losses.

As large industries have moved out of sites, there has not been a ready uptake of available vacant industrial land, resulting in state significant industrial land sitting idle.

Despite recent transitions in industry, the manufacturing sector remains a significant contributor to the Hobsons Bay economy, generating $724.2 million in economic value and supporting 4,400 jobs in 2021/2022 according to the Hobsons Bay Economic Development Strategy.

The proximity of Hobson Bay's industrial land to key freight transport networks, including the Port of Melbourne, makes it an attractive location for domestic manufacturing and jobs.

Like many municipalities, Hobsons Bay seeks to support growth in existing key industries, whilst also providing an environment that supports the opportunity for new industries to develop and contribute to the local, regional and state economies.

To ensure access to a diversity of local jobs in Hobsons Bay Plan Victoria must include directions and actions that support the growth of the local manufacturing sector in Hobsons Bay alongside support for other growing sectors such as transport and logistics, wholesale trade and construction. There will need to be support from State government to reimagine the future of industrial land in Hobsons Bay to support jobs growth in response to changes in the petrochemical sector.

There is a significant opportunity for Plan for Victoria to set out a bold vision to support economic shifts and diversification to new and emerging industries. The Plan should be informed by forecasting on industry demand and develop settings to support a sustainable economic development platform.

Within Hobsons Bay's context, its proximity to the Melbourne Central Business District and the Fishermans Bend Urban Renewal Area provide significant strategic opportunity for incubating and attracting new industries.

There is also an opportunity to leverage existing attractors, such as Scienceworks and the Melbourne Museum Planetarium to support clustering of new enterprises and 'anchor' industries. Maximising opportunities for compatible uses within buffers to industrial land and Major Hazard Facilities can also provide an opportunity for greater economic investment.

Include a vision that recognises the role of smaller businesses and activity centres and responds to changes to how and where people work.

Hobsons Bay supports just over 8,900 businesses, of which 98 percent are small businesses employing less than 20 people. Smaller businesses are supported by neighbourhood activity centres such as Newport and Spotswood Activity Centres. The role of these centres needs to be identified in Plan Victoria in addition to State significant industrial, health and education precincts.

There have been significant shifts in the way people work. The Covid-19 pandemic forced more businesses and industries to accept remote working or adapt their business models. This is particularly the case for Hobsons Bay, given the relatively large share of white-collar residents and the fact that on census night in 2021, 46% of the resident workforce identified as working from home (in comparison to 40% for Greater Melbourne).

The shifts in workplace dynamics is also resulting in higher vacancy rates for commercial and retail floorspace within the City's activity centres and commercial strips.

As the trend towards remote working continues, there is an opportunity to reimagine the role of activity centres, and particularly neighbourhood activity centres, as well as council facilities like libraries. These centres and facilities will become important hubs for co-working, business and education spaces. There is an opportunity for Plan for Victoria to consider the dynamic and changing nature of these centres and facilities and ensure they are appropriately considered and funded.

Pillar 3: Liveable and thriving neighbourhoods

Support improvements in air quality and carefully consider the impacts of industry on the amenity of existing and future communities.

In 2021 Council produced 'Reimagining our Industrial Areas – A Statement of Opportunity'. This document set future objectives for the development of industrial land in Hobsons Bay that informed the Draft Industrial Land Management Strategy 2023-28. A key objective of the document is to 'balance jobs growth with community impacts' in recognition of the impact that industry can have on the health and amenity of community.

Of particular concern for residents in the inner west of Melbourne is deteriorating air quality due to residents' proximity to industrial operations and heavy vehicle movements. Council is one of several Councils in the west that participate in the Brooklyn Community Representative Group. This group has formed to advocate for improved air quality measures and sustainable practices to address air quality impacts.

In addition, there is an ongoing challenge with land use planning around Major Hazard Facilities (MHFs) within industrial areas in Hobsons Bay. The ability for land to achieve jobs growth and development outcomes will depend on the health and safety impacts of MHFs. In 2021 WorkSafe Victoria published new guidance around land use planning near MHFs that has significantly reduced opportunities for employment and development in proximity to MHFs.

Plan for Victoria needs to carefully consider the amenity impacts of industry and freight movements on the health and amenity of local communities.

Recognise the importance of heritage places and spaces to thriving communities and neighbourhoods.

Council acknowledges the traditional owners of the lands now known as Hobsons Bay, the Bunurong People of the Kulin nation. First Nations people need to be meaningfully consulted with as part of the preparation of Plan Victoria to ensure places and stories of aboriginal cultural heritage in Hobsons Bay are recognised, identified and protected for future generations.

Hobsons Bay has historic buildings and places that demonstrate important insights into Victoria's architectural, scientific and industrial past. The importance of these places to community needs to be identified and highlighted in Plan Victoria. The Newport Railway Workshops in Williamstown North for example demonstrate the modernisation of railway operations in Victoria during the early 20th Century.[2]

Plan for Victoria needs to identify the importance of these historic places to thriving communities, as they provide the connection to a shared history that helps to tie communities and neighbourhoods together.

Clearly articulate transport priorities and support investment and delivery of more sustainable transport options.

As identified earlier in this submission, planning for growth must be connected to investment in transport infrastructure and service frequencies.

Plan for Victoria needs to provide for a sustainable approach to managing transport and particularly to address growing issues of transport congestion in the west of Melbourne.

Council considers that there are a range of improvements that could be delivered to active and public transport that may provide a catalyst for delivering the aspirations of Plan for Victoria and providing for more liveable communities and reduce transport congestion.

The delivery of fixed rail transport service and infrastructure improvements like those put forward by Rail Futures' (East West Rail Link), the duplication of the Altona Loop and reopening of Paisley Station and rail infrastructure planning for future growth would significantly improve transport connectivity for people living and working within Hobsons Bay and surrounding municipalities.

In addition to providing fixed infrastructure, Plan for Victoria should encourage the provision of greater rail and local bus service frequency, over extended hours in order to reduce the effect of transport deserts, which are poorly served at night and on weekends.

Careful design, planning and delivery of level crossing removal projects at Maidstone Street, Altona, Hudson Road, Spotswood and Champion and Maddox Roads, Newport will also be required in order to ensure that transport accessibility, community connectivity and amenity are not reduced.

[2] For more information on the Newport Railway Workshops visit the Heritage Victoria Website link here.

The construction of the West Gate Tunnel Project will have profound shifts in road freight and car movement in and around Hobsons Bay. Transport planning must prioritise projects which allow for the connector road network to function efficiently and limit impacts on amenity and health to surrounding communities and the local road network.

Plan for Victoria should also consider opportunities to address air quality from transport emissions, through supporting lower emission transport choices.

Recognise the importance of streetscape and local movement networks on the health and liveability of communities.

At a local level, the streetscape and local movement networks of our suburbs play an important role in the health and liveability of communities.

Planning should recognise the amenity, health and wellbeing benefits of attractive, landscaped streets and support their prioritisation for walking, cycling and other sustainable activities.

Support open space and recreation provision.

Public open space serves many important roles and functions. Open space is recognised as providing significant and important mental and physical health benefits, alongside opportunities for recreation, leisure and enjoyment. It can also provide a sense of place and pride for the community.

As pressure for redevelopment and housing density increases, it is expected that areas of private open space in development will become smaller. There will be a greater reliance on public open space in supporting everyday recreation and enjoyment.

There are existing gaps within the municipal and metropolitan open space networks.

Plan for Victoria should prioritise the identification and delivery of a variety of public open space and recreation spaces.

Identify the importance of place on health and wellbeing and the need to address locational barriers to address equity and fairness.

Council's integrated social policy framework entitled 'A Fair Hobsons Bay for All' identifies that individual health and wellbeing is shaped by the people in our lives, our community, and the place in which we live, study and work.[3]

[3] A Fair Hobsons Bay for All, 2024, accessible via this link

The policy identifies that there are several priority population groups who experience social and economic disadvantage more consistently and to a higher degree in Hobsons Bay than the broader population.[4]

Ensuring the provision for access to inclusive and affordable local health and wellbeing activities such as proposed as part of Council's Western Aquatic and Early Years Centre and the proposed Hobsons Bay Wetlands Centre to address the critical health needs of our community.

One of our priority population groups for example is young people aged 12 to 25 years. This priority population group is impacted by a lack of access to public and private mental health services in Hobsons Bay which is a locational barrier affecting young people's mental health.[5]

Plan for Victoria needs to recognise the importance of place to health and wellbeing, and the facilitation of social connections, as well as equitable access to services.

Pillar 4: Sustainable environments and climate action

Recognise the impacts that coastal inundation and sea level rise will have on current and future communities and include clear direction on how to respond

Hobsons Bay City Council supports measures that will mitigate the impacts of climate change through preventing or reducing the emission of greenhouse gases into the atmosphere to make the impacts of climate change less severe. It is also sensible to plan for the need to adapt communities to adjust to the current and future effects of climate change. Council encourages Plan for Victoria to adopt an integrated approach to climate change that focusses on both adaptation and mitigation strategies.

The City of Hobsons Bay is a bayside municipality and has a long length of coastline. Victoria has experienced increased intensity and frequency of high intensity rainfall and flood events in recent years.

While climate change is resulting in an observed drying trend across southern Australia and Victoria, it is anticipated that the state will also experience increased rainfall variability. Climate-driven natural hazards, such as short-duration heavy rainfall are also likely to become more intense and frequent, resulting in increased flood risk. In addition, sea level rise and increased frequency of coastal storm surge inundation is expected to continue.

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[4] Priority population groups identified in a Fair Hobsons Bay for all include children, young people, older people, people from CALD backgrounds, First Nations people, people with a disability and carers, women and girls, LGBTIQA+ and gender diverse communities.
[5] More information on the Hobsons Bay campaign to improve youth mental health services is accessible via this link

The current Port Phillip Bay Coastal Hazard Vulnerability Assessment indicates that Hobsons Bay will be one of the most impacted local government areas in Victoria by sea level rise.

The consequences of sea level rise and climate change within Hobsons Bay pose a significant risk to the low-lying coastal areas of the municipality, which include established residential areas and major activity centres.

Current approaches to flood mapping and addressing sea level rise rely on town-by-town, municipality-by-municipality approaches, which result in inconsistent application of planning controls and gaps in available flood knowledge and understanding of risks.

There is a clear need for adaptation and settlement planning at a metropolitan, regional and state level.

Plan for Victoria presents a significant strategic opportunity to provide consistent direction and guidance for managing climate change and sea level rise.

At a minimum, guidance for sea level rise within Plan for Victoria should set out guidance and funding for mitigation, adaptation and retreat and resettlement, in accordance with the direction in planning policy. It is considered that Plan for Victoria should take a leadership role in addressing this issue.

Mechanisms for funding infrastructure should also be outlined within Plan for Victoria, with an expectation that this be funded and delivered on a fair and equitable basis, with strong leadership from State Government.

Support land use planning and a built environment that addresses the urban heat island effect and reduces greenhouse gas emissions.

Hobsons Bay has committed to bold greening and canopy cover targets in its *Urban Forest Strategy (2020).* Reducing the health and wellbeing impacts of increased heatwaves also requires actions by private land-owners and developers to ensure that future generations can keep cool in their homes and workplaces.

Land-use changes are major contributors to the production of greenhouse gas emissions through their shaping of energy production and consumption, agriculture, industry and transport patterns.

The Hobsons Bay City Council is a member of the Council Alliance for the Sustainable Built Environment (CASBE). Plan Victoria can provide guidance that aligns with the efforts of CASBE) to amend Planning Schemes to ensure new development is more energy efficient. In addition, Plan Victoria should support the “Planning for a Safe

Climate" initiative that seeks to strengthen the *Planning and Environment Act* (1987) and *Climate Change Act* (2022) to ensure that the effects of climate change are addressed at all levels of the planning process.

There is an opportunity to highlight and encourage well-designed homes and cooler outdoor environments particularly as areas of high urban heat typically coincide with vulnerable communities.

Stronger minimum standards will also deliver improvements to cost of living and support the Victorian Government's renewable energy targets.

Hobsons Bay Response to Climate Change Action Plan has a target to achieve net zero emissions by 2030 for the community. It is understood that Plan Victoria will adopt the Victorian State Government commitment to achieve net zero emissions by 2045. To achieve this a massive increase in access to renewable energy is required. This access however is currently constrained by aging electricity distribution infrastructure across the State. The 2024 February storms that led to approximately 200,000 homes and businesses in the southeast of the State being without power is also a timely reminder of the need to create a robust electricity supply network.

Identify and plan for important environmental assets that require protection and enhancement.

Hobsons Bay contains important and internationally recognised Ramsar wetlands and native grasslands. Many areas of native grasslands are located in smaller lots within urban areas and may be at risk due to land use change. There are active strategic planning initiatives underway to protect these significant environmental assets.

Plan for Victoria must recognise the importance of environmental assets and provide appropriate planning for their protection.

Attachments

Hobsons Bay City Council Planning Submission

Maddox and Champion Road Level Crossing Removal Project

May 2024

HOBSONS BAY CITY COUNCIL

Attachment A

Champion Road and Maddox Road - Level Crossing Removals

Specific Site Principles and Objectives

1. An integrated precinct

- Ensure that the level crossing removals are well integrated with the surrounding area creating a highly accessible and inclusive environment. Consider land use, access and connectivity, urban design, social, environmental, amenity and economic impacts.

2. A connected community

- Ensure the development provides for efficient and safe road, public transport, pedestrian, and off-road cycling connections between the suburbs of Newport and Williamstown, residential areas north and south of the railway line, future development, and other key community destinations such as the various schools, childcare facilities, shops, recreation areas and Williamstown hospital.

- Improve the pedestrian and cycling connectivity of the precinct with links to local paths, creating safer and more accessible ways to get around by ensuring provision of direct, accessible connections to Newport and North Williamstown Stations, linkages to the shops and schools and other key destinations.

- Ensure that the road crossings of the rail lines is maintained and that any changes benefit the network and keep traffic moving safely and efficiently.

3. Quality public places

- Retain, improve and create new safe and accessible high quality public spaces with adequate lighting.

- Maintain and improve significant tree canopy and vegetation to achieve comfortable and attractive public places.

- Improve the appearance and sense of arrival at this key gateway to Newport and Williamstown.

4. Minimise impacts on adjacent land

- Undertake comprehensive flood modelling to understand and mitigate the impacts of new infrastructure.

- Consider and minimise impacts on access and amenity to adjacent industry and businesses and residents.

5. Conservation of special values and neighbourhood character

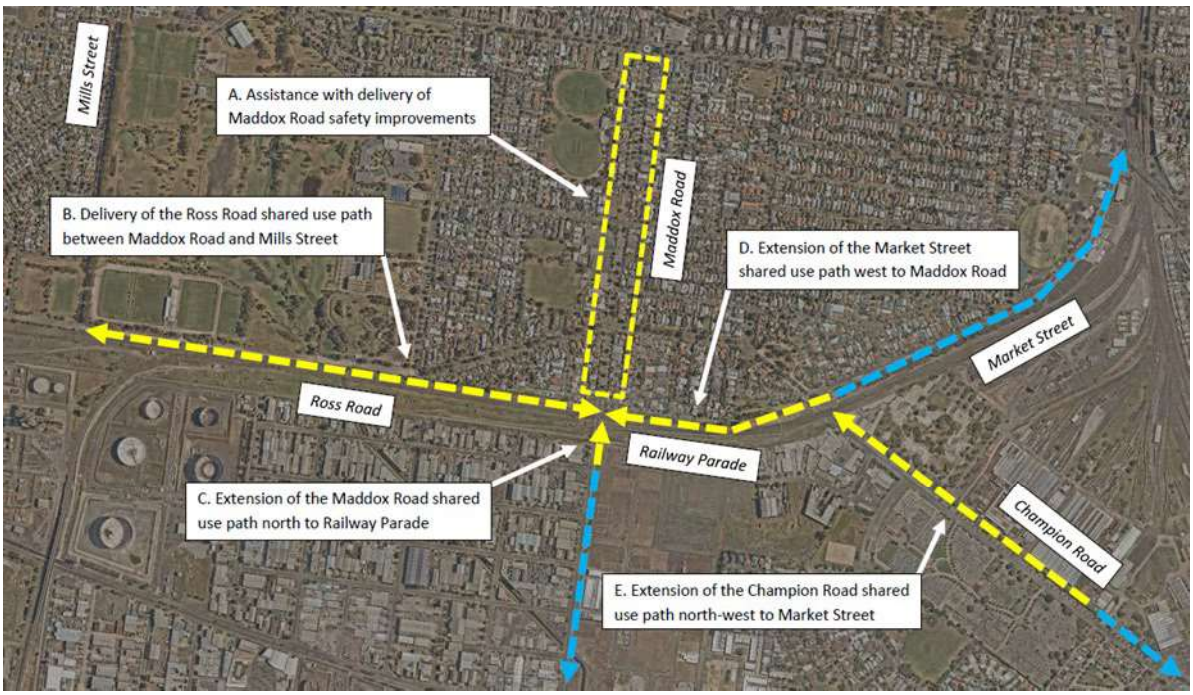
- Ensure that views from adjacent residences, public spaces and businesses are preserved or improved.

- Ensure that the design of any required infrastructure is attractive and respectful of the local industrial and residential precincts and conservation character of the area.

6. Opportunities for local Infrastructure improvements

- Ensure that the development addresses the current infrastructure and amenity needs of the area and that project design outcomes at both sites incorporate key Council and community infrastructure priorities including:

  - Integration with and assistance with the delivery of Maddox Road safety improvements.
  - Delivery of the Ross Road shared use path between Maddox Road and Mills Street.
  - Extension of the Maddox Road shared use path north to Railway Parade.
  - Extension of the Market Street shared use path west to Maddox Road.
  - Extension of the Champion Road shared use path north-west to Market Street.



7. Minimal disruption from construction

- Manage the construction process to limit noise, dust, traffic and amenity impacts on the surrounding area and maintain access to residents and businesses.

- Ensure the surrounding residents and businesses are kept informed through an effective and regular communications and consultation process.

Attachment B

Maddox Road and Champion Road Level Crossing Removal Sites

Council Recommended Urban Design Principles and Guidelines – April 2024

Preferred Design Outcome:

- A connected, green and environmentally sustainable corridor that forms a seamless link between Market Street (Newport) and Challis Wetlands.
- Establishment of a strong east-west pedestrian and cycling route (under rail infrastructure)
- Retention of vehicle access at both crossing locations without disconnecting local neighbourhoods.

Example (Bell Street, Preston)

The following are Council draft design guidelines prepared for both Maddocks Road and Champion Road sites (based on LXRP format).

IDENTITY - A well-defined identity and sense of place is key to creating strong and vibrant communities.
The built form should reflect the use of brick in the area – the substation, the rail yard structures and the brick housing estate on Champion Road. The Champion Road site in particular should incorporate strong reference, and be a gateway entry to, the heritage significance of the Newport Railway Workshops (former) which is a significant feature of the immediate surrounds.
Creation of a green infrastructure corridor from Market Street through to Challis wetlands and Newport Lakes
The built form should strengthen the connection between Newport and Williamstown
Tree planting to enhance the built structures, not disguise them.
Consider views to the coast from elevated structures
There are two magnificent Corymbia citriodora on the roundabout to the north of the railway which are an important feature in the landscape.

URBAN INTEGRATION - A well-integrated environment is a sound framework for the successful development of a great place.
Consider the mix of use (residential, retail, activity-based and light industrial) when designing the urban interface
Connect cycle path on Champion Road to network north of railway line (currently stops near junction with Park Crescent). Provide cycle connection parallel to rail line between Champion and Maddox.
Rationalise parking in the area (currently very congested at peak times due to activity-based uses) and consider provision of cycle parking in the area.
Ensure the configuration of new rail and road alignments have a positive impact on local traffic movement and access and maintain connections both north and south of the railway line and between Maddox and Champions Road.
CONNECTIVITY & WAYFINDING - Well-connected and legible environments contribute significantly to strong economies and integrated communities. **ACCESSIBILITY - Highly accessible and inclusive environments provide positive user experience and contribute to health and wellbeing and the perception of care within communities.** **SAFETY - Safe environments are essential for strong, connected and happy communities.**
This is a key connection between the integrated communities of Newport and Williamstown
Increase perceived safety and deter anti-social behaviour on service roads and under croft spaces.
Consider views from/on pedestrian and cycle routes under the bridge and associated lighting, furniture, planting (designing out crime/CPTED principles)
Provide safe crossing points to mitigate conflict points between vehicles and pedestrians, particularly on Champion Road junction with Akuna Drive.
Provide wayfinding, highlighting new cycling and pedestrian connections resulting from development
VIBRANCY - Activation and diversity in the experience of urban places supports a prosperous and healthy community. **AMENITY - High quality urban amenity associated with access to services and the experience of great public places contributes to successful, equitable and prosperous communities.**
Ensure any retaining structures are simple and elegant. Materials should reflect those in the local area (brick, concrete, steel). No textures or patterning. No bright colours.
Minimise removal of established trees. Where impacts are unavoidable, maximise replacement locally.
Develop planting palette with local authority conservation officers
Consider views down to surrounding landscape from elevated structures

RESILIENCE AND ENVIRONMENTAL SUSTAINABILITY - Places must be sustainable, enduring and resilient in order to support and nurture current and future generations.
Creation of a green infrastructure corridor from Market Street though to Challis wetlands and Newport Lakes
Planting design to focus on endemic, climate-positive species
Establish a ratio for replacement of removed vegetation
Include road reserves on Champion Road, Akuna Drive and Market Street as part of the green infrastructure corridor

Attachment C

onemilegrid

Champion Road Level Crossing Removal

Traffic Modelling Assessment

230631TIA001B.docx

22 January 2024

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1 INTRODUCTION

onemile**grid** has been requested by Hobsons Bay City Council to undertake a Traffic Modelling Assessment of the Champion Road Level Crossing Removal that is proposed to be undertaken by the Level Crossing Removal Authority (LXRA).

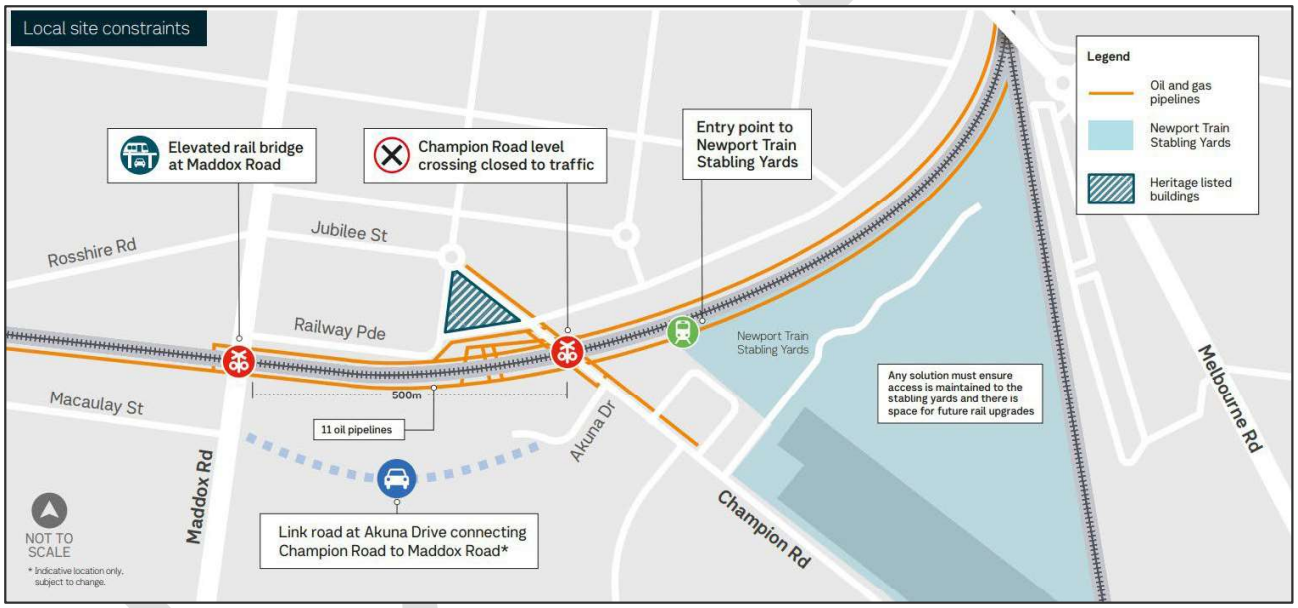
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic has been sourced, and relevant background information has been reviewed.

2 LEVEL CROSSING REMOVAL PROPOSAL

The Level Crossing Removal Authority is proposing to remove the existing Maddox Road level crossing by elevating the rail line over the road. Due to apparent constraints with critical services and property access in the vicinity of the Champion Road level crossing, Champion Road is proposed to be closed to vehicular traffic at the railway line

An extract of the LXRA documentation is provided in Figure 1 below.

Figure 1 Level Crossing Removal Fact Sheet



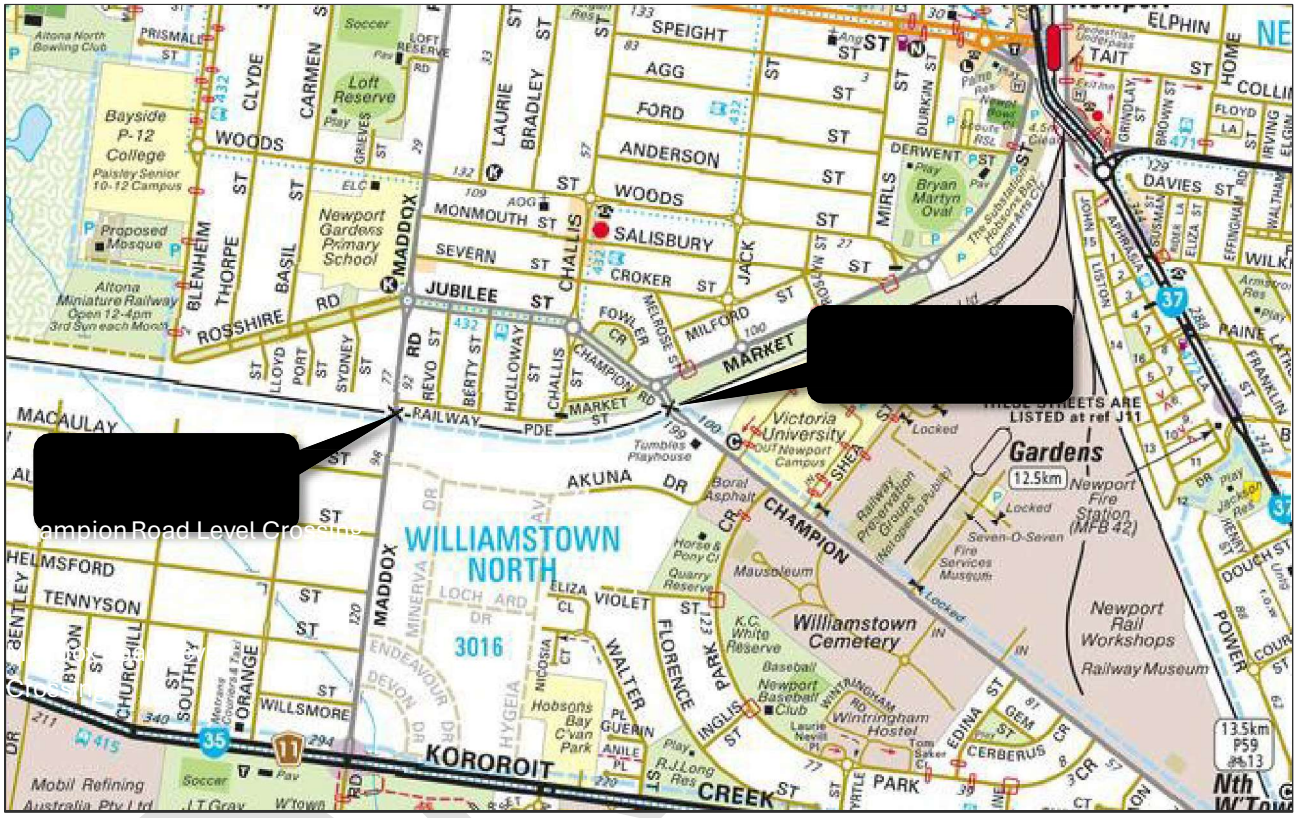
The LXRA information suggests provision of a new local road connection from Champion Road to Maddox Road via Akuna Drive, and new walking and cycling connections, though the latter is not detailed.

3 EXISTING CONDITIONS

3.1 Site Location

The Champion Road Level Crossing is located in the suburb of Newport, just south of the Champion Road / Market Street intersection, while the Maddox Road Level Crossing is located approximately 570 metres to the west of Champion Road Level Crossing, as shown in Figure 2.

Figure 2 Site Location



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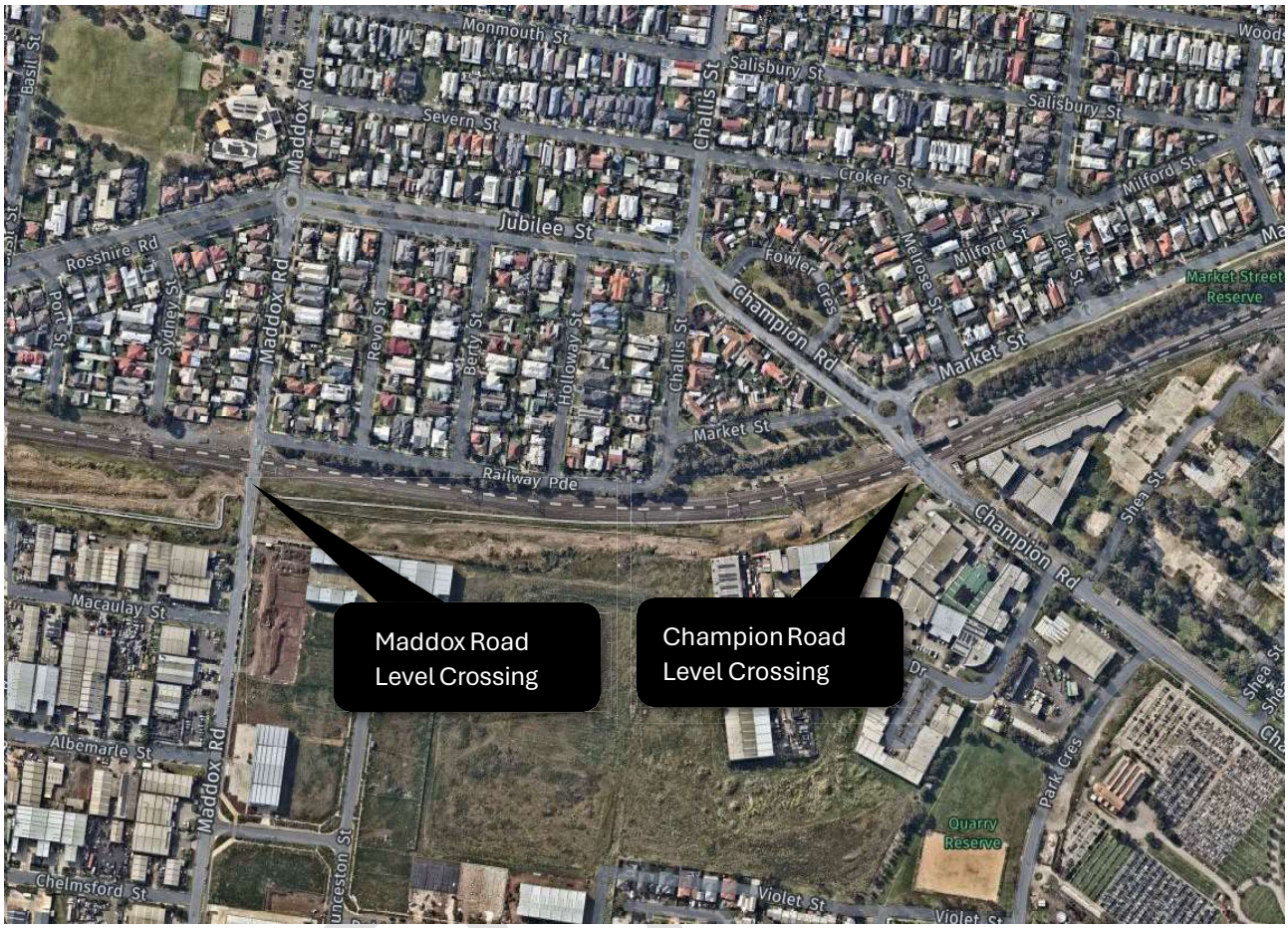
The railway corridor crossing Champion Road and Maddox Road consists of two lines accommodating Werribee Line trains on the Metro network and a third line accommodating rail freight.

Land use on the north side of the railway line generally comprise of residential uses, while land use on the south side of the railway line generally comprise of industrial/warehouse uses and residential uses.

An aerial view of the Champion Road and Maddox Road Level Crossings and the surrounding area is provided in Figure 3.

Figure 3 Site Context (3 September 2023)



Copyright Nearmap

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3.2 Traffic Volumes

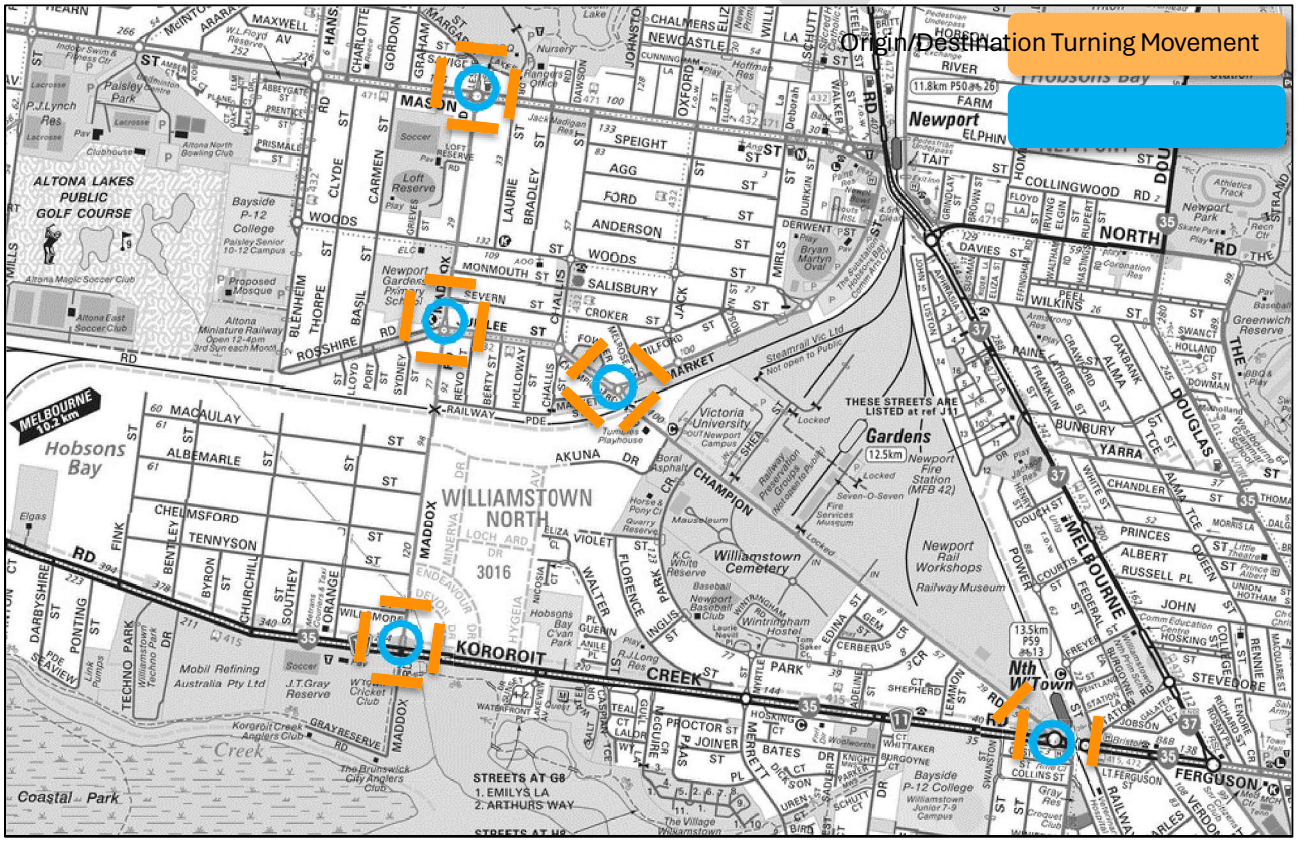
To establish existing traffic conditions in the vicinity of the site, traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** on Tuesday 5th September 2023, between 6:30am and 9:30am, and between 2:30pm and 7:00pm, at the following intersections.

- Maddox Road / Kororoit Creek Road;
- Maddox Road / Jubilee Street / Rosshire Road;
- Maddox Road / Mason Street / Margaret Street;
- Champion Road / Market Street;
- Champion Road / Kororoit Creek Road;

In addition, Origin / Destination surveys were conducted for the above intersections between 8:00am and 9:00am, and between 5:00pm and 6:00pm. This data is determined through the use of four Bluetooth "stations" that detect Bluetooth signals from vehicles and mobile devices, and track these through the other stations to determine the origins and destinations, to allow an understand of movement through the centre.

The locations of the surveyed intersections are shown in Figure 4.

Figure 4 Survey Locations



For the purposes of this assessment, the traffic volume surveys between 8:00am and 9:00am, and between 5:00pm and 6:00pm have been assessed to match the Origin / Destination survey data, which generally align with the road network peak periods.

The results of the surveys are shown in Figure 5 and Figure 6.

Figure 5 Existing Traffic Volumes – 8:00am-9:00am

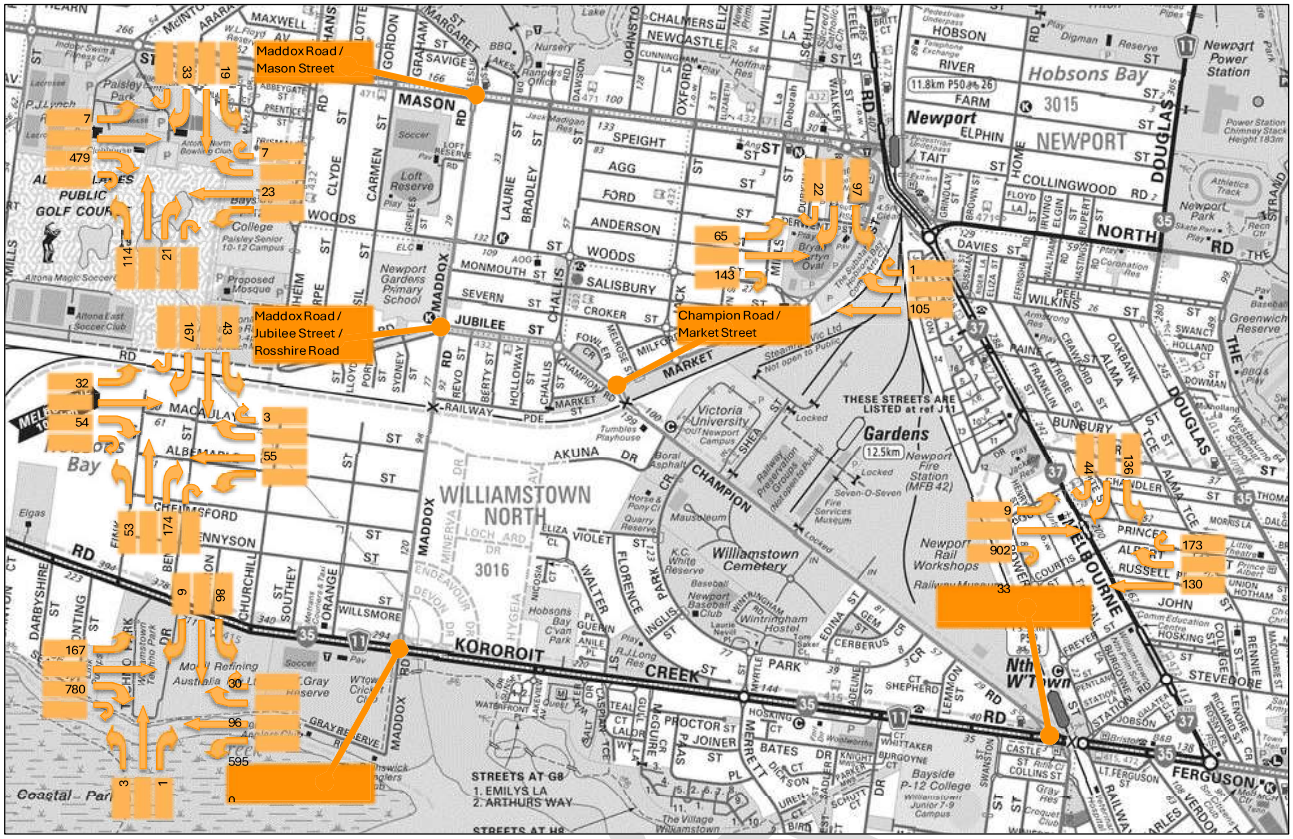
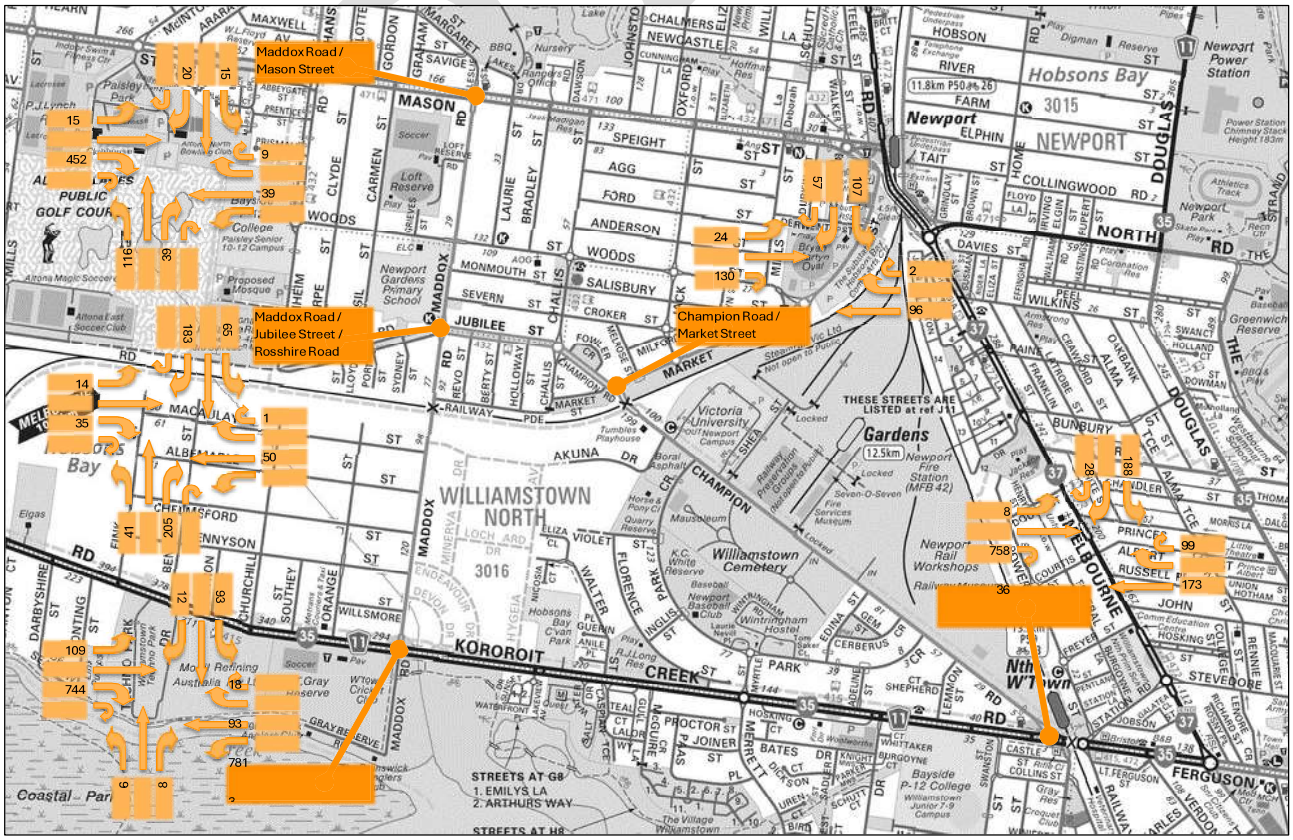


Figure 6 Existing Traffic Volumes – 5:00pm-6:00pm



To assess the operation of the surveyed intersections the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay, as described in Table 1 below.

Table 1 SIDRA Intersection Parameters

Parameter	*Description*
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below. Excellent Very Good Good Fair Poor Very Poor It is noted that whilst the range of 0.91 – 1.00 is rated as 'poor', it is acceptable for critical movements at an intersection to be operating within this range during high peak periods, reflecting actual conditions in a significant number of suburban signalised intersections.
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds. This includes time taken to accelerate or decelerate, time taken to undertake the manoeuvre, and delay at a hold line or stop line.
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour.

The of boom gate closures at the Champion Road / Market Street intersection and the pedestrian crossing impacts to the Champion Road / Kororoit Creek Road intersection have been considered in the analysis.

The results of the analysis are provided in Table 2 to Table 6.

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Table 2 Maddox Road / Kororoit Creek Road – Existing Conditions

Approach	*Movement*	*DoS*	*Avg. Delay (sec)*	*Queue (m)*
AM Peak				
Maddox Road (S)	Left	0.02	47	2
	Through	0.02	39	2
	Right	0.02	49	2
Kororoit Creek Road (E)	Left	0.3	21	71
	Through	0.3	15	71
	Right	0.56	59	54
	U-turn	0.58	61	54
Maddox Road (N)	Left	0.28	50	35
	Through	0.28	42	35
	Right	0.49	53	55
Kororoit Creek Road (W)	Left	0.55	30	147
	Through	0.55	26	148
	Right	0.3	71	15
	U-turn	0.3	72	15
PM Peak				
Maddox Road (S)	Left	0.05	40	6
	Through	0.05	32	6
	Right	0.05	42	6
Kororoit Creek Road (E)	Left	0.48	30	123
	Through	0.48	25	123
	Right	0.54	63	48
	U-turn	0.54	65	48
Maddox Road (N)	Left	0.23	43	36
	Through	0.23	35	36
	Right	0.53	48	73
Kororoit Creek Road (W)	Left	0.57	35	144
	Through	0.57	31	144
	Right	0.5	70	29
	U-turn	0.5	72	29

The Maddox Road / Kororoit Creek Road intersection is operating under excellent conditions during both the morning and afternoon peak hours with acceptable delays. Notable queues are forming on the Kororoit Creek approaches

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Table 3 Maddox Road / Jubilee Street / Rosshire Road – Existing Conditions

Approach	*Movement*	*DoS*	*Avg. Delay (sec)*	*Queue (m)*
AM Peak				
Maddox Road (S)	Left	0.26	5	12
	Through	0.26	5	12
	Right	0.26	9	12
	U-turn	0.26	11	12
Jubilee Street (E)	Left	0.17	6	7
	Through	0.17	6	7
	Right	0.17	10	7
	U-turn	0.17	12	7
Maddox Road (N)	Left	0.22	5	9
	Through	0.22	6	9
	Right	0.22	9	9
	U-turn	0.22	11	9
Rosshire Road (W)	Left	0.15	6	6
	Through	0.15	6	6
	Right	0.15	10	6
	U-turn	0.15	12	6
PM Peak				
Maddox Road (S)	Left	0.26	5	12
	Through	0.26	5	12
	Right	0.26	9	12
	U-turn	0.26	11	12
Jubilee Street (E)	Left	0.21	6	8
	Through	0.21	6	8
	Right	0.21	10	8
	U-turn	0.21	12	8
Maddox Road (N)	Left	0.23	5	9
	Through	0.23	5	9
	Right	0.23	9	9
	U-turn	0.23	11	9
Rosshire Road (W)	Left	0.08	6	3
	Through	0.08	6	3
	Right	0.08	10	3
	U-turn	0.08	12	3

The Maddox Road / Jubilee Street / Rosshire Road intersection is operating under excellent conditions during both the morning and afternoon peak hours with minimal delays and queues.

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Table 4 Maddox Road / Mason Street / Margaret Street – Existing Conditions

Approach	Movement	DoS	Avg. Delay (sec)	Queue (m)
AM Peak				
Maddox Road (S)	Left	0.34	7	16
	Through	0.34	7	16
	Right	0.34	11	16
	U-turn	0.34	13	16
Mason Street (E)	Left	0.51	6	29
	Through	0.51	6	29
	Right	0.51	10	29
	U-turn	0.51	12	29
Margaret Street (N)	Left	0.11	10	5
	Through	0.11	10	5
	Right	0.11	14	5
	U-turn	0.11	16	5
Mason Street (W)	Left	0.61	6	41
	Through	0.61	6	41
	Right	0.61	10	41
	U-turn	0.61	12	41
PM Peak				
Maddox Road (S)	Left	0.4	9	20
	Through	0.4	9	20
	Right	0.4	13	20
	U-turn	0.4	15	20
Mason Street (E)	Left	0.65	6	46
	Through	0.65	6	46
	Right	0.65	10	46
	U-turn	0.65	12	46
Margaret Street (N)	Left	0.06	9	3
	Through	0.06	9	3
	Right	0.06	13	3
	U-turn	0.06	15	3
Mason Street (W)	Left	0.59	6	38
	Through	0.59	6	38
	Right	0.59	10	38
	U-turn	0.59	12	38

The Maddox Road / Mason Street / Margaret Street intersection is operating under very good conditions during both the morning and afternoon peak hours with acceptable delays and queues.

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Table 5 Champion Road / Market Street – Existing Conditions

Approach	*Movement*	*DoS*	*Avg. Delay (sec)*	*Queue (m)*
AM Peak				
Champion Road / Market Street Roundabout				
Champion *Road (S)*	Through	0.17	2	6
	Right	0.17	6	6
	U-turn	0.17	8	6
Market Street (E)	Left	0.2	5	13
	Right	0.2	10	13
	U-turn	0.2	12	13
Champion Road (N)	Left	0.3	5	20
	Through	0.3	5	20
	U-turn	0.3	11	20
Level Crossing				
Champion Road (S)	Through	0.19	13	64
Champion Road (N)	Through	0.2	13	33
PM Peak				
Champion Road / Market Street Roundabout				
Champion *Road (S)*	Through	0.2	2	8
	Right	0.2	6	8
	U-turn	0.2	8	8
Market Street (E)	Left	0.24	5	14
	Right	0.24	10	14
	U-turn	0.24	12	14
Champion Road (N)	Left	0.25	5	17
	Through	0.25	5	17
	U-turn	0.25	11	17
Level Crossing				
Champion Road (S)	Through	0.18	9	69
Champion Road (N)	Through	0.17	9	33

The Champion Road / Market Street intersection is operating under very good conditions during both the morning and afternoon peak hours, although notable queues are resulting at the level crossing which extend into the roundabout.

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Table 6 Champion Road / Kororoit Creek Road – Existing Conditions

Approach	*Movement*	*DoS*	*Avg. Delay (sec)*	*Queue (m)*
AM Peak				
Champion Road / Market Street Roundabout				
Kororoit Creek Road (E)	Through	0.24	3	10
	Right	0.24	7	9
	U-turn	0.24	9	9
Champion Road (N)	Left	0.58	10	23
	Right	0.58	14	23
	U-turn	0.58	16	23
Kororoit Creek Road (W)	Left	0.75	6	82
	Through	0.75	6	106
	U-turn	0.75	13	106
Level Crossing				
Kororoit Creek Road (E)	Through	0.39	11	83
Kororoit Creek Road (W)	Through	0.56	13	33
PM Peak				
Champion Road / Market Street Roundabout				
Kororoit Creek Road (E)	Through	0.44	3	23
	Right	0.44	7	14
	U-turn	0.44	9	14
Champion Road (N)	Left	0.73	11	20
	Right	0.73	16	20
	U-turn	0.73	18	20
Kororoit Creek Road (W)	Left	0.72	8	43
	Through	0.72	8	50
	U-turn	0.72	15	50
Level Crossing				
Kororoit Creek Road (E)	Through	0.4	5	115
Kororoit Creek Road (W)	Through	0.35	5	33

The Champion Road / Kororoit Creek Road intersection is operating under good conditions during both the morning and afternoon peak hours, although notable queues are resulting along the Kororoit Creek approaches.

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4 TRAFFIC MODELLING

4.1 Traffic Distribution

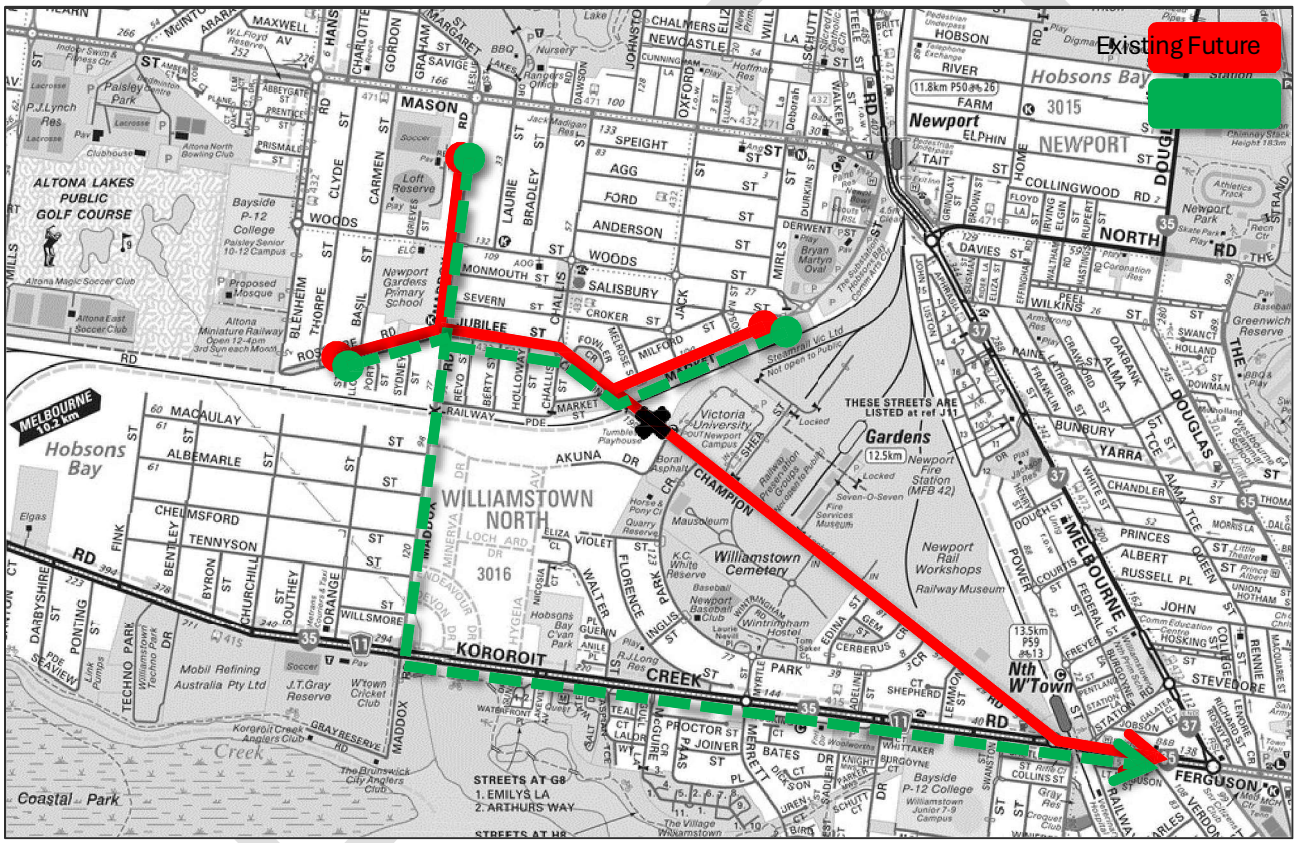
The following traffic modelling assessment has been prepared to demonstrate the traffic impacts resulting from the proposed removal of the Champion Road level crossing.

The origin / destination surveys have been utilised to make the following assumptions.

Traffic originating from the north from Market Street, Maddox Road (north of Jubilee Street), and Rosshire Road, and heading to the south towards Ferguson Street are generally travelling across the Champion Road level crossing and heading south along Champion Road.

As a result of the proposed Champion Road level crossing removal, traffic originating from the north and heading southbound along Champion Road will be redirected southbound along Maddox Road, and eastbound along Kororoit Creek Road, as shown in Figure 7.

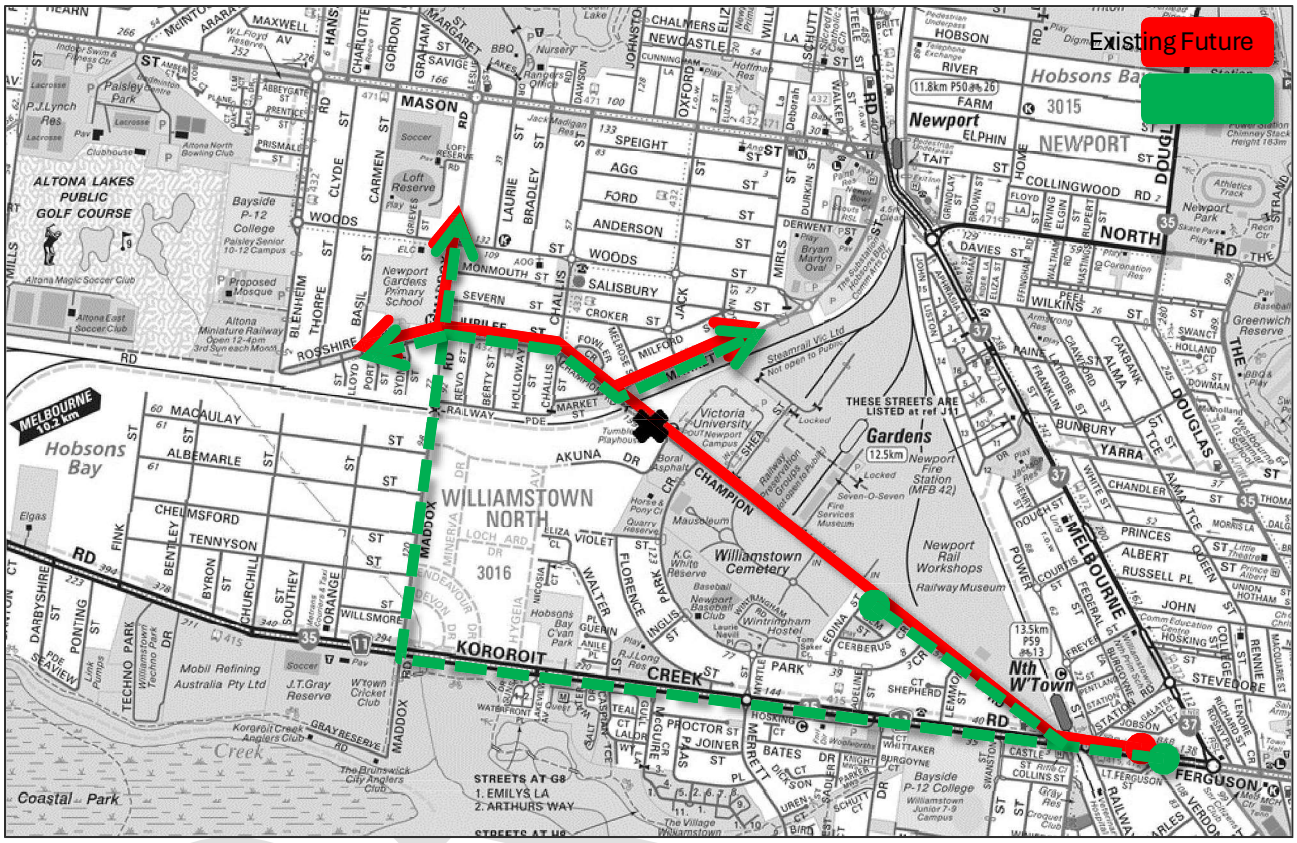
Figure 7 Traffic Model – From North



Similarly, traffic originating from the south from Ferguson Street, and heading to the north towards Market Street / Maddox Street / Rosshire Road are generally heading north along Champion Road and travelling across the Champion Road level crossing.

As a result of the proposed Champion Road level crossing removal, traffic originating from the south and heading northbound along Champion Road will be redirected westbound along Kororoit Creek Road, and northbound along Maddox Road, as shown in Figure 8

Figure 8 Traffic Model – From South



4.2 Change in Peak Hour Traffic Volumes

Based on the redirection of traffic shown in Figure 9 and Figure 10, and utilising the origin destination survey data, the change in traffic volumes at each of the surveyed intersections can be determined.

The anticipated change in traffic volumes across the AM and PM peak hours are shown in Figure 9 and Figure 10.

Figure 9 Change in Traffic Volumes – 8:00am-9:00am

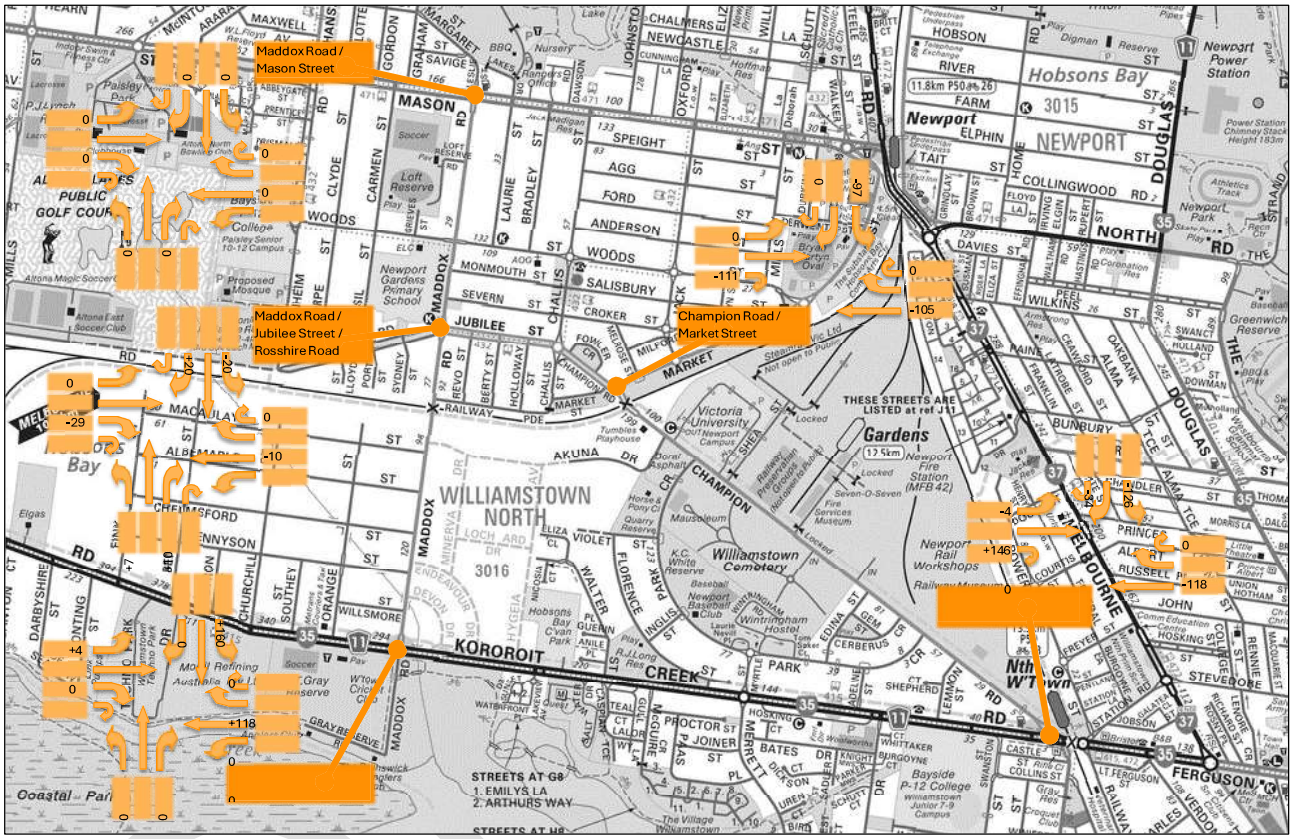
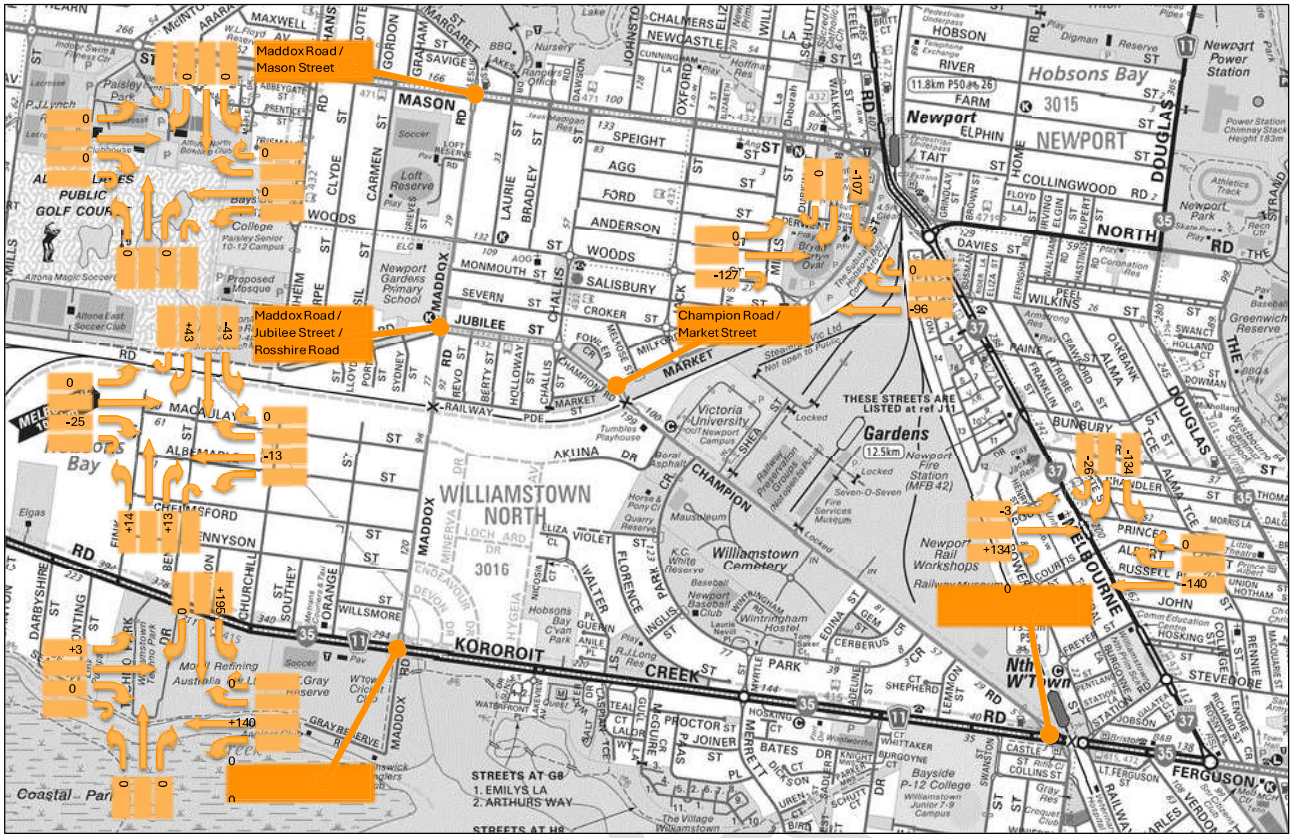


Figure 10 Change in Traffic Volumes – 5:00pm-6:00pm



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4.3 Resultant Future Traffic Volumes

Based on the above, the future intersection volumes can be calculated by superimposing the anticipated change in traffic volumes over the existing volumes.

The resultant peak hour traffic volumes are shown in Figure 11 and Figure 12.

Figure 11 Future Traffic Volumes – 8:00am-9:00am

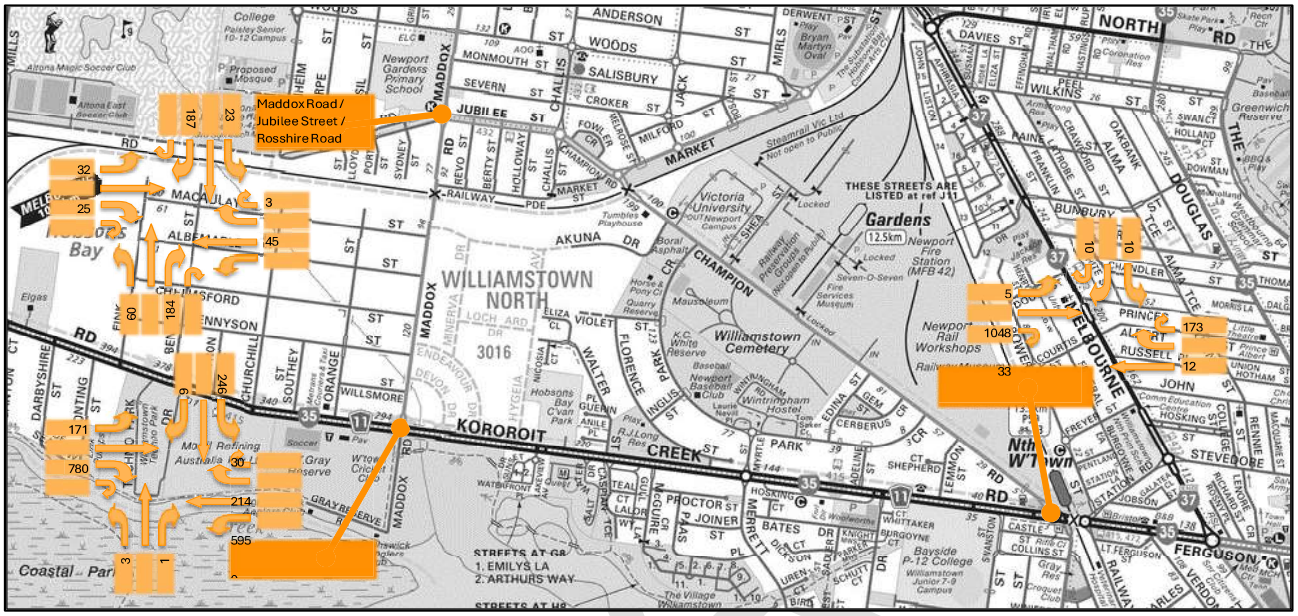
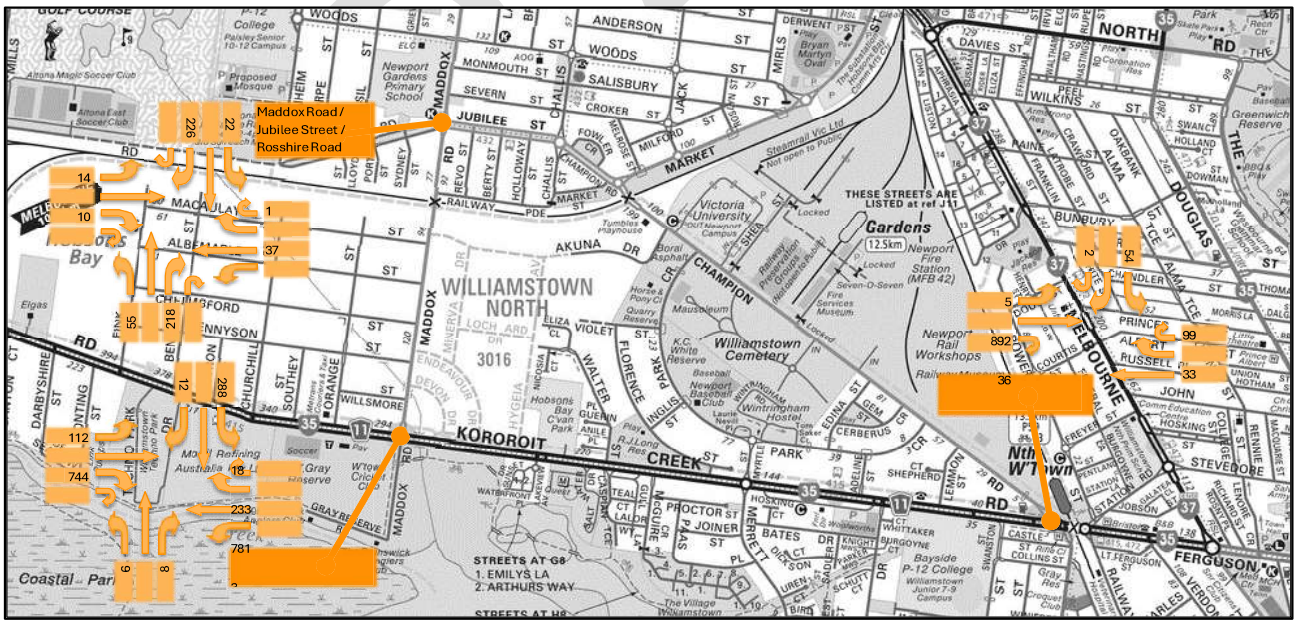


Figure 12 Future Traffic Volumes – 5:00pm-6:00pm



4.4 Peak Hour Traffic Impact

To assess the operation of the intersections, the future traffic volumes have been input into SIDRA Intersection. A comparison between existing and future operation of intersections are provided in Table 7 to Table 9.

As shown in Figure 9 and Figure 10, the Champion Road level crossing removal will result in no material impact to the Maddox Road / Mason Street / Margaret Street intersection, while the Champion Road / Market Street intersection is expected to experience reduced traffic volumes. Therefore, the future impact of these intersections have not been assessed.

Table 7 Maddox Road / Kororoit Creek Road – Existing/Future Conditions

Approach	Movement	DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Maddox Road (S)	Left	0.02	0.02	**0**	47	48	**+1**	2	2	**0**
	Through	0.02	0.02	**0**	39	39	**0**	2	2	**0**
	Right	0.02	0.02	**0**	49	64	**+15**	2	2	**0**
Kororoit Creek Road (E)	Left	0.3	0.33	**+0.03**	21	24	**+3**	71	78	**+7**
	Through	0.3	0.33	**+0.03**	15	18	**+3**	71	78	**+7**
	Right	0.56	0.71	**+0.15**	59	55	**-4**	54	104	**+50**
	U-turn	0.58	0.71	**+0.13**	61	56	**-5**	54	104	**+50**
Maddox Road (N)	Left	0.28	0.72	**+0.44**	50	64	**+14**	35	106	**+71**
	Through	0.28	0.72	**+0.44**	42	55	**+13**	35	106	**+71**
	Right	0.49	0.36	**-0.13**	53	59	**+6**	55	51	**-4**
Kororoit Creek Road (W)	Left	0.55	0.74	**+0.19**	30	43	**+13**	147	184	**+37**
	Through	0.55	0.74	**+0.19**	26	43	**+17**	148	185	**+37**
	Right	0.3	0.34	**+0.04**	71	80	**+9**	15	15	**0**
	U-turn	0.3	0.34	**+0.04**	72	81	**+9**	15	15	**0**
PM Peak										
Maddox Road (S)	Left	0.05	0.08	**+0.03**	40	46	**+6**	6	8	**+2**
	Through	0.05	0.08	**+0.03**	32	38	**+6**	6	8	**+2**
	Right	0.05	0.08	**+0.03**	42	70	**+28**	6	8	**+2**
Kororoit Creek Road (E)	Left	0.48	0.52	**+0.04**	30	32	**+2**	123	133	**+10**
	Through	0.48	0.52	**+0.04**	25	28	**+3**	123	133	**+10**
	Right	0.54	0.75	**+0.21**	63	60	**-3**	48	110	**+62**
	U-turn	0.54	0.75	**+0.21**	65	62	**-3**	48	110	**+62**
Maddox Road (N)	Left	0.23	0.77	**+0.54**	43	65	**+22**	36	128	**+92**
	Through	0.23	0.77	**+0.54**	35	56	**+21**	36	128	**+92**
	Right	0.53	0.42	**-0.11**	48	57	**+9**	73	69	**-4**
Kororoit Creek Road (W)	Left	0.57	0.76	**+0.19**	35	47	**+12**	144	177	**+33**
	Through	0.57	0.76	**+0.19**	31	46	**+15**	144	177	**+33**
	Right	0.5	0.5	**0**	70	77	**+7**	29	29	**0**
	U-turn	0.5	0.5	**0**	72	78	**+6**	29	29	**0**

As shown above, the operation of the Maddox Road / Kororoit Creek Road intersection is anticipated to change from excellent to good conditions. Notable increases in queue lengths are expected to occur for the right turn movements on the Kororoit Creek Road east approach and the left turn movements on the Maddox Road north approach.

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Table 8 Maddox Road / Jubilee Street / Rosshire Road – Existing/Future Conditions

Approach	Movement	DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Maddox Road (S)	Left	0.26	0.28	**+0.02**	5	5	**0**	12	13	**+1**
	Through	0.26	0.28	**+0.02**	5	5	**0**	12	13	**+1**
	Right	0.26	0.28	**+0.02**	9	9	**0**	12	13	**+1**
	U-turn	0.26	0.28	**+0.02**	11	11	**0**	12	13	**+1**
Jubilee Street (E)	Left	0.17	0.27	**+0.1**	6	6	**0**	7	11	**+4**
	Through	0.17	0.27	**+0.1**	6	6	**0**	7	11	**+4**
	Right	0.17	0.27	**+0.1**	10	10	**0**	7	11	**+4**
	U-turn	0.17	0.27	**+0.1**	12	12	**0**	7	11	**+4**
Maddox Road (N)	Left	0.22	0.22	**0**	5	6	**+1**	9	9	**0**
	Through	0.22	0.22	**0**	6	6	**0**	9	9	**0**
	Right	0.22	0.22	**0**	9	10	**+1**	9	9	**0**
	U-turn	0.22	0.22	**0**	11	11	**0**	9	9	**0**
Rosshire Road (W)	Left	0.15	0.15	**0**	6	6	**0**	6	6	**0**
	Through	0.15	0.15	**0**	6	6	**0**	6	6	**0**
	Right	0.15	0.15	**0**	10	10	**0**	6	6	**0**
	U-turn	0.15	0.15	**0**	12	12	**0**	6	6	**0**
PM Peak										
Maddox Road (S)	Left	0.26	0.28	**+0.02**	5	5	**0**	12	13	**+1**
	Through	0.26	0.28	**+0.02**	5	5	**0**	12	13	**+1**
	Right	0.26	0.28	**+0.02**	9	9	**0**	12	13	**+1**
	U-turn	0.26	0.28	**+0.02**	11	11	**0**	12	13	**+1**
Jubilee Street (E)	Left	0.21	0.29	**+0.08**	6	6	**0**	8	13	**+5**
	Through	0.21	0.29	**+0.08**	6	6	**0**	8	13	**+5**
	Right	0.21	0.29	**+0.08**	10	10	**0**	8	13	**+5**
	U-turn	0.21	0.29	**+0.08**	12	12	**0**	8	13	**+5**
Maddox Road (N)	Left	0.23	0.23	**0**	5	5	**0**	9	10	**+1**
	Through	0.23	0.23	**0**	5	5	**0**	9	10	**+1**
	Right	0.23	0.23	**0**	9	9	**0**	9	10	**+1**
	U-turn	0.23	0.23	**0**	11	11	**0**	9	10	**+1**
Rosshire Road (W)	Left	0.08	0.08	**0**	6	6	**0**	3	3	**0**
	Through	0.08	0.08	**0**	6	6	**0**	3	3	**0**
	Right	0.08	0.08	**0**	10	10	**0**	3	3	**0**
	U-turn	0.08	0.08	**0**	12	12	**0**	3	3	**0**

As shown above, the Maddox Road / Jubilee Street / Rosshire Road intersection is anticipated to remain operating under excellent conditions with minimal increase in queues and delays.

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Table 9 Champion Road / Kororoit Creek Road – Existing/Future Conditions

Approach		DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Champion Road / Kororoit Creek Road Roundabout										
Kororoit Creek Road (E)	Through	0.24	0.35	**0.11**	3	2	**-1**	10	28	**18**
	Right	0.24	0.35	**0.11**	7	7	**0**	9	28	**19**
	U-turn	0.24	0.35	**0.11**	9	8	**-1**	9	28	**19**
Champion Road (N)	Left	0.58	0.08	**-0.5**	10	9	**-1**	23	2	**-21**
	Right	0.58	0.08	**-0.5**	14	14	**0**	23	2	**-21**
	U-turn	0.58	0.08	**-0.5**	16	16	**0**	23	2	**-21**
Kororoit Creek Road (W)	Left	0.75	0.9	**0.15**	6	11	**5**	82	108	**26**
	Through	0.75	0.9	**0.15**	6	11	**5**	106	108	**2**
	U-turn	0.75	0.9	**0.15**	13	18	**5**	106	81	**-25**
Pedestrian Crossing										
Kororoit Creek Road (E)	Through	0.39	0.47	**0.08**	11	12	**1**	83	109	**26**
Kororoit Creek Road (W)	Through	0.56	0.56	**0**	13	13	**0**	33	33	**0**
PM Peak										
Champion Road / Kororoit Creek Road Roundabout										
Kororoit Creek Road (E)	Through	0.44	0.43	**-0.01**	3	3	**0**	23	23	**0**
	Right	0.44	0.43	**-0.01**	7	6	**-1**	14	18	**4**
	U-turn	0.44	0.43	**-0.01**	9	9	**0**	14	18	**4**
Champion Road (N)	Left	0.73	0.22	**-0.51**	11	8	**-3**	20	7	**-13**
	Right	0.73	0.22	**-0.51**	16	13	**-3**	20	7	**-13**
	U-turn	0.73	0.22	**-0.51**	18	15	**-3**	20	7	**-13**
Kororoit Creek Road (W)	Left	0.72	0.73	**0.01**	8	6	**-2**	43	57	**14**
	Through	0.72	0.73	**0.01**	8	6	**-2**	50	57	**7**
	U-turn	0.72	0.73	**0.01**	15	13	**-2**	50	51	**1**
Pedestrian Crossing										
Kororoit Creek Road (E)	Through	0.4	0.4	**0**	5	5	**0**	115	114	**-1**
Kororoit Creek Road (W)	Through	0.35	0.35	**0**	5	5	**0**	33	33	**0**

As shown above, the operation of the Champion Road / Kororoit Creek Road intersection is anticipated to change from good conditions to fair conditions during the AM peak and remain operating under good conditions during the PM peak. Slight increases in queue lengths are expected along the Kororoit Creek approaches.

Naturally, with large reductions in traffic along Champion Road, we expect significant improvements in performance for movements to and from this leg of the intersection.

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4.5 Peak Hour Traffic Impact – Future Growth

Based on the population forecast from 'Victoria in Future', Newport and Williamstown are projected to see a population growth of 26% and 23% respectively from 2016 to 2036. We have been requested by Council to consider the cumulative impact of this increased population within Newport and Williamstown with changes to traffic distribution in the project area.

While no direct growth rate in traffic can be attributed to population growth, for the purposes of this assessment, a growth rate of 25% has been applied to all movement across each intersection for both existing and future conditions, with comparisons between existing and future (considering the close of Champion Road) operation of intersections provided in Table 10 to Table 12.

Table 10 Maddox Road / Kororoit Creek Road – Existing/Future Conditions – 25% Growth

Approach	Movement	DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Maddox Road (S)	Left	0.02	0.03	**+0.01**	47	53	**+6**	2	2	**0**
	Through	0.02	0.03	**+0.01**	38	43	**+5**	2	2	**0**
	Right	0.02	0.03	**+0.01**	49	80	**+31**	2	2	**0**
Kororoit Creek Road (E)	Left	0.39	0.42	**+0.03**	23	26	**+3**	97	104	**+7**
	Through	0.39	0.42	**+0.03**	17	24	**+7**	97	104	**+7**
	Right	0.7	0.97	**+0.27**	61	99	**+38**	70	182	**+112**
	U-turn	0.7	0.97	**+0.27**	63	100	**+37**	70	182	**+112**
Maddox Road (N)	Left	0.35	1	**+0.65**	51	124	**+73**	45	204	**+159**
	Through	0.35	1	**+0.65**	41	114	**+73**	45	204	**+159**
	Right	0.61	0.45	**-0.16**	55	70	**+15**	71	65	**-6**
Kororoit Creek Road (W)	Left	0.73	1.01	**+0.28**	37	105	**+68**	213	386	**+173**
	Through	0.73	1.01	**+0.28**	35	109	**+74**	214	399	**+185**
	Right	0.38	0.42	**+0.04**	78	90	**+12**	19	19	**0**
	U-turn	0.38	0.42	**+0.04**	79	92	**+13**	19	19	**0**
PM Peak										
Maddox Road (S)	Left	0.05	0.18	**+0.13**	39	54	**+15**	8	11	**+3**
	Through	0.05	0.18	**+0.13**	30	43	**+13**	8	11	**+3**
	Right	0.05	0.18	**+0.13**	41	91	**+50**	8	11	**+3**
Kororoit Creek Road (E)	Left	0.66	0.68	**+0.02**	34	34	**0**	183	191	**+8**
	Through	0.66	0.68	**+0.02**	33	33	**0**	183	191	**+8**
	Right	0.78	1.06	**+0.28**	77	147	**+70**	66	226	**+160**
	U-turn	0.78	1.06	**+0.28**	78	149	**+71**	66	226	**+160**
Maddox Road (N)	Left	0.27	1.07	**+0.8**	50	168	**+118**	45	280	**+235**
	Through	0.27	1.07	**+0.8**	40	157	**+117**	45	280	**+235**
	Right	0.68	0.73	**+0.05**	57	74	**+17**	96	100	**+4**
Kororoit Creek Road (W)	Left	0.77	1.05	**+0.28**	42	134	**+92**	211	391	**+180**
	Through	0.77	1.05	**+0.28**	40	137	**+97**	211	391	**+180**
	Right	0.68	0.68	**0**	81	90	**+9**	39	39	**0**
	U-turn	0.68	0.68	**0**	83	92	**+9**	39	39	**0**

As shown above, when accounting for the 25% growth rate for both existing and future conditions, the operation of the Maddox Road / Kororoit Creek Road intersection is anticipated to change from good to very poor conditions. The data suggests not all arriving vehicles will be cleared within a single cycle. Notable increases in queue lengths and delays are expected to occur for the right turn movements on the Kororoit Creek Road east approach, left turn movement on the Kororoit Creek Road west approach, and the left turn movements on the Maddox Road north approach.

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Table 11 Maddox Road / Jubilee Street / Rosshire Road – Existing/Future Conditions – 25% Growth

Approach	Movement	DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Maddox Road (S)	Left	0.34	0.36	**+0.02**	5	5	**0**	16	19	**+3**
	Through	0.34	0.36	**+0.02**	5	5	**0**	16	19	**+3**
	Right	0.34	0.36	**+0.02**	9	9	**0**	16	19	**+3**
	U-turn	0.34	0.36	**+0.02**	11	11	**0**	16	19	**+3**
Jubilee Street (E)	Left	0.23	0.36	**+0.13**	6	7	**+1**	10	16	**+6**
	Through	0.23	0.36	**+0.13**	6	7	**+1**	10	16	**+6**
	Right	0.23	0.36	**+0.13**	10	11	**+1**	10	16	**+6**
	U-turn	0.23	0.36	**+0.13**	12	13	**+1**	10	16	**+6**
Maddox Road (N)	Left	0.29	0.29	**0**	6	6	**0**	13	13	**0**
	Through	0.29	0.29	**0**	6	6	**0**	13	13	**0**
	Right	0.29	0.29	**0**	10	10	**0**	13	13	**0**
	U-turn	0.29	0.29	**0**	12	12	**0**	13	13	**0**
Rosshire Road (W)	Left	0.2	0.2	**0**	7	7	**0**	8	8	**0**
	Through	0.2	0.2	**0**	7	7	**0**	8	8	**0**
	Right	0.2	0.2	**0**	11	11	**0**	8	8	**0**
	U-turn	0.2	0.2	**0**	13	13	**0**	8	8	**0**
PM Peak										
Maddox Road (S)	Left	0.33	0.36	**+0.03**	5	5	**0**	16	19	**+3**
	Through	0.33	0.36	**+0.03**	5	5	**0**	16	19	**+3**
	Right	0.33	0.36	**+0.03**	9	9	**0**	16	19	**+3**
	U-turn	0.33	0.36	**+0.03**	11	11	**0**	16	19	**+3**
Jubilee Street (E)	Left	0.27	0.39	**+0.12**	6	7	**+1**	12	18	**+6**
	Through	0.27	0.39	**+0.12**	6	7	**+1**	12	18	**+6**
	Right	0.27	0.39	**+0.12**	10	11	**+1**	12	18	**+6**
	U-turn	0.27	0.39	**+0.12**	12	13	**+1**	12	18	**+6**
Maddox Road (N)	Left	0.29	0.3	**+0.01**	5	5	**0**	13	13	**0**
	Through	0.29	0.3	**+0.01**	5	6	**+1**	13	13	**0**
	Right	0.29	0.3	**+0.01**	9	9	**0**	13	13	**0**
	U-turn	0.29	0.3	**+0.01**	11	11	**0**	13	13	**0**
Rosshire Road (W)	Left	0.11	0.11	**0**	7	7	**0**	4	4	**0**
	Through	0.11	0.11	**0**	7	7	**0**	4	4	**0**
	Right	0.11	0.11	**0**	11	11	**0**	4	4	**0**
	U-turn	0.11	0.11	**0**	12	13	**+1**	4	4	**0**

The Maddox Road / Jubilee Street / Rosshire Road intersection is anticipated to remain operating under excellent conditions with minimal increase in queues and delays.

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Table 12 Champion Road / Kororoit Creek Road – Existing/Future Conditions – 25% Growth

Approach		DoS			Avg. Delay (sec)			Queue (m)		
		Existing	Future	+/-	Existing	Future	+/-	Existing	Future	+/-
AM Peak										
Champion Road / Kororoit Creek Road Roundabout										
Kororoit Creek Road (E)	Through	0.31	0.44	**+0.13**	3	3	**0**	14	33	**+19**
	Right	0.31	0.44	**+0.13**	7	7	**0**	13	33	**+20**
	U-turn	0.31	0.44	**+0.13**	9	9	**0**	13	33	**+20**
Champion Road (N)	Left	0.98	0.11	**-0.87**	33	10	**-23**	37	3	**-34**
	Right	0.98	0.11	**-0.87**	38	14	**-24**	37	3	**-34**
	U-turn	0.98	0.11	**-0.87**	40	16	**-24**	37	3	**-34**
Kororoit Creek Road (W)	Left	0.96	1.16	**+0.2**	16	159	**+143**	129	590	**+461**
	Through	0.96	1.16	**+0.2**	16	159	**+143**	166	590	**+424**
	U-turn	0.96	1.16	**+0.2**	23	166	**+143**	166	562	**+396**
Pedestrian Crossing										
Kororoit Creek Road (E)	Through	0.48	0.7	**+0.22**	12	15	**+3**	113	178	**+65**
Kororoit Creek Road (W)	Through	0.69	0.62	**-0.07**	15	14	**-1**	33	33	**0**
PM Peak										
Champion Road / Kororoit Creek Road Roundabout										
Kororoit Creek Road (E)	Through	0.55	0.54	**-0.01**	3	3	**0**	37	38	**+1**
	Right	0.55	0.54	**-0.01**	7	7	**0**	21	30	**+9**
	U-turn	0.55	0.54	**-0.01**	9	9	**0**	21	30	**+9**
Champion Road (N)	Left	1.15	0.39	**-0.76**	152	10	**-142**	201	10	**-191**
	Right	1.15	0.39	**-0.76**	157	15	**-142**	201	10	**-191**
	U-turn	1.15	0.39	**-0.76**	159	17	**-142**	201	10	**-191**
Kororoit Creek Road (W)	Left	0.95	0.94	**-0.01**	21	14	**-7**	116	91	**-25**
	Through	0.95	0.94	**-0.01**	22	15	**-7**	116	131	**+15**
	U-turn	0.95	0.94	**-0.01**	29	22	**-7**	78	131	**+53**
Pedestrian Crossing										
Kororoit Creek Road (E)	Through	0.6	0.63	**+0.03**	7	7	**0**	201	208	**+7**
Kororoit Creek Road (W)	Through	0.43	0.44	**+0.01**	5	5	**0**	33	33	**0**

The operation of the Champion Road / Kororoit Creek Road intersection is anticipated to change from poor conditions to very poor conditions during the AM peak and change from very poor to poor conditions during the PM peak. Significant increases in queue lengths and delay are expected along the Kororoit Creek approach during the AM peak, while during the PM peak, the future scenario with the Champion Road level crossing closure results in improved conditions.

Naturally, with large reductions in traffic along Champion Road, we expect significant improvements in performance for movements to and from this leg of the intersection. However, as indicated by the intersection analysis with 25% population growth above, the closure of Champion Road will result in the redirection of traffic that would result in detrimental impacts to surrounding intersections, notably the Maddox Road / Kororoit Creek Road intersection and the Kororoit Creek Road / Champion Road intersection.

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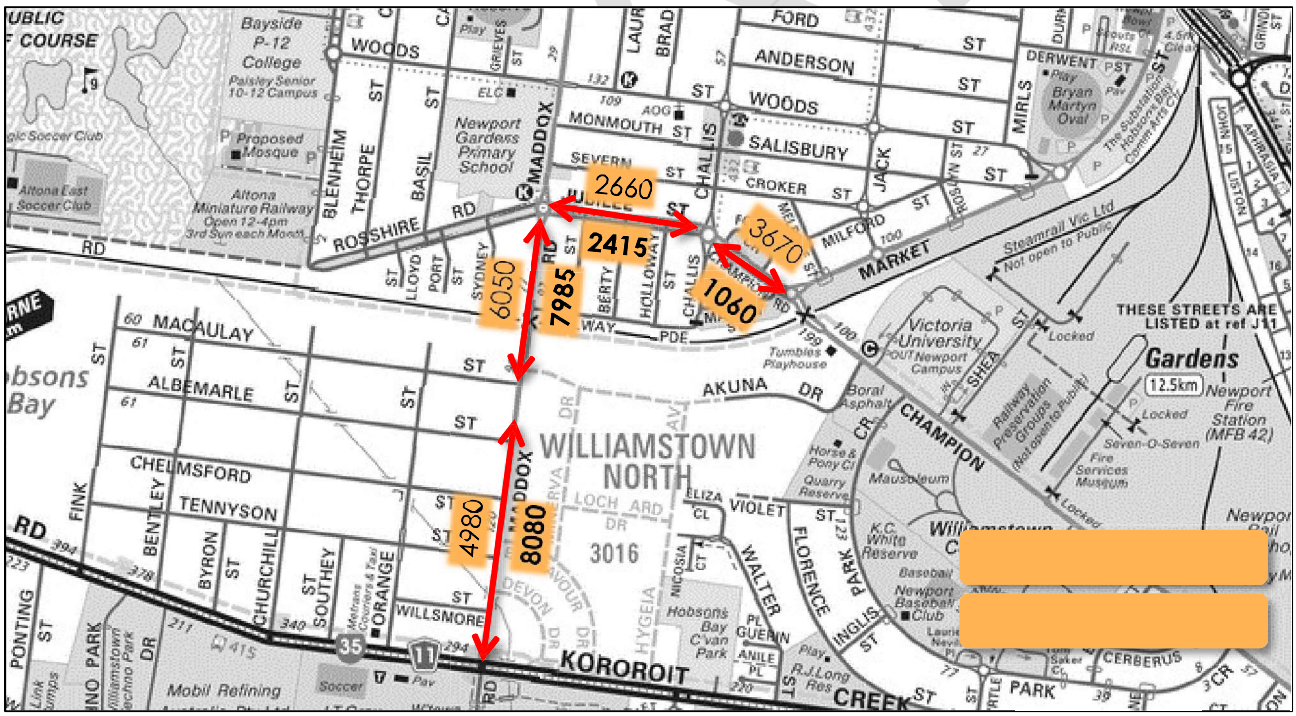
4.6 Daily Volumes

It is generally considered that peak hour traffic volumes include approximately 10% of daily traffic volumes. Therefore, based on the peak hour traffic volume surveys and the anticipated future traffic volumes, the existing and future daily traffic volumes can be estimated. Table 13 and Figure 13 provides a comparison of the approximate existing and future daily traffic volumes along roads of significance.

Table 13 Daily Volumes – Existing/Future Conditions

Road (Classification)	Section	Environmental Capacity (vpd)	Existing Daily Volumes (vpd)	Future Daily Volumes (vpd)	Difference +/- (vpd)
Maddox Road (Collector Level 2)	South of Jubilee St	3000-7000	6050	7985	+1935
	North of Kororoit Creek Rd	3000-7000	4980	8080	+3100
Jubilee Street (Access Level 2)	East of Maddox Rd	2000-3000	2660	2415	-245
Champion Street (Access Level 2)	West of Market St	2000-3000	3670	1060	-2610

Figure 13 Daily Volumes – Existing/Future Conditions



Based on the above, future traffic volumes along Maddox Road are expected to exceed its environmental capacity (primarily on the basis of amenity), while Jubilee Street and Champion Road are expected to operate at or below capacity. It is noted that Champion Road to the west of Market Street is operating above its environmental capacity.

When further considering the anticipated population growth of 25%, this will further push traffic volumes along Maddox Road above its environmental capacity. Traffic volumes on Jubilee Street will also approach capacity.

5 ISSUES AND

5.1 Maddox Road / Kororoit Creek Road Intersection

As indicated in Table 7, notable increases in queue lengths are expected to occur for the right turn movements on the Kororoit Creek Road east approach and the left turn movements on the Maddox Road north approach. These are accentuated when accounting for the expected 25% future population growth.

Kororoit Creek Road east approach currently provides a storage length of 60 metres for vehicles turning right onto Maddox Road. Based on the SIDRA Intersection analysis, the queue lengths for the existing right turn movements extend 54 metres during the AM peak and 48 metres during the PM peak, which can currently be accommodated within capacity of the right turn storage length.

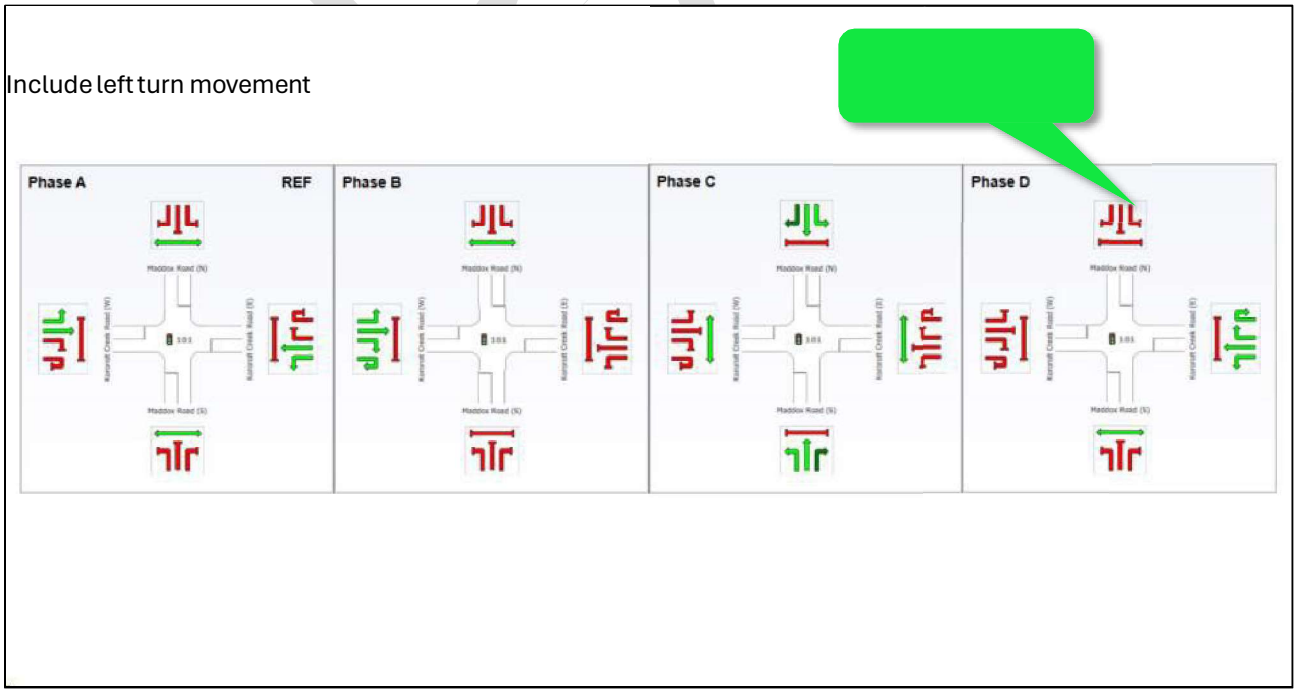
Based on the redirection of traffic as a result of the level crossing removal, queue lengths of up to 104 metres during the AM peak and 110 metres during the PM peak are anticipated, resulting in queues extending into the through lane, although typically clearing within one cycle. Queue lengths are also expected to increase for through movements as a result of vehicles queuing for the right turn, although the provision of two through lanes remediates this issue.

Notable queue lengths area also expected to occur along the Maddox Road north approach for left turn movements onto Kororoit Creek Road which typically clears within one cycle.

Again, the queue lengths are accentuated when accounting for the expected 25% future population growth.

There is opportunity to add a left turn arrow to the Maddox Road north approach during Phase D to mitigate future queuing of left turn vehicles (as indicated in Figure 14). This would require the signals to be reprogrammed and the traffic lights facing the Maddox Road north approach would need to be upgraded to include left turn lanterns. There are no opportunities modify phasing to improve the right turn movement of the Kororoit Creek Road east approach.

Figure 14 Maddox Road / Kororoit Creek Road Intersection Phasing



5.2 Maddox Road Treatments

As outlined in Section 4.6, future traffic volumes along Maddox Road are expected to exceed its environmental capacity between Jubilee Road and Kororoit Creek Road. With the removal of the Champion Road level crossing, Maddox Road will provide the only railway crossing opportunity in the immediate vicinity, with the next closest crossings located 1.5 kilometres to the east (Melbourne Road) and 2 kilometres to the west (Millers Road).

In order to reduce the potential future traffic volumes along Maddox Road, various treatments can be deployed to calm traffic and potentially deviate these volumes towards the arterial roads (Melbourne Road and Millers Road). Traffic calming treatments may include:

- Raised intersections;
- Speed bumps;
- Chicanes;
- Curb extensions at intersections;
- Roundabouts at local road / industrial road intersections; and
- Speed reductions.

South of the railway line, Maddox Road provides access to industrial zones either to the east and west of the road. Access for larger industrial trucks may need to be retained along Maddox Road, although it is noted that these industrial zones are also provided with access points from Kororoit Creek Road.

We understand that Council is currently undertaking a transport safety analysis of Maddox Road, north of the railway line.

5.3 Akuna Drive Connection

As part of the Champion Road and Maddox Road level crossing removal projects, the Level Crossing Removal Authority is proposing to complete the 'link road' between Champion Road and Maddox Road, which assumed to involve the extension of Akuna Drive to Launceston Street, as shown in Figure 15.

Figure 15 Proposed Link Road

While the Level Crossing Removal Authority claim that this connection will provide a less congested access route across the railway line, this is likely only the case for those with an origin / destination along the portion of Champion Road on the south side of the railway line, or within the adjacent subdivision. For those with an origin / destination to or from the southeast, it is likely that drivers will still take the more direct route via Maddox Road and Kororoit Creek Road, as shown in Figure 16.

Figure 16 Route Comparison

Therefore, it is not expected that this route will divert a significant volume of traffic away from the south end of Maddox Road and Kororoit Creek Road.

5.4 Pedestrian and Bicycle Connectivity

Level Crossing Removal Authority claims that as a result of the level crossing removals, new walking and cycling connections at Maddox Road and Champion Road will be provided, connecting to local paths. No further detail is provided regarding new walking and cycling connections. While the Champion Road level crossing removal will close vehicular through movements, it is unclear whether or not pedestrian and cycling connectivity will be maintained or improved.

It is recommended to retain pedestrian and cycling connectivity, as the closure will result in almost a two-kilometre detour, as shown in Figure 17.

Figure 17 Pedestrian and Cycling Detour

Figure 18 shows the Strava heatmap in the vicinity of the study area showing physical activity data such as cycling, running and walking. Routes of higher usage are brighter in colour.

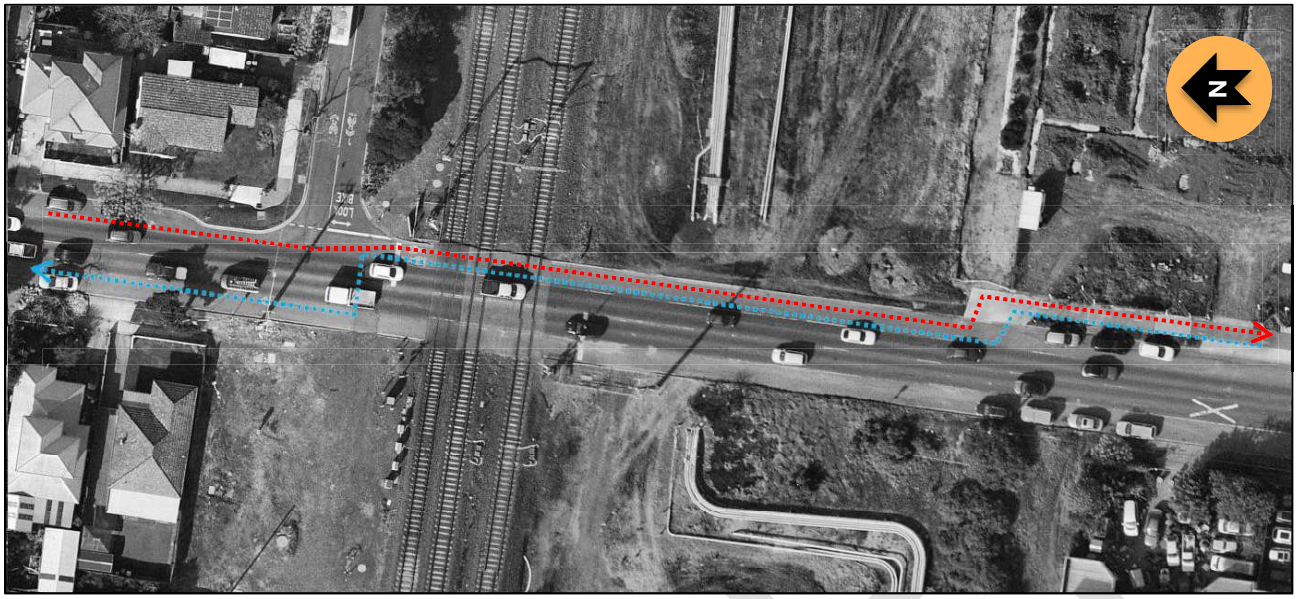
It is noted that this information includes all activities recorded on the platform, inclusive of weekend trips, and all trips throughout the day. Additionally, the data is skewed towards physical activity and exercise, given that the bulk of commuter and recreational trips will not be recorded. Regardless, the heatmap shows relatively high active transport traffic across the Champion Road level crossing.

Figure 18 Strava Cycling Heatmap

In addition, it is noted that Maddox Road accommodates relatively high active transport traffic. Maddox Road currently provides a two-way off-road bike path on the east side of the road between Kororoit Creek Road and the level crossing. At the Maddox Road level crossing, the two-way bike path merges onto the road, and abruptly ends at the Railway Parade intersection. To the north of Railway Parade, very poor bicycle infrastructure is provided with the bike lane shared with kerbside parking on either side of the road.

As shown in Figure 19, this section of Maddox Road provides a convoluted cycling route which can cause confusion and safety issues, with cyclist having to transfer from off-road, to on-road, and then across the other side of Maddox Road.

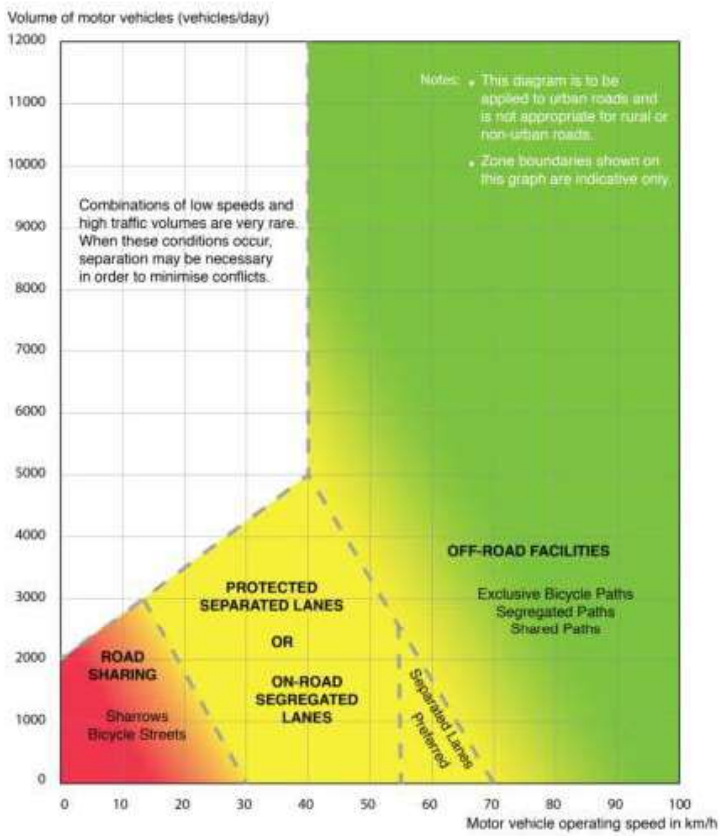
Figure 19 Maddox Road Bicycle Infrastructure



In order to encourage more bicycle trips and reduce traffic volumes along Maddox Road, every effort should be made to ensure a continuous, low stress cycling route, suitable for use by cyclists of all ages and abilities.

Based on the traffic volumes and speed limit of Maddox Road, off-road bicycle facilities should be provided along the entire length of Maddox Road as per the Austroads figure below.

Figure 20 Cycling Aspects of Austroads Guide (Austroads, 2017)



6 CONCLUSION

The Level Crossing Removal Authority is proposing to remove the existing Maddox Road level crossing by elevating the rail line over the road. Due to apparent constraints with critical services and property access in the vicinity of the Champion Road level crossing, it is proposed to be closed to vehicular traffic.

Based on the preceding analysis and discussion, we note that:

- All existing intersections in the vicinity currently operate under excellent conditions in peak periods, with modest delays and queues;
- The closure of Champion Road will result in a considerable redistribution of traffic movements, with drivers requiring to divert their trips via Maddox Road to cross the railway line;
- Accounting for this traffic redistribution, we anticipate that all intersections will continue to operate under acceptable performance, with the greatest impact occurring at Kororoit Creek Road and Maddox Road, where queues and delays will increase, though remain at acceptable levels. However, when accounting for a future population growth of 25%, the Maddox Road / Kororoit Creek Road intersection and the Kororoit Creek Road / Champion Road intersection are expected to operate over capacity;
- Based on the future intersection operations when accounting for the future population growth of 25%, it is recommended that a vehicle connection on Champion Road across the railway is retained;
- There are opportunities for small capacity improvements at Kororoit Creek Road / Maddox Road with introduction of a left-turn arrow from the northern approach;
- Daily traffic volumes on Maddox Road will exceed the preferred capacity, and we would recommend use of LATM measures to reduce the attractiveness of this route in preference to alternative north-south arterials;
- The proposed Akuna Drive connection is not expected to have any significant impact on demand for trips along Maddox Road, noting the indirectness of the ultimate connection between Champion Road and Maddox Road; and
- As a minimum, it is recommended that Council advocate for retention of pedestrian and cycling access across the railway at Champion Road, and for improvements to cycling facilities at Maddox Road.

DRAFT

Attachment D

Initial Submission to Maddox Road and Champion Road Level Crossing Removal Projects

Prepared July 2023

HOBSONS BAY CITY COUNCIL

1. Introduction

The Level Crossing Removal Project (LXRP) has sought community feedback on the removal of the Maddox Road and Champion Road level crossings in Newport. Feedback is open until 23 July 2023.

The projects seek to grade separate the Maddox Road crossing with a 'sky rail' design and to permanently close the crossing at Champion Road for vehicular traffic while maintaining walking and cycling access with a new bridge.

As part of the projects, LXRP has committed to 'improving the local road network' to facilitate a new access from Champion Road to Maddox Road. The projects are expected to be completed by 2026.

This submission by Hobsons Bay City Council will outline our initial key concerns and priorities for these two sites including the clear preference of our community to retain vehicle access at Champion Road. Council will commission an independent traffic and transport analysis into the impacts of the project and provide a more detailed submission at a future date.

Key Recommendations

- Keep Champion Road open for vehicular access either through a grade separation or maintenance of the existing at-grade railway crossing.

- LXRP should arrange to meet with Council at the earliest opportunity to workshop the primary issues and collaborate to achieve the best outcomes.

- Council strongly supports a holistic approach in the planning and design of any level crossing removal that involves:
    - A network approach to planning to ensure that all modes of transport are factored into the planning process to enhance connectivity to the broader transport network.
    - Acknowledgement of structure plans for each precinct to ensure the integration of land use and transport outcomes as well as enhancing permeability, particularly through creation and enhancement of walking and cycling paths.
    - Incorporation of good design principles, such as use of high-quality materials and consideration of sustainability and universal design principles.
    - Incorporation of community and stakeholder consultation throughout the process to allow collective input and delivery of innovative solutions.

- Ensure the project design outcomes at both sites incorporate key Council and community infrastructure priorities including:
    - Assistance with delivery of Maddox Road safety improvements (design underway).
    - Delivery of the Ross Road shared use path between Maddox Road and Mills Street.
    - Extension of the Maddox Road shared use path north to Railway Parade.
    - Extension of the Market Street shared use path west to Maddox Road.
    - Extension of the Champion Road shared use path north-west to Market Street.

2. Keep Champion Road Open

LXRP has proposed to permanently close Champion Road at the level crossing for vehicular traffic while maintaining walking and cycling access with a new bridge. Council and the community have concerns about the impact of the closure on local transport movements and the ability of the surrounding road network to cater for the change in vehicle flows.

Champion Road provides a direct connection between Newport and Williamstown for residents. Hundreds travel along it every day by car, bicycle, and on foot to access schools, shops, and services. Champion Road allows for efficient local movement at times when the alternative arterial road network is heavily congested with commuters. Further, the arterial network does not provide direct connections to some of our small-scale activity areas, including shops on Challis and Mason streets and to Williamstown Beach.

A recent three-day survey (Appendix A and B) found that an average of 4,402 vehicles crossed the rail line at Champion Road each day between 7:10 am and 7:50 pm Tuesday to Thursday. Additionally, an average of 247 bicycle riders and 169 pedestrians travelled over or adjacent to the rail crossing each day in the same period. This is a significant volume of traffic for a municipal road and shows the importance of its continued connectivity.

Council understands that this site poses difficulty when considering options for grade separation. These include the complexity of changing the grade of the rail line due to nearby junctions and stabling yards, and the consequence that property acquisition may be required if the road was to be raised or lowered. However, as there are no clear plans to increase the number of trains through the crossing at peak times, and that the Geelong Fast Rail project has been placed on hold, it would not cause detriment to the operation of the rail line to keep the existing level crossing open until a suitable design for grade separation can be developed.

The grade separation at Maddox Road is welcome and provides an excellent opportunity to deliver community infrastructure upgrades. However, our community is not convinced that Maddox Road alone will be a suitable alternative for local transport movements. A survey from 2020 (prior to lockdown) (Appendix C) showed that an average of 7,628 vehicles used Maddox Road each weekday.

Council has concerns about the induced demand placed on Maddox Road by the combination of its own level crossing removal project and the closure of Champion Road. With the diversion from Champion Road, Maddox Road could see more than 10,000 vehicles each weekday, which will likely result in poorer safety outcomes, reduced amenity, and an increased maintenance burden.

It must be stressed that Maddox Road is a Council asset. The road provides a local through traffic function to reach municipal destinations. It is undesirable from both community amenity and asset management perspectives for Maddox Road to cater for high volumes of arterial road traffic. Given this, Council strongly recommends keeping Champion Road open and ensuring that the level crossing projects help to deliver community infrastructure priorities and road safety upgrades currently in planning.

Additionally, it is unclear how LXRP proposes to 'improve the local road network' and what the resulting network impacts are likely to be. Council requests to meet with LXRP to discuss these issues and collaborate to achieve the best outcomes at the earliest opportunity.

3. Community Infrastructure Priorities

The level crossing project provides a once in a generation opportunity to deliver community infrastructure that involve a high level of complexity.

In particular, the program allows Council to work with LXRP to overcome the significant infrastructure near Maddox Road and Champion Road, such as high-pressure pipelines, that have been a barrier to infrastructure delivery.

Projects are mapped on page 6.

Our infrastructure priorities are:

A. Assistance with delivery of Maddox Road safety improvements (design underway).

An analysis of transport safety issues and development of concept plans for upgrades to transport infrastructure are currently underway by Ratio Consultants for Maddox Road between Mason Street and Railway Parade. This project was funded by the TAC as part of the 2022 grant program and initial community consultation has been completed.

At this stage, the project will include several new raised pedestrian crossings, new and upgraded roundabouts, protected bike lanes, strategic footpath widening, and new greening and water-sensitive urban design where suitable. It is expected that draft plans will be ready for the second round of community consultation in the next few months.

B. Delivery of the Ross Road shared use path between Maddox Road and Mills Street.

Council has prepared concept plans for the Ross Road shared use path connecting Maddox Road to Mills Street (Appendix D). The completed plan runs from Mills Street to Blenheim Road. Further design work is needed to complete the concept between Blenheim Road and Maddox Road.

As part of the Maddox Road level crossing removal, Council recommends working with LXRP to design and deliver the full Ross Road shared use path from Maddox Road to Mills Street.

C. Extension of the Maddox Road shared use path north to Railway Parade.

The existing Maddox Road shared use path south of the rail line currently terminates just 80 metres short of Railway Parade. This path on Maddox Road connects to the Bay Trail and Altona in the south, and Railway Parade currently provides a low stress cycling route towards Newport in the north-east.

As part of the sky rail design proposed for Maddox Road, Council recommends including the extension of the Maddox Road shared use path to Railway Parade.

D. Extension of the Market Street shared use path west to Maddox Road.

The existing Market Street shared use path terminates at Champion Road and does not continue for the approximately 550 metres to Maddox Road. Council has previously prepared concept plans for the extension of the Market Street path (Appendix E). However, we have faced difficulty in delivering the path so close to significant assets.

Additionally, the current concept plan would result in the removal of flourishing native vegetation and the decorated roadside along Railway Parade where residents have taken it upon themselves to provide gardens, sculptures, and seating. Due to this, Council recommends the delivery of the Market Street shared use path extension under the proposed sky rail design south of Railway Parade and ensuring the project actively protects vegetation and community spaces along Railway Parade.

E. Extension of the Champion Road shared use path north-west to Market Street.

Council has designed and partially funded the delivery of the Champion Road shared use path between Market Street and North Williamstown Station (Appendix F). Council intends to deliver the shared use path this year between approximately Edina Street and North Williamstown Station. The section from Market Street to Edina Street has been postponed due to the uncertainty around the proposed level crossing closure on Champion Road.

As part of the level crossing projects, Council recommends that LXRP commit to the delivery of the remaining section of the Champion Road shared use path directly connecting Market Street to North Williamstown Station.

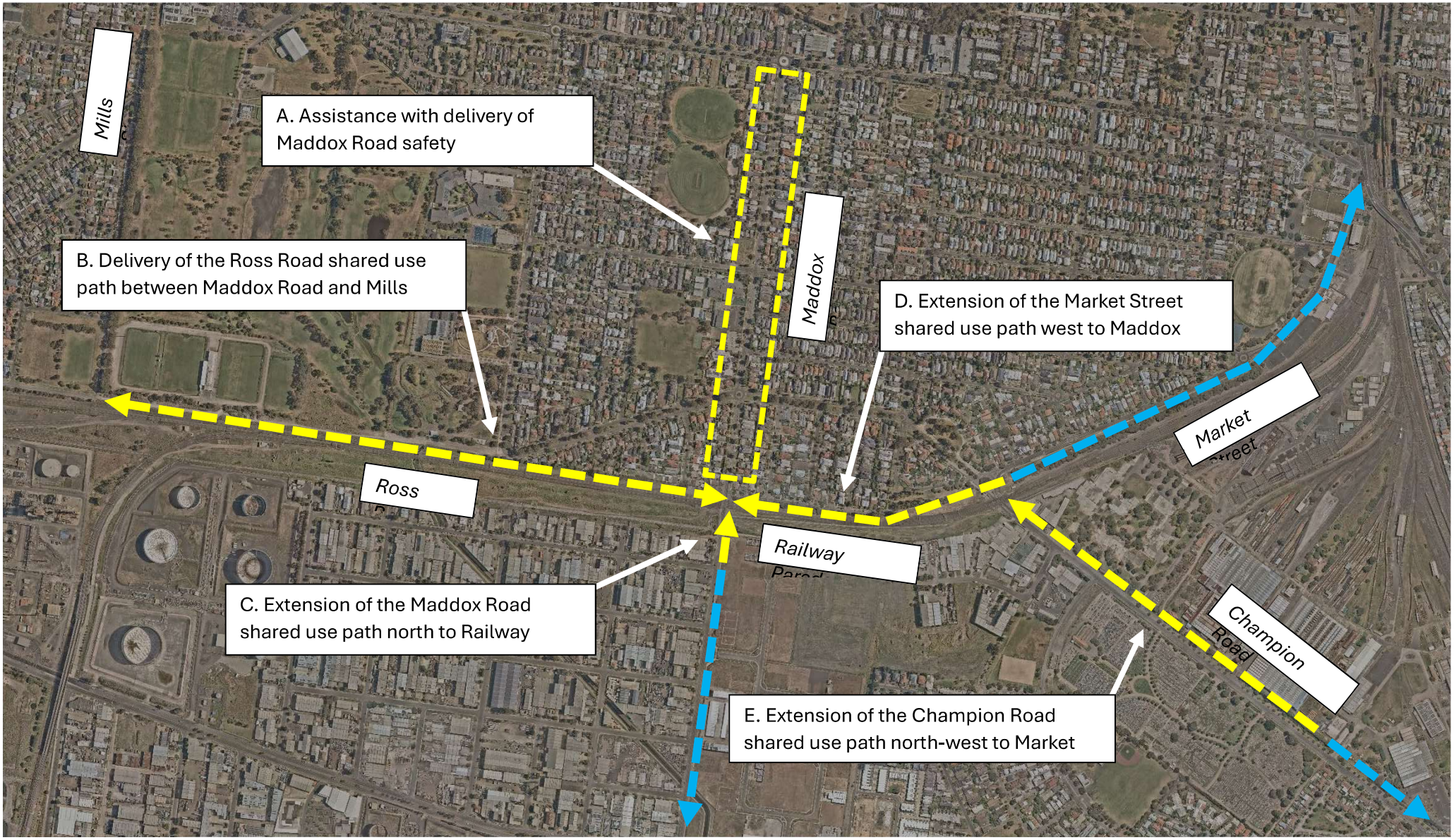
Infrastructure Design and Planting Schedule

- Despite any plan to the contrary, all shared use paths should be at least 3 metres wide and constructed in accordance with EDCM 401.
- The planting schedule at Appendix G is a guide only and may be amended as suitable to match the existing ecological, ornamental, or preferred future vegetation conditions.
- Grade separation principles previously endorsed by Council can be viewed at Appendix H.

Additional Reference Documents

Local:
Integrated Transport Plan
Activity Centre Strategy
Housing Strategy
Implementation of the new zones
Neighbourhood Character Study
Review of the Heritage Overlays
Biodiversity Strategy
Council Plan
Municipal Strategic Statement
Community Greenhouse Strategy
Local Traffic Management Plans (LAMP's)
Hobsons Bay Strategic Bicycle Plan
Hobsons Bay Sports and Recreation Strategy
Hobsons Bay Ageing Well Strategy
Disability Access and Inclusion Strategy
Hobsons Bay Road Safety Strategy
Hobsons Bay Open Space Plan
Economic Development Strategy
Climate Change Adaptation Plan and Policy
Arts and Culture Plan
Social Impact Assessment Guidelines
Hobsons Bay Landscape Guidelines
Hobsons Bay Industrial Land Management Strategy
Hobsons Bay Transport Planning Study 2020

Regional:
Western Transport Strategy 2012- 2030
Greening the West – Strategic Plan.
Low Carbon West
Western Agenda
Regional Trails Report


Mills
A. Assistance with delivery of Maddox Road safety
B. Delivery of the Ross Road shared use path between Maddox Road and Mills
Maddox
D. Extension of the Market Street shared use path west to Maddox
Market
Ross
Railway
C. Extension of the Maddox Road shared use path north to Railway
Champion
Road
E. Extension of the Champion Road shared use path north-west to Market

4. Appendix

Appendix A – Champion Road 3-Day AIRS Survey

Appendix B – Champion Road 3-Day AIRS Survey (Raw Data)

Appendix C – Maddox Road 7-Day Traffic Survey - March 2020

Appendix D – Ross Road Shared Use Path

Appendix E – Market Street Shared Use Path Extension

Appendix F – Champion Road Shared Use Path

Appendix G – Council Planting Schedule for Guidance Only

Appendix H - Grade Separation Principles for Hobsons Bay

Appendices can be viewed at this link. Expires 18 August 2023.

Please contact Augustus Brown, abrown@hobsonsbay.vic.gov.au, for access to be restored.

Hobsons Bay City Council Planning Submission

Maddox and Champion Road Level Crossing Removal Projects

May 2024

HOBSONS BAY CITY COUNCIL

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List of Attachments

Attachment A – Site Specific Grade Separation Principles for the removal of the level crossings at Champion Road and Maddox Road Endorsed by Council

Attachment B – Council Recommended Urban Design Principles

Attachment B – HBCC Traffic Assessment and Modelling Report by Onemilegrid, January 2024

Attachment D - Initial Council Project Submission to LXRP July 2023

Summary

Thank you for the opportunity to provide input to the Maddox Road and Champion Road Level Crossing Removal Projects. Council welcomes the removal of level crossings on the Werribee line and is generally supportive of the planned removal at Maddox Road but has serious concerns about the proposal to close Champion Road.

Our understanding of the project has been informed by the information the Level Crossing Removal Project (LXRP) has published and provided on its website, information sessions and via its electronic distribution lists. We have not been privy to any information beyond that available to the general public.

Concerns are held with elements of the proposal and the adverse impacts these will have on the local resident and trader community.

Throughout this submission we have included a number of 'Asks' of the LXRP and, where appropriate, the Minister for Planning. Key to most of the 'Asks' is the need to engage and work with the community, traders and Council. This is to enable the LXRP and the Minister for Planning to better understand the issues this project generates for the community and allows for the development of solutions that meet the needs of the community, traders and Council.

The multi-million dollar investment by the State government in the level crossing removals is a once in a lifetime opportunity for the community, traders, Councils and the State government to collaborate to achieve a best for community outcome.

This submission also recognises and responds to the intention of the LXRP to seek planning approval from the Minister for Planning via Clause 52.03 -Level Crossing Removal Project of the Hobsons Bay (HB) Planning Schemes.

Feedback to Clause 52.03 focusses heavily on the Planning Project Boundary (PPB) as it impacts many HB roads, open spaces and reserves. We have serious concerns about the size of the PPB and query the need for and suitability of many of the local, narrow streets the LXRP has included in the PPB. Many streets in Newport designated in the PPB are not suitable for the types of heavy vehicles generally associated with major construction works and some have vertical clearance restrictions because of the well-established street trees. In addition, Council opposes LXRP's proposed use of Quarry Reserve and Paisley Park and the Ross Road carpark for project purposes.

Council has undertaken some preliminary traffic assessments and other investigations relating to the proposed closure of Champion Road and has developed possible concept options that retain a road crossing of the rail lines for further consideration.

This submission was considered at the 11 June Ordinary meeting of Council.

1.0 Introduction

This report responds to Hobsons Bay City Council **(Council)** invitation to provide a formal submission on the Maddox Road and Champion Road Level Crossing Removal Project (**LXRP**).

On 25 November 2022, Council considered the announcement of the latest level crossing removals and resolved to write to the Minister for Transport and Infrastructure welcoming the removals in Hobsons Bay and expressed concern regarding the lack of consultation on the proposed closure of the Champion Road level crossing. Particularly, Council was not provided the opportunity to input into the development of options as part of the optioneering assessment undertaken by LXRP.

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

On 28 February 2024, the Mayor wrote to The Hon. Jacinta Allan, Premier of Victoria, and Tim Pallas, Treasurer of Victoria to seek a meeting to raise Council's concerns and seek a temporary pause on the Project.

2.0 Background

In March 2016 Council endorsed the Hobsons Bay Grade Separation Principles, which were developed with input from the community. The principles apply in the planning, design, consultation, and implementation of any grade separation project within Hobsons Bay. They are in place to ensure that level crossing removals are well integrated with the local area and that community amenity is protected. The principles are:

- a value-for-money outcome
- an efficient road network
- a connected community
- conservation of special values
- minimal impact on adjacent private land
- quality public places
- allowance for future development
- a safe and accessible precinct
- an integrated transport hub
- an environmentally responsible development
- a development that addresses community concerns and aspirations

At a Council briefing in November 2023, LXRP provided a high-level presentation to Councillors on the options assessments advising that the decision to close Champion Road is due to several constraints including underground services impacts, land acquisition and rail access to the Newport stabling yards. Planning has commenced with LXRP undertaking site inspections, surveys, collating information from Council (planning, engineering, traffic, property data, etc.) and developing urban design guidelines for both sites.

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

Council disagrees with this statement as there are alternative design options available that should be explored further.

At the 12 March 2024 Council meeting, Council resolved the following.

That Council:

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

Council has also developed urban design principles as input to the projects Urban Design Guidelines. Refer Attachment B.

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

Council engaged a traffic engineering consultant to undertake a traffic precinct study that has identified traffic impacts including potential delays and congestion resulting from a Champion Road closure and future growth in the area, particularly at the Kororoit Creek Road / Maddox Road intersection. Refer Attachment C and Section 8.5 Traffic and Transport for a summary of the traffic impacts.

3.0 Council Position on the Project

Council is opposed to the closure of Champion Road and, together with many others across the community, have expressed its opposition to the closure since shortly after the plans were announced in October 2022 with a lack of prior consultation.

Council is urging the state government to rethink the closure of Champion Road as part of its level crossing removal program and consider alternatives to funnelling traffic down already busy and congested local roads. Council is calling on the state government to pause planning on the proposed closure of Champion Road until more technical assessments can be completed and alternative options can be more thoroughly explored in consultation with our community.

As a major thoroughfare between Newport West and Williamstown, Champion Road's closure would cause significant disruption between the two suburbs and further overload already congested routes along Mason Street in Newport and Maddox Road in Newport/Williamstown. This is a significant part of the Hobsons Bay local road network, and the effect of this road closure will greatly impact local businesses and community members going about their daily lives, with major implications for traffic flow in the area.

Council has worked with its level crossing community interest group and local community groups, as well as meeting with major project stakeholders, including Mobil and Viva Energy, to inform alternative plans to urge the Victorian Government and the LXRP to consider alternatives to closing Champion Road.

Council is asking the state government to pause the proposed plans to close Champion Road and bring forward works on the other level crossings scheduled for removal.

At the Council meeting on 14 May 2024, Council considered the latest project planning consultation and resolved to support a motion that:

1. Opposes any broad geographical area of planning controls to be put in place by the State Government for the LXRP's Champion Road and Maddox Road level crossing removals.

2. Opposes any take-over of Quarry Reserve as a staging point for Champion Road and/or Maddox Road level crossing removal projects.

3. Opposes any loss of public carparking on Ross Road – currently used as an overflow carpark for the Newport Mosque – for use by the LXRP.

4. Immediately begins an information campaign on the Champion Road and Maddox Road level crossing removal program which includes:

   a. A newsletter to every household in Newport, Williamstown and Altona North (the newsletter to include Council discussions with pipeline operators, Council's findings on Maddox Road traffic congestion, alternative options to LXRP's proposal, etc)

   b. Regular website and social media postings.

5. Also runs a public campaign to advocate for the reinstatement of the train station in Altona North (former Paisley Station) on the Werribee train line.

4.0 Council Concept Options (Alternatives to Closing Champion Road)

Council has worked with members of the Level Crossing Community Interest Group and local community groups, as well as meeting with major project stakeholders, including Mobil and Viva Energy, to develop alternative options to closing Champion Road.

Concept plans for two possible options as alternatives to the closure of Champion Road have been prepared.

Option 1. Champion Road bridge over rail (similar to Aviation Road, Laverton LXR project)

Option 2. Extending the Maddox Road rail bridge over Champion Road (similar to Kororoit Creek Road, Altona LXR project)

Option 1 – Champion Road Bridge Over Rail

Benefits

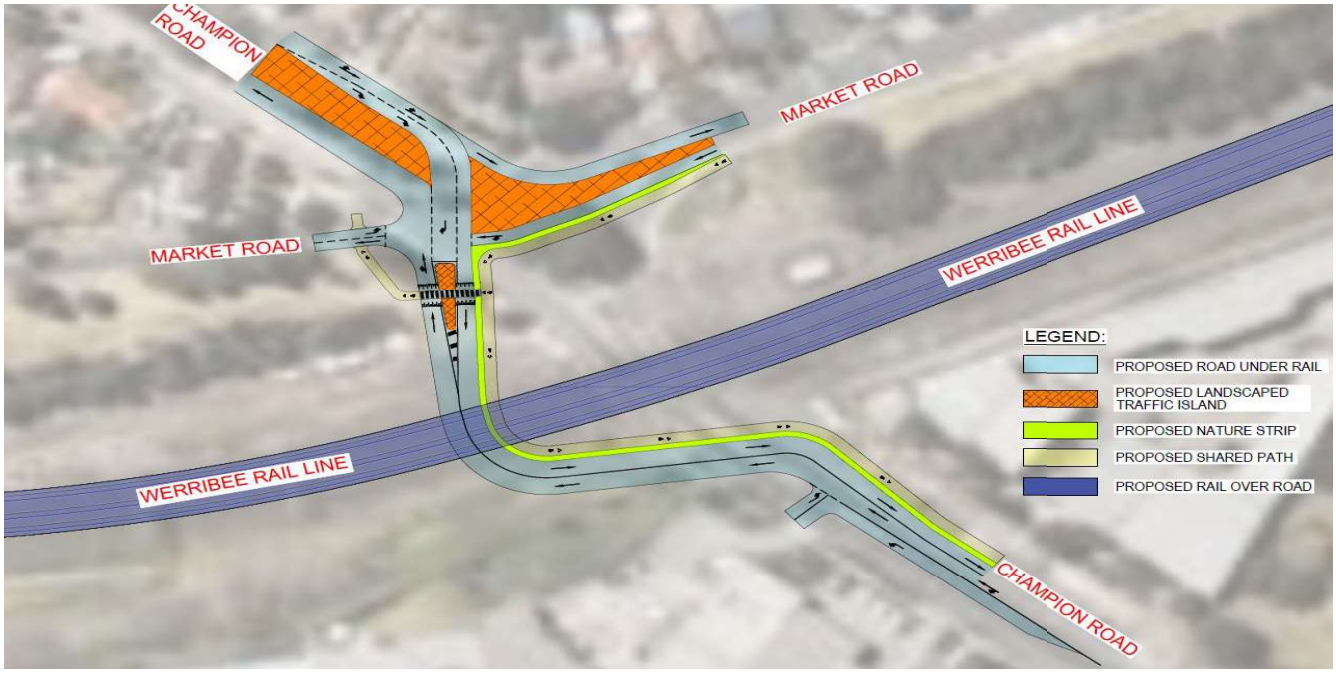
- no property acquisitions required
- can incorporate direct pedestrian and cycling path over the rail lines without a separate structure
- minimal impact on utility infrastructure
- less impact on rail operations during construction

Challenges

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

Option 2 – Rail over Road (Extending the Maddox Road Rail Bridge over Champion Road)

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



Benefits

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

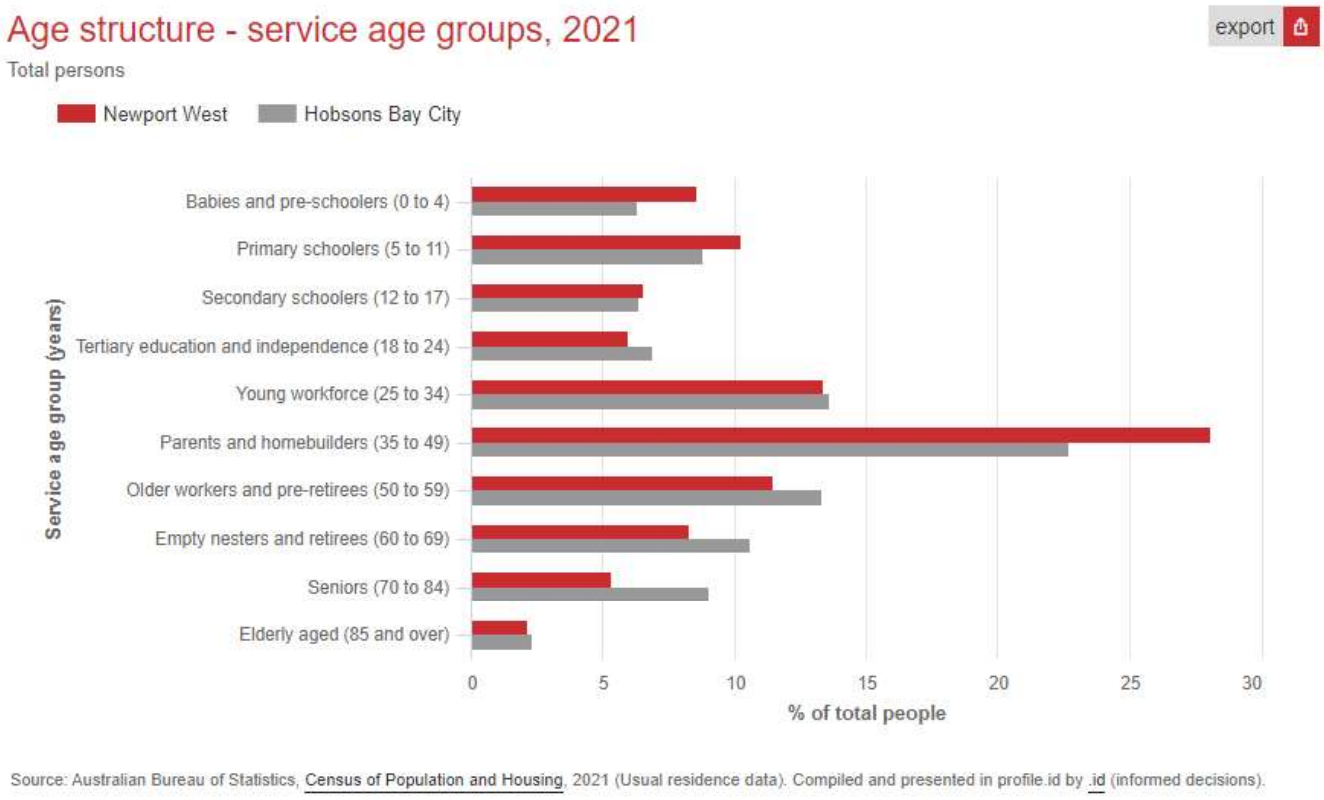
Challenges

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

It is noted that these are preliminary concepts and detailed designs and costing have not been undertaken. These two options have been provided to LXRP for their review, further investigation, and discussion with stakeholders and that the current project be paused while these options are considered further. It is possible that after more detailed investigation of constraints and costs, modifications to these options or additional options may need to be considered.

5.0 The Community and Place

Newport is a highly liveable place located less than 12 kilometres south-west of the Melbourne CBD, between Spotswood and Williamstown. Its industrial heritage, creative spirit, position at the entry into Hobsons Bay, and excellent public transport attract residents and visitors. As a result, the area has been experiencing steady growth and incremental change. Figure 1 depicts the age structure of Newport West and Williamstown North in 2021 and shows a higher number of children and young families in Newport and an older demographic in Williamstown, all likely to be utilising services and activities between and within the two neighbourhoods either side of the level crossing.



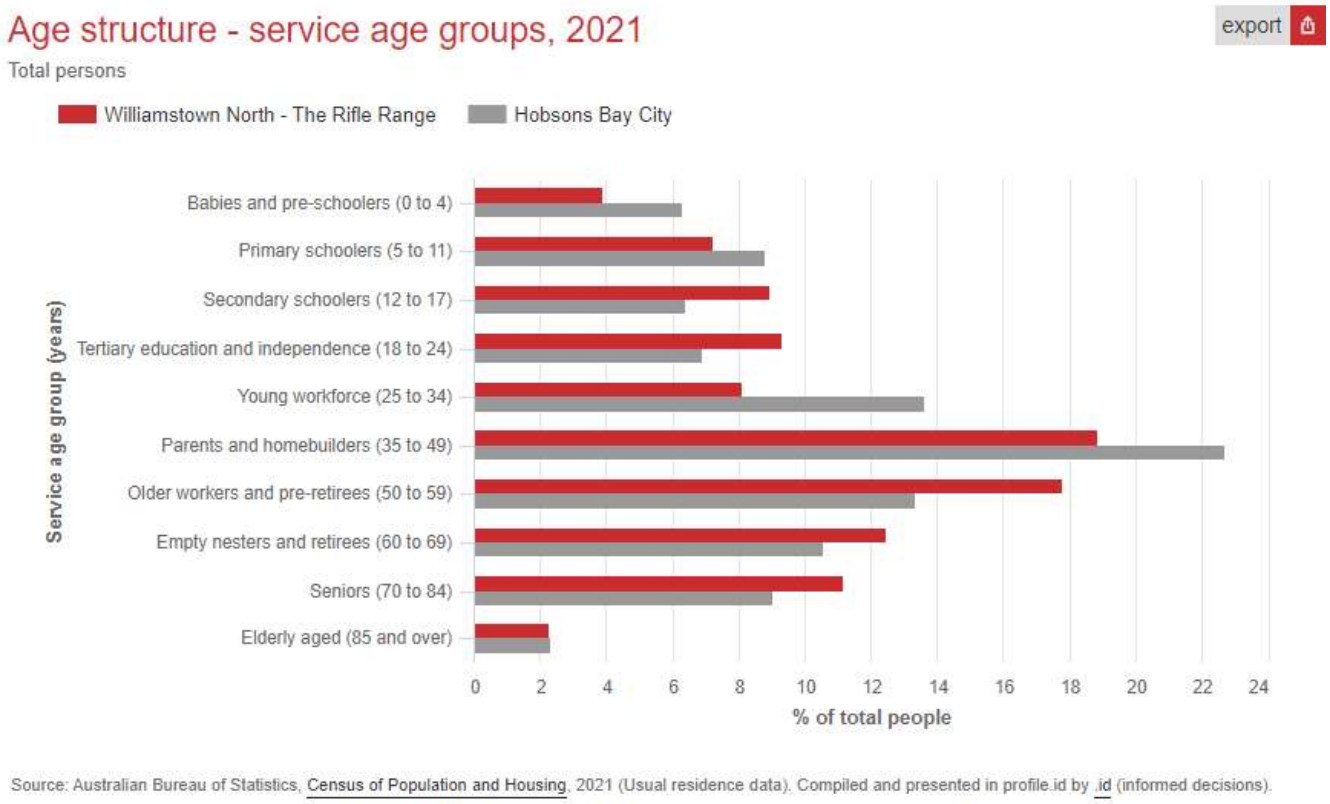


Figure 1 – Age Structure of Newport West and Williamstown North 2021

5.1 Local Context

At a local level, the area boasts several features which make it an attractive place for residents and visitors:

- The suburb and Activity Centre contain significant heritage buildings and places, which contribute toward the character and identity of Newport. The strong industrial and commercial heritage is evident in the railway workings (one of only two functioning railway workshops in Australia) and the power station which are intrinsic parts of the identity of Newport.

- The Williamstown marina, moorings, and foreshore areas are located immediately to the south of Newport. In addition, Newport enjoys excellent waterfront access. These are key attractors for people wanting to enjoy the water and waterfront environs.

- A quality open space and sporting network surrounds and extends into Newport. This includes spaces and facilities at Newport Riverside Park (which leads to Scienceworks in Spotswood), Greenwich Reserve, Digman Reserve, Newport Lakes Reserve (formerly a historic blue stone quarry), Bryan Martyn Oval, and Paine Reserve.

- Major Hazard Facilities (containing fuel storage, processing, and transport infrastructure) are located in Spotswood and Newport. These facilities are an important part of local and State economic function, but also constitute constraints due to the need to minimise population / employee density in proximity to the facilities.

- There are several Strategic Redevelopment Areas (SRA) in Hobsons Bay, which are former industrial sites designated for other purposes. Precinct 15 in Altona North is a significant SRA

which has recently undergone a rezoning process through Amendment C88 and is expected to cater for approximately 7,000 new residents. This area, along with other SRAs, will increase the population base, thereby contributing to Activity Centre patronage within the broader area.

The Figure 2 below highlights some key attractions and destinations in the area surrounding the proposed level crossing removals.

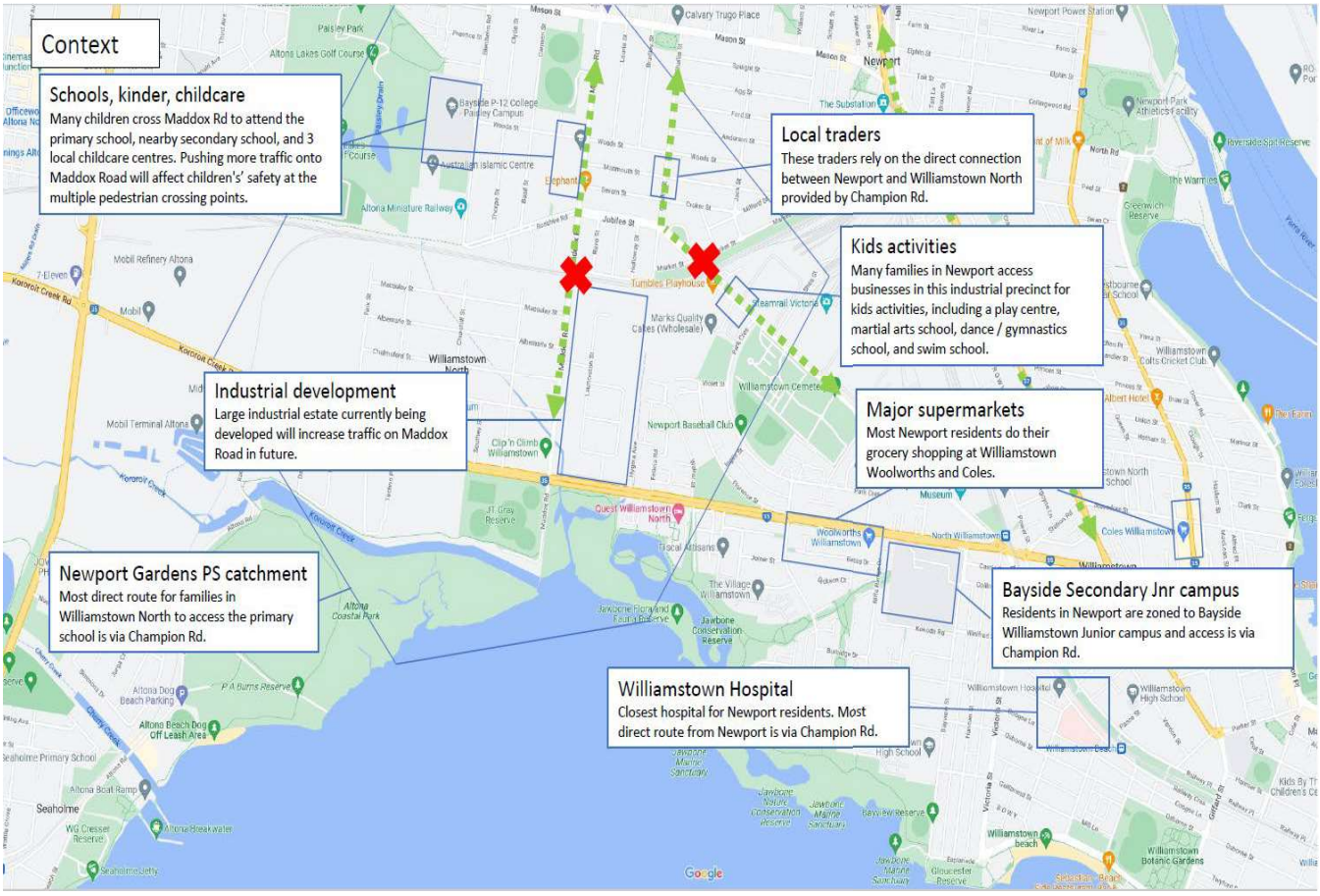


Figure 2 - Key destinations in Newport and Williamstown

5.2 Community Views

Community consultation was undertaken to inform the emerging directions for the Newport Structure Plan (and Design Guidelines) October 2021. The themes utilised for engaging the community are depicted in Figure 3 below.

The feedback received was utilised by Council to develop design guidelines, prepare an access and movement strategy, and undertake background work and to set project directions for the Structure Plan. As part of this Structure Plan, the information has been used as a basis for gaining an understanding of community aspirations and informing the strategies to achieve these.

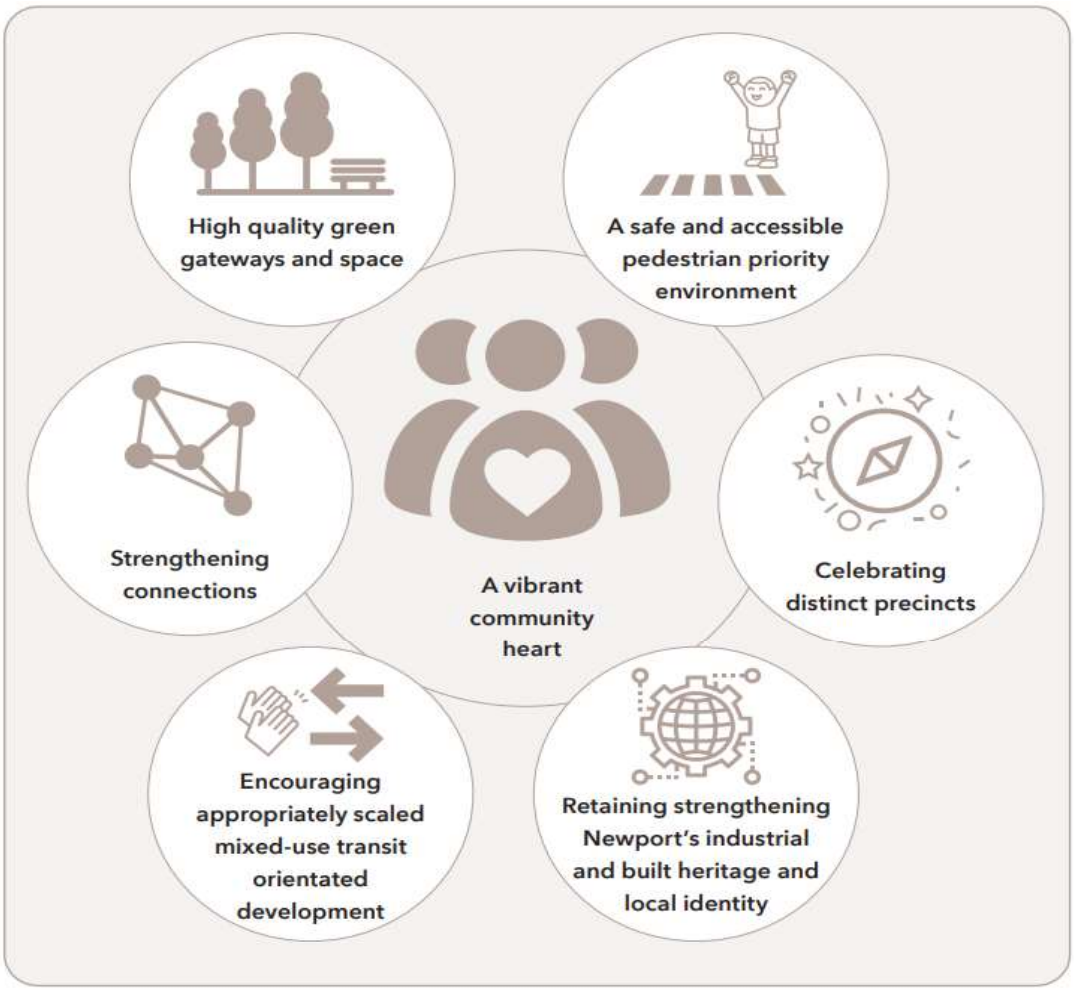


Figure 3 – Community Consultation Themes

The Ask

The LXRP must:

- Engage and work with each and every community member impacted by the project to listen and respond to their concerns, to the satisfaction of the community member.
- Maintain the community's access to emergency and Council services, including but not limited to rubbish, recycling and FOGO collection, meals on wheels, maternal and child health services, and on-street parking.
- Provide support to each business, to the satisfaction of each business, throughout the level crossing removal works to ensure each business remains open and viable.
- Establish a traders only 'Trader Community Reference Group' to bring the traders together in one forum, to consult with the group and to deliver support that meets their collective and individual needs.
- Maintain access for deliveries to businesses and collection of rubbish, recycling, food waste, waste oil and the like throughout the construction period, including the early works.
- Work with Council and traders to create, fund and deliver a marketing strategy for the Challis Street shops.
- Engage and work with the community, traders, and Council to refine, design, fund and deliver measures to ensure the area is not degraded and does not become an eyesore during construction.

- Ensure hoarding, where installed, is sympathetic to the natural surrounds.
- Provide a construction management plan for community and Council comment.
- Develop hoarding which tells the project's story and describes the timeline for the project.
- Engage and work with the community, traders, and Council to develop, design, fund and deliver a safe movement plan for all transport modes including for deliveries and collections by heavy and other vehicles for all businesses.

6.0 Planning Consultation

The LXRP is progressing with planning for the removal of the level crossings at Champion Road and Maddox Road by 2026.

As shown in Figure 4 below, the Project includes closure of the level crossing at Champion Road, the building of a new link road to keep vehicles moving between Maddox Road and Champion Road, and a new overpass will allow pedestrians and cyclists to safely cross Champion Road. LXRP will also remove the level crossing at Maddox Road, by building a rail bridge over the road, improving safety, reducing congestion, and improving local connections, especially during peak periods.

Figure 4 – LXRP Plan - The Maddox Road and Champion Road Level Crossing Removal Project

Council recognises the right of the LXRP to seek planning approval for the level crossing removals directly from the Minister for Planning via Clause 52.03 of the Hobsons Bay Planning Scheme (HBPS). We understand all feedback will be included in a Consultation Report which will inform the Minister for Planning's assessment of the Project under Clause 52.03.

As part of this planning process, Council has been invited to provide feedback on planning matters, including but not limited to:

- Planning Project Boundary (PPB) - See Figure 5 below - LXRP Maddox and Champion – Draft Planning Project Boundary Map)
- Environmental management
- Heritage
- Tree and vegetation removal

- Amenity
- Construction-related impacts

Council welcomes the opportunity to provide input to this critical element of project planning and trust our feedback and recommendations will be seriously considered and implemented.

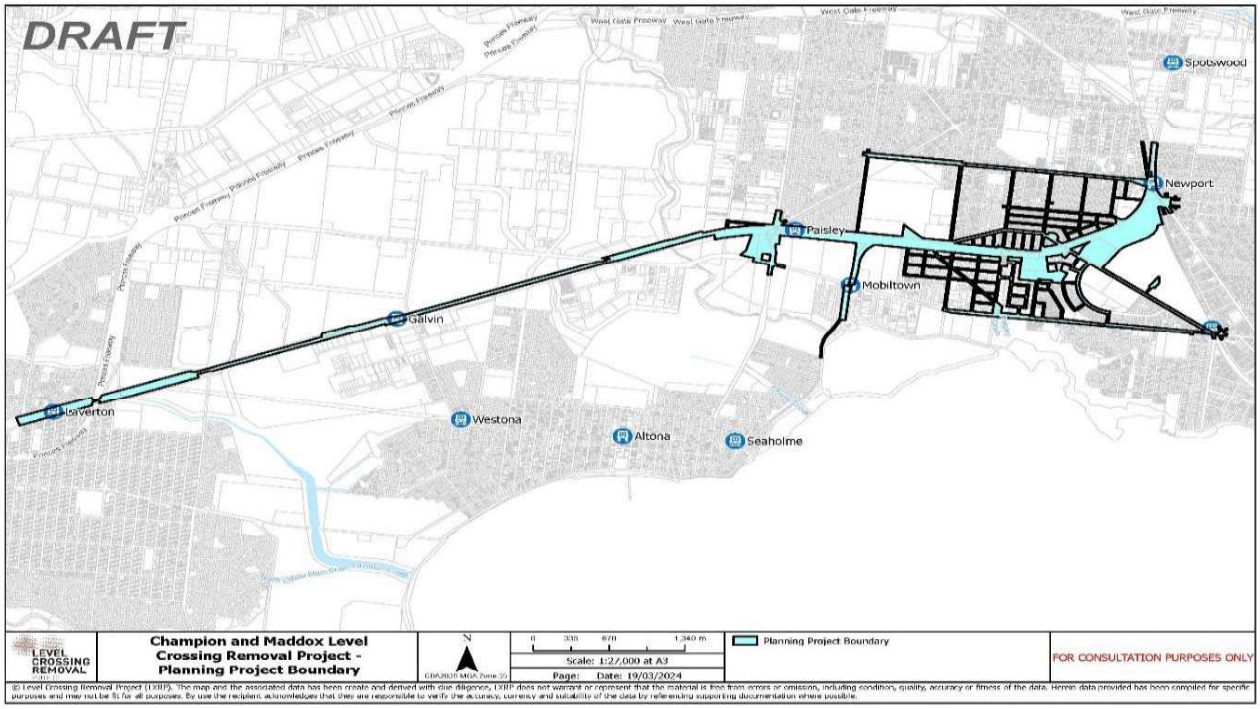


Figure 5 - LXRP Maddox and Champion – Draft Planning Project Boundary (PPB) Map)

7.0 Planning and Environmental Approvals

Council understands the key primary planning and environmental approvals relevant to the Project are:

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

7.1 Declaration of the Project

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

- Acquire interests in private land including stratum interests.

- Acquire Public Authority and Council land.
- Close roads permanently and temporarily and to declare roads.
- Establish restricted access areas to ensure public safety and prevent disruption to works and services to ensure project delivery timeframes.
- Temporarily amend local laws for the purpose of the Project.
- Utilise Victoria Planning Provision Clause 52.03 Level Crossing Removal Project.

Declaration of the Project occurred on 21 August 2023.

7.2 Clause 52.03

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

1. A Consultation Report that summarises and responds to feedback received through public consultation. The planning consultation period to inform this Report has now commenced, and Council were invited to make a formal planning submission.

2. A plan showing the Project Boundary (See Figure 5 above).
The LXRP Project Planning and Environment Team will engage with Council and seek a submission from Council during the consultation process, specifically in relation to planning matters. This report constitutes Council's submission providing feedback in relation to planning of the Project.

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

- An Environmental Management Framework (EMF) must be prepared, in consultation with Council, to the satisfaction of the Minister for Planning. The EMF outlines how the Project will reduce and manage environmental amenity effects during construction. This includes a summary of monitoring and reporting processes.

- Details of native vegetation removal must be prepared in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017), to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (now Department of Energy, Environment and Climate Action (DEECA)) and evidence of the offset having been secured must also be provided to DEECA.

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

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

7.3 Cultural Heritage Management Plan

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

7.4 Heritage Act

The Project may require minor works within the Former Newport Railway Workshops (VHR H1000). The Project works and activities will be planned and carried out with the intent to prevent harm to the registered place and will likely be minor in nature. The Project will also obtain consent(s) for any impacts to historical archaeological sites (VHI places) that are protected by the Heritage Act.

8.0 Council Feedback on Planning Matters

Planning approval for this project will proceed under Clause 52.03 – Level Crossing Removal Project of the Hobsons Bay planning scheme. As part of this planning process, Council has been invited to provide feedback on planning matters, including but not limited to:

- Planning Project Boundary (PPB)
- Environmental management
- Heritage
- Tree and vegetation removal
- Amenity
- Construction-related impacts

In general,

Council reiterates its opposition to the closure of Champion Road and advocates for the Victorian Government to temporarily halt the project, to allow an appropriate amount of time to explore alternative options that will achieve a more favourable solution for the community.

Council and the community including impacted residents have concerns with the extent and coverage of the proposed Project Area across Newport, including the many local streets and reserves that should not be impacted by Project works.

Council along with its community expresses its disappointment in the lack of consultation and opportunities provided to have an input into the development of project options to determine an overall better outcome for our community. Instead, the State Government announced the options and proceeded to present these as final justifying reasons for their selection with a lack of concept design information and detail, e.g.3D renders and elevations, provided to the public to allow a more informed response.

Council is concerned with the lack of detail around the function and purpose of the proposed open space areas and the failure to include items requested by Council in earlier submissions, including:

- additional cycling/pedestrian linkages
- a contribution to proposed traffic calming works in Maddox Road and intersection treatments to improve safety and amenity
- information on the proposed link road and impacts on existing businesses
- opportunities for public open space, landscaping, and tree planting under the elevated rail structure and along the corridor
- addressing the economic impacts on businesses in the area.

Below is specific commentary relating to the project boundary and area, environmental management, heritage, tree and vegetation removal, arboriculture, biodiversity, water sensitive urban design, traffic and transport and construction related impacts.

8.1 Planning Project Boundary (PPB) and Area

Council notes the project boundary has been developed to satisfy Clause 52.03-5 which simply states "…a plan that shows the boundary of the land on which the use or development will be undertaken must be prepared to the satisfaction of the Minister for Planning".

To provide feedback on the PPB Area, there is little evidence or information provided by the LXRP for consideration and analysis which demonstrates why much of the proposed project boundary and land within is required for the project. The draft PPB is considered excessively large, with excessive land and roads and includes areas very remote from where the level crossing removal works will be occurring.

It would be useful to understand what this means for those areas in the PPB, including those areas which are remote from the proposed crossing works area and the potential impacts on council's roads, traffic, land, local businesses, and other assets.

Council opposes any broad geographical area of planning controls to be put in place by the State Government for the LXRP's Champion Road and Maddox Road level crossing removals.

The PPB includes several newly developed industrial units on the eastern side of Maddox Rd directly across from Macaulay Street that are presumably included to make way for the new Akuna Drive link road connection. Council is aware that acquisition and demolition of some of these units will be required to construct the link road in its current alignment. Council encourages LXRP to liaise and consult with landowners regarding the property implications.

Clarity is sought from the LXRP on who the Responsible Authority is when unrelated planning applications occur within the declared PPB area. In addition, clarity is also sought on whether Council is required to refer planning applications to the LXRP when planning applications occur within the declared PPB area.

It is likely that the LXRP are very aware of their liabilities, but it is worth noting that the declared PPB includes areas of significant pipeline infrastructure (within the Maddox Rd and Champions Rd project area) to which they will be liable for during the construction and removal of the level crossings.

Local Streets

The inclusion of so many local streets in the PPB is concerning, particularly when the geometry of these streets and the limited vertical height clearances on some is considered. The local streets identified as being in the PPB are generally narrow, asphalt roads with kerb and channel and on-street parking on both sides. The streets contain many traffic management devices which aim to slow vehicles speeds, reduce cut through traffic and enhance the neighbourhood amenity. Some streets are essentially impassable by heavy vehicles without significant tree trimming, traffic management device removal (or damage) and banning of all on-street parking.

Where we have identified specific queries or concerns about specific streets, we have detailed these below. Council welcomes detailed discussions with the LXRP so they may explain the seemingly excessive use of the local Newport Street network for project purposes.

Ross Road is a key access point for the Altona East Soccer Club, who utilise this road to access the Paisley Park Soccer Complex. The Club has 300 members who attend the site 5-7 days a week, 10 months of the year. Use of this road will severely impact on the Club's ability to operate and provide important recreation opportunities to the community.

Council opposes any loss of public carparking on Ross Road for use by the LXRP which is currently used as an overflow carpark for the Newport Mosque.

The extent of local roads included in the PPB raises concerns regarding construction related impacts and increased traffic volumes on local roads due to redirected traffic which will impact the general community in their daily commute to work, schools, shops etc.

Parks and Sportsgrounds

The PPB proposes the inclusion of parts of the Quarry Reserve and Paisley Park for an unspecified purpose. It is assumed that the sites are proposed to be used as a construction laydown area, site compound and/or material stockpile location for the duration of the works, potentially starting in end of 2024.

This proposed occupation is not acceptable to the community, Council, and the users. Quarry Reserve is a very well utilised reserve that hosts the Williamstown Horse & Pony Club. Similarly with Paisley Park is well utilised by many clubs such as Altona Magic Soccer Club, Altona East Soccer Club, Altona Lakes Golf Club, Altona North Bowls Club, Altona Badminton Centre, Altona Lacrosse Club and Newport Ladies Lacrosse Club

Council opposes any take-over of Quarry Reserve and Paisley Park as a staging point for Champion Road and/or Maddox Road level crossing removal projects.

The Ask

The Minister for Planning to:

- Remove Ross Road parking area, Quarry Reserve and Paisley Park from the PPB and the “land required for the project”.

The Minister for Planning direct the LXRP to:

- Meet with Council to discuss the PPB to negotiate roads and land that is actually required for the project to be included in the PPB.
- Negotiate an Access Licence Agreement for any occupation of Council land.
- Share information and evidence the PPB is based on.
- Respond to the concerns and questions raised in this submission in relation to the PPB.
- Engage with the clubs and operators to advise them of the potential occupation, the likely impacts and to work with the groups and clubs to provide support to their satisfaction.

The Ask

LXRP must:

- Provide further reasoning for the large extent of the declared PPB given the extensive area it encompasses around the project sites and local road network.
- Advise the streets that will be utilised for delivery of the project.
- Provide clarity on who the Responsible Authority is when unrelated planning applications occur within the declared PPB area.
- Provide clarity on whether Council is required to refer planning applications to the LXRP when planning applications occur within the declared PPB area.
- Liaise and consult with landowners regarding the property implications resulting from the Project.

8.2 Heritage

Within the Planning Project Boundary PPB area there is several locations which fall within the Heritage Overlay. Council needs to understand what, if any, impacts the Project will have on these heritage precincts and items of heritage significance.

These locations are presented in Table 1 - List of Heritage Precincts.

HO Number	Heritage Place	Notes/Comment
HO10	Grindlay's Estate Heritage Precinct	Impacts on affected streets within project area.
HO11	Halls Farm Precinct	Impacts on Hall St.
HO16	Housing Commission of Victoria – West Newport Estate Heritage Precinct	Impacts on Champion Road and Fowler Cres.
HO22	Newport Civic and Commercial Heritage Precinct	Impacts on affected streets.
HO23	Newport Eastate Residential Heritage Precinct	Impacts on affected streets (Jack St)
HO27	Private Survey Heritage Precinct	Impacts on affected streets (Davies St & Melbourne Rd).
HO65	Newport Railway Workshops (former)	VHR – Ref No H1000 Impacts on workshops buildings, railway assets and surrounds.
HO136	Newport Railway Station Complex	Impacts on station complex and surrounds, including trees.
HO175	Victorian Railways Type A Electricity substation (former)	Impacts on substation and surrounds, including trees.
HO176	Newport World War 1 Memorial	Impacts on war memorial and surrounds.
HO201	Melbourne-Geelong Railway Bridge and Stone Ford over the Laverton Creek	Impacts on bridge, ford and surrounds.

Table 1 – List of Heritage Precincts

Council requests a copy of any heritage reports that the LXRP must prepare if the level crossing removal project impacts heritage structures.

The declared PPB area includes the Former Newport Railway Workshops which is a significant heritage place and is included in the Victorian Heritage Register (VHR H100). As the declared area includes a portion of this site Council requests the following:

- That Council and Heritage Victoria are consulted with before any works within any VHR/HO sites. It is unclear what works are required within the VHR listed area and what associated impacts there might be. Further details are required.

- That the VHR listed Building 61 - 'the Tarpaulin Shop' which is of primary heritage significance be removed from the declared PPB area, so no works affect this building. Please see Figure 6 below.

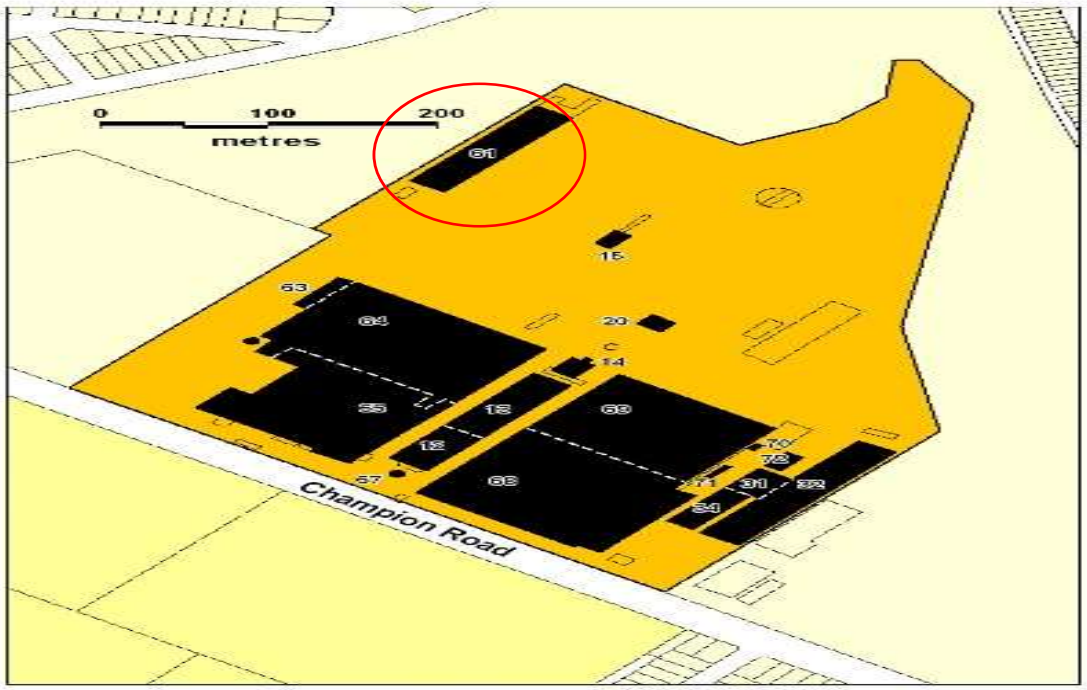


Figure 6 VHR listed Building 61 - 'the Tarpaulin Shop'

Council requests the careful consideration of HO16 – Housing Commission of Victoria – West Newport Estate Residential Heritage Precinct which includes Champion Road to the north of the rail line. Refer Figure 7 below.

Although the housing within this HO is not included in the declared project area (PAM), the streets and central park are included. Elements that contribute to the significance of this precinct are noted in the citation and include the central park and public realm landscaping including mature Ash trees, and the bluestone and concrete kerb and channelling and concrete road construction.

Figure 7 HO16 – Housing Commission of Victoria – West Newport Estate Residential Heritage Precinct and Substation Building (HO175)

Council requests that the individually listed Substation Building (HO175) which is of local heritage significance be removed from the declared PPB area, so no works affect this building. See Figure 8 below.

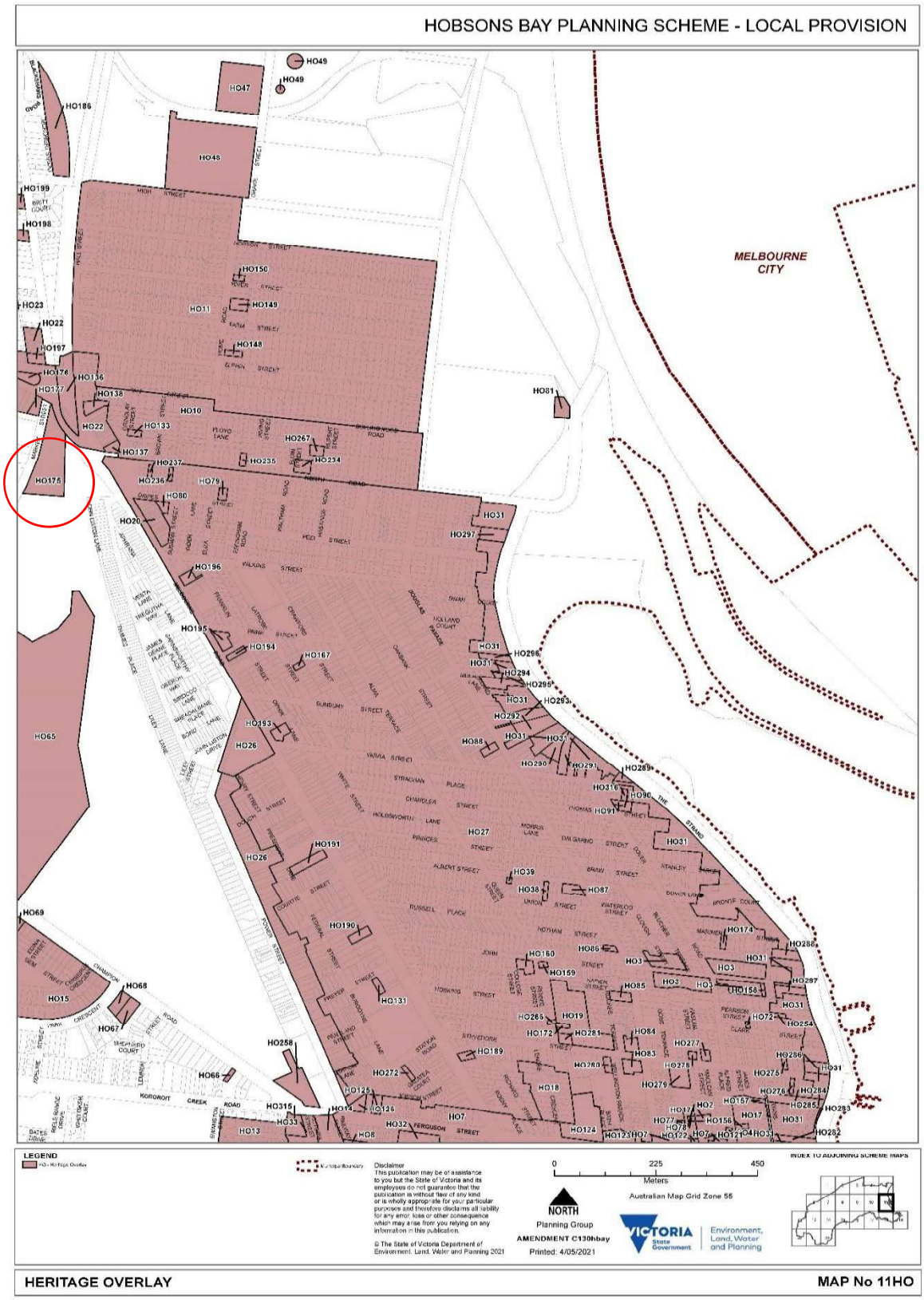


Figure 8 - Substation Building (HO175)

Note there is a heritage inventory site across the industrial land around Akuna Drive (HI Number = H7822-2390 - https://vhd.heritagecouncil.vic.gov.au/places/206922) – Former Freezer Works site with potential archaeological remains within the site that may be of scientific significance. The area is identified on the Victorian Heritage Database as the area marked blue (See Figure 9 below) and is not a Heritage Overlay in the Hobsons Bay Planning Scheme.

Figure 9 heritage inventory site across the industrial land around Akuna Drive – Former Freezer Works site

Council notes that development is occurring or is approved in the area proposed for the road link between Akuna Drive to Maddox Road. Refer to Table 2 below.

Address	**Planning Permit**	**Building Permit**	**Status (17/03/2024)**
Lots A & B Akuna Drive	PA220431 issued for 184 warehouse and storage units, office, café and ancillary car wash	No	Vacant
144 Maddox Rd	PA210183 – nine warehouses	Yes	Construction well advanced.
194 Maddox Rd	PA220140 – Construction of a supermarket. Permit not yet issued.	No	Vacant
156 Maddox Rd	PA210479 – three warehouses	No	Vacant
35 Launceston St	PA230768 – Two warehouses	No	Vacant
37 Launceston St	PA220233 – two warehouses	Yes	Vacant
39 Launceston St	PA230855 – six warehouses	Yes	Vacant
41 Launceston St	PA230776 – four warehouses	No	Vacant

Table 2 Developments in area proposed for Akuna Drive link road

There are locations within the PPB area, and specifically in and around the areas in which construction works will occur, that fall within the Flood Mapping Overlay.

The LXRP needs to consider any potential impacts the project will have on flooding, water quality and quantity, and the need, if any, for stormwater detention and treatment. Particular consideration should be given to the Challis Street drain, the open channel and underground drainage in Hygeia Avenue and the Paisley Drain, which are Melbourne Water assets, and which drain into the Paisley-Challis Wetlands on the south side of Kororoit Creek Road. The project should be designed to not exacerbate flooding of private properties. A detailed stormwater and flooding investigation and management plan is required.

The Ask

The Minister for Planning to:

- Remove the VHR listed Building 61 - 'the Tarpaulin Shop' which is of primary heritage significance from the PPB area, so no works affect this building.
- Remove the individually listed Substation Building (HO175) which is of local heritage significance from the PPB area, so no works affect this building.

The Ask

LXRP must:

- Engage and work with Council to understand and address the impacts the Project will have on heritage precincts and items of heritage significance located within the Planning Project Boundary PPB area.

- Provide to Council a copy of any heritage reports that the LXRP must prepare if the level crossing removal project impacts heritage structures.

- Consult with Council and Heritage Victoria before any works within any VHR/HO sites to better understand what works are required within the VHR listed area and what associated impacts there might be.

- Engage and work with Council to address the impacts the Project will have on HO16 – Housing Commission of Victoria – West Newport Estate Residential Heritage Precinct which includes Champion Road to the north of the rail line.

- Engage and work with Council to address the impacts the Project will have on the heritage inventory site across the industrial land around Akuna Drive – Former Freezer Works site with potential archaeological remains within the site that may be of scientific significance.

- Engage and work with Council to address the impacts the Project will have on development that is occurring or is approved in the area proposed for the road link between Akuna Drive to Maddox Road.

- Engage and work with Council to address the impacts the Project will have on locations within the PPB area, and specifically in and around the areas in which construction works will occur, that fall within the Flood Mapping Overlay.

- Engage and work with Council to address the impacts the Project will have on flooding, water quality and quantity, and the need, if any, for stormwater detention and treatment.

- Provide a detailed stormwater and flooding investigation and management plan.

8.3 Tree and Vegetation Removal, Arboriculture, Biodiversity and Water Sensitive Urban Design

Biodiversity and Arboriculture (General)

The Project should be designed to protect and avoid the removal of existing trees and other vegetation (whether native or not), particularly along the railway corridor in the vicinity of the proposed works where they provide screening and other amenity benefits.

The project should provide for substantial new planting of additional vegetation to provide screening and to contribute to meeting the aims of Council's Urban Forest Strategy to increase the City's tree canopy to 30 percent by 2040.

Council notes that the project will also consider native vegetation removal. Council would be keen to be informed of the results of native vegetation surveys. There may be areas within the PPB where native grasslands exist.

Council requests details of any native vegetation removal within the declared area noting that LXRP must provide details of native vegetation removal to the satisfaction of DEECA guidelines and evidence of any offsets created.

Council requests LXRP be made aware that there are important grasslands within the project area.

Any works in the railway corridor, or adjacent to it, should have ecological surveys conducted and it is recommended LXRP work closely with Council when undertaking these surveys.

Specifically, Council is concerned about the following areas of biodiversity and make the following requests:

- The preservation of trees at the small park north of Champions Rd within the above mentioned HO16 - West Newport Estate Residential Heritage Precinct.
- The preservation of trees along Railway Parade and Market Street.

Council is concerned about the damage to important grassland patches and corridors along areas within the railway corridor. These are:

- Maidstone Street Grassland (Adjacent to the railway corridor).
- Clement Grassland (Between Millers Rd and Maddox Road adjacent to the railway corridor).
- Around Champions Rd and the nearby roundabout – these trees are well established and provide important biodiversity.
- Concerns around grasslands in the western section of the project area – any works in this area is likely to be adjacent to important grasslands.

Biodiversity and Arboriculture (Railway Pde, Newport)

LXRP plans indicate that significant vegetation along Railway Parade will need to be removed. Council's initial submission to LXRP asked for the vegetation to be retained.

Council strongly believes that the vegetation along the southern side of Railway Parade, Newport should be retained. From a biodiversity and arboriculture perspective, it is a highly valued site that provides many ecosystems services to the local community and environment. Additionally, it is much-loved by the residents who have contributed to the vegetation and helped maintain the area. An alternative option must be considered.

The removal of this corridor of vegetation along Railway Parade is not supported. Biodiversity corridors offer interconnected pathways to safeguard diverse ecosystems, promoting genetic resilience that enables species to adapt to environmental changes. These corridors allow movement between isolated populations providing food and shelter for both native and migratory fauna. This area of vegetation:

- Serves as a biodiversity corridor, providing habitat for many bird and insect species and connecting to neighbouring and nearby conservation and open space areas (Friends of Market St Reserve, Paisley Challis Wetland, railway corridor).
- Contains a well-cared for community garden providing benefits to the residents.
- Serves a whole ecosystem approach with the flora species in the canopy, shrub, ground cover, grasses, and flowering plants (see images below). It would be a significant loss to Hobsons Bay's biodiversity for the destruction/removal of these food sources, habitat, and shelter.

Areas of habitat like this within Hobsons Bay are significant to local biodiversity, extremely difficult recreate, with the area comprising of large old trees with potential hollows, multiple vegetation layers and an abundance of wildlife. The diversity of species present, are dependent on vegetation for food, habitat, and connectivity. Multiple lorikeet and honeyeater species are observed at this location. It is worth noting that these bird species face many threats in urban environments such as habitat loss and competition from more aggressive/prominent species such as Common Mynas and Noisy Miners. The presence of these species demonstrates the quality of habitat and vegetation in this area. This is critical for survival of our local birdlife and is difficult to replace. Due to the amount of habitat loss for our wildlife in this urbanised environment, Council does not support removal where we believe alternative options should be considered.

A detailed plan focused on retention, replacement plantings to compensate for any losses and a communications plan to inform the community is essential.

Council concern would primarily relate to the loss of canopy cover and the impact to the surrounding community.

Hobsons Bay has significantly low canopy cover, estimated at 7.5% percent, as reported in the Urban Forest Strategy 2020. With limited available vacant space for increasing canopy cover, the loss of trees along Ross Rd, Railway Parade, Market St, or the Champion Rd intersection would be a devastating loss to our overall urban forest and to our community, who have undertaken much of plantings along these sections of railway line.

The trees in the area provide many ecosystem services to the surrounding community. The dense foliage intercepts air pollutants and provides substantial screening from the rail corridor and industrial areas to the south. Additionally, the considerable number of mature trees with large canopies significantly reduces the heat island effect of the area. All these attributes increase the liveability of the surrounding neighbourhood.

Council is keen to see detailed plans with as much retention as possible, replacement plantings to compensate for any losses and a communications plan to inform the community.

View on Railway Pde looking West.

Habitat values along Railway Pde, rocks, indigenous grass species (*Austrostipa elegantissima*) and shrub species

Locally indigenous flowering shrub species along Railway Pde, *Rhagodia candolleana* & *Goodenia ovata*.

Recently planted *Senna artemois,* locally indigenous flowering shrub species.

Established Eucalypt & Sheoak Species

Community established landscapes and plantings

Although Council comments are focussed on Railway Parade, there are other areas of vegetation within the project boundary that could be impacted by the works. Council would like to be consulted regarding these impacted areas listed below and presented in Figure 10 - Other Areas of Vegetation Potentially Impacted by the Project.

1. Council managed grassland.
    a. Significant grassland species along bike path
2. Potential ESO site
3. Significant grassland site (Ajax Rd) and potential ESO
4. Significant grassland site (Ajax Rd) and potential ESO
5. Tree retention along train line
6. Council managed grassland site (Maidstone St Grassland)
    a. Critically endangered grassland species
7. Potential ESO site
8. Kororoit Creek
    a. Friends of Lower Kororoit Creek planting location
    b. Wildlife corridor
9. Potential ESO site
    a. Contains native vegetation
10. Tree retention
11. Tree retention
12. Council managed Grassland (Clement Grassland)
    a. Critically endangered grassland species
13. Adjacent to highly significant conservation reserve (Paisley Challis Wetland)
    a. Habitat for migratory shorebirds
14. Railway Pde community planting corridor
    a. See comments above
15. Tree retention along Market St
    a. Large established trees in roundabout
16. Tree retention along Market St
17. Tree retention along trainline

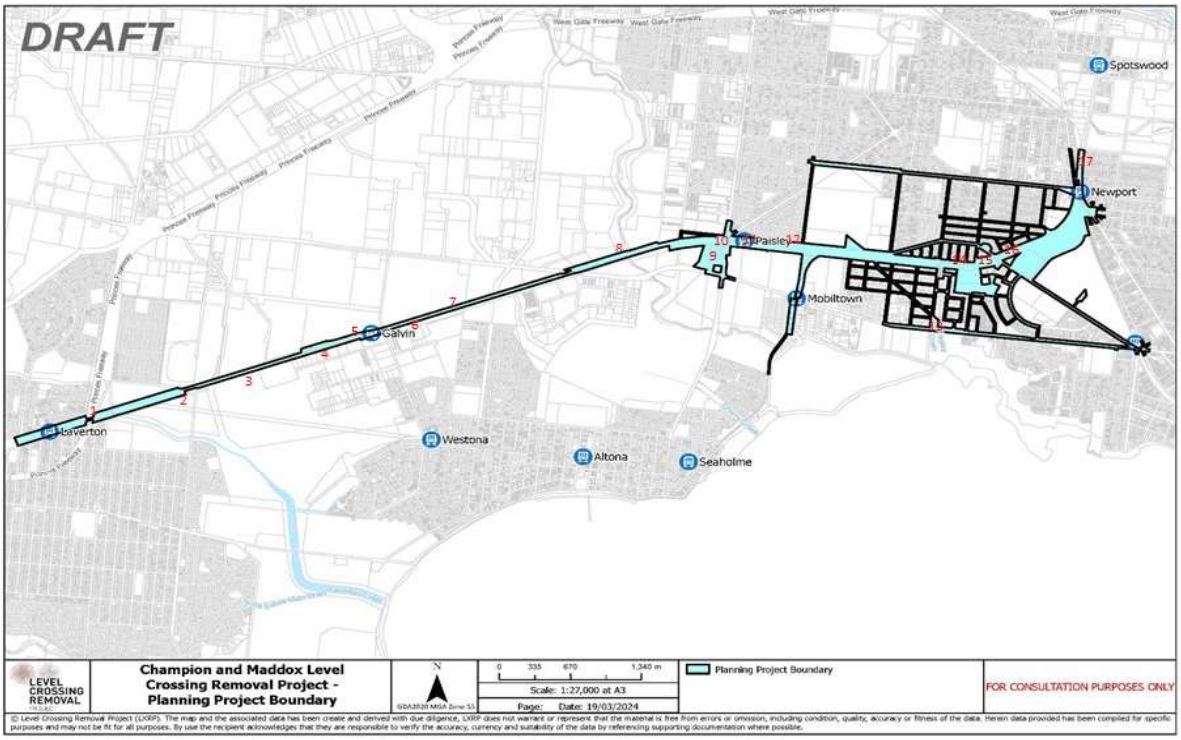


Figure 10 – Other Areas of Vegetation Potentially Impacted by the Project

Water Sensitive Urban Design, Drainage and Landscape

The level crossing removal at Maddox and Champion Road, Newport presents opportunities for Council and the LXRP to collaborate to deliver water sensitive urban design (WSUD) initiatives that seek to improve water quality and reduce the impact of high rainfall events on the community. Benefits could also be realised in the protection of public assets during these same events.

The Ask

The Minister for Planning direct the LXRP and their contractors to:

- Minimise the tree removal, destruction and lopping to facilitate the project.
- Strictly adhere to the written commitment to minimise impacts to trees and vegetation throughout the life of project.
- Engage and work with Council to ensure our trees and vegetation is protected, survives the construction works and thrives post-construction.
- Develop a tree removal plan which:
    - Clearly identifies trees to be removed for works and trees that do not need to be removed.
    - Provides an assessment of the condition, arboriculture value and canopy spread of all trees in the Major Transport Project Facilitation Act declared project area.
- Engage and work with Council to develop and implement a tree, canopy and vegetation replacement plan that sets out how trees and other vegetation to be removed will be replaced to provide shade, urban character, habitat, and amenity values.
- Follow the lead of other Victorian government major state transport projects and develop a tree replanting plan to replace trees removed for the project on a 2:1 basis and that the trees are replaced as close as possible to the site of loss. If trees cannot be planted near the site of loss or in the project area, it is expected the LXRP will negotiate with Council to plant trees and associated understorey planting elsewhere in Newport or nearby suburbs in locations.

The Ask

The LXRP must:

- Engage and work with Council to:
    - Develop a planting palette to Council's satisfaction.
    - Understand the size of trees and other plants expected by Council.
    - Install anti-graffiti coating to surfaces.
    - Refer to Council's standard drawings for all detailing.
    - Provide adequate screening and noise attenuation to affected properties.
- Develop a tree removal plan which:
    - Clearly identifies trees to be removed for works and trees that do not need to be removed.
    - Provides an assessment of the condition, arboriculture value and canopy spread of all trees in the Major Transport Project Facilitation Act declared project area.
    - Assess and document all non-tree vegetation to be removed.
- Engage and work with Council to develop and implement a Tree Protection Plan, which complies with the relevant Australian Standards, to protect trees and their root systems from damage during the works.
- Engage and work with Council to develop and implement a tree, canopy and vegetation replacement plan that sets out how trees and other vegetation to be removed will be replaced to provide shade, urban character, habitat, and amenity values.
- Engage and work with Council to reuse and repurpose all trees felled by the LXRP in the project area.

- Engage and work with Council and the community to design and implement biodiversity integration.
- Engage and work with Council to continue the green corridor to the south of the railway and north of the Akuna Drive Road link, from Champion Road and west beyond Maddox. There is an existing green native grassland corridor that is already in place around the Maidstone Street crossing. Extending the grassland green corridor here would link the two corridors. See Figure11 below.
- Engage and work with Council to upgrade the little open space on Champion Road/Fowler Close, Edina Street Reserve. See Figure 11 below.

Figure 11 Green corridor and Champion Road/Fowler Close, Edina Street, Reserve Park

- Engage and work with Council on drainage matters to:
  - Ensure works within SBO/LSIO overlays comply with the Cardno model and meet freeboard requirements.
  - Ensure the drainage system accommodates runoff from upstream catchments and includes downstream works necessary to manage flows from LXRP activities.
  - Consider existing 1% AEP flows within the catchment and whether these works will alter downstream flows, in accordance with the Water Act 1989.
  - Satisfy Melbourne Water Velocity x Depth safety criteria
  - Ensure post-developed flows from the works be limited to pre-developed levels and the %AEP for flows and storage requirements be determined.
  - Incorporate best practice measures into the drainage design.

8.4 Environmental Management

The environmental impacts have been detailed in Trees and Vegetation Removal, Arboriculture, Biodiversity and Water Sensitive Urban Design (WSUD) section of this submission.

In 2006 there was a leak in one of the Mobil fuel pipelines along the railway corridor leading to a substantial contaminated groundwater plume. A groundwater remediation plant was installed in a compound in Park Crescent in 2007/08 and appears to have been removed in late 2022. The LXRP should investigate any potential groundwater and soil contamination which may impact the Project.

The Ask

The Minister for Planning direct the LXRP to:

- Engage and work with Council to develop and implement a Tree Protection Plan, which complies with the relevant Australian Standards, to protect trees and their root systems from damage during the works.
- Prepare an Environmental Management Framework (EMF) in consultation with Council, that outlines how the Project will reduce and manage environmental amenity effects during construction. This includes a summary of monitoring and reporting processes.
- Design and deliver permeable or semi-permeable surfaces to the car parks and improve drainage through the installation of vegetated swales or bioretention swales to convey runoff.
- Design and deliver WSUD treatments, in conjunction with Council, for new open spaces.
- Include engagement and education opportunities in the WSUD design.
- Include passive irrigation elements throughout the Project.

8.5 Traffic and Transport

LXRP propose to permanently close Champion Road at the level crossing for vehicular traffic while maintaining walking and cycling access with a new bridge. Council and the community have concerns about the impact of the closure on local transport movements and the ability of the surrounding road network to cater for the change in flows.

Champion Road provides a direct connection between Newport and Williamstown for residents. Hundreds travel along it every day by car, bicycle, and on foot to access schools, shops, and services including emergency services. Champion Road allows for efficient local movement at times when the alternative arterial road network is heavily congested with commuters. Further, the arterial network does not provide direct connections to some of our small-scale activity areas, including shops on Challis and Mason streets and to Williamstown Beach.

Based on Council surveys in 2023, approximately 5,000 vehicles cross the rail line at Champion Road each weekday with an average of 250 bicycle riders and 170 pedestrians travelling over or adjacent to the rail crossing each day. This is a significant volume of traffic for a municipal road and shows the importance of its continued connectivity.

In addition, Council engaged a traffic engineering consultant to undertake a traffic precinct study that has identified traffic impacts resulting from the Champion Road closure and future growth in the area. Refer Attachment C. A summary of the report outcomes is listed below.

- The closure of Champion Road will result in a considerable redistribution of traffic movements, with drivers diverting their trips via Maddox Road to cross the railway line.
- When accounting for a potential future population growth of 25%, the intersection of Maddox Road and Kororoit Creek Road, and the intersection of Kororoit Creek Road and Champion Road are expected to operate over capacity (maximum queue lengths increase for Kororoit Creek Road up to a maximum 590m and Maddox Road up to 280m).
- Based on the future intersection operations when accounting for the future population growth of 25%, it is recommended that a vehicle connection on Champion Road across the railway is retained.

- Daily traffic volumes on Maddox Road will exceed the preferred capacity and recommend use of measures to reduce the attractiveness of this route in preference to alternative north-south arterials.
- The proposed Akuna Drive connection is not expected to have any significant beneficial impact, noting the indirectness of the likely proposed connection between Champion Road and Maddox Road.

Council understands that this site poses difficulty when considering options for grade separation. These include the complexity of changing the grade of the rail line due to nearby junctions and stabling yards, pipelines and that property acquisition may be required if the road was to be raised or lowered. However, as there are no clear plans to increase the number of trains through the crossing at peak times, and that the Geelong Fast Rail project has been placed on hold, it would not cause detriment to the operation of the rail line to keep the existing grade crossing open to allow time to properly consider alternative options for the crossing.

Our community is not convinced that the Maddox Road alone will be a suitable alternative for local transport movements. The grade separation at Maddox Road is welcomed and provides an excellent opportunity to deliver community infrastructure upgrades. However, there are concerns about the induced demand placed on Maddox Road by the combination of its own level crossing removal project and the closure on Champion Road.

It must be stressed that Maddox Road is a Hobsons Bay City Council asset. Maddox Road provides a local through traffic function to reach municipal destinations. It is undesirable from both community amenity and asset management perspectives for Maddox Road to cater for high volumes of arterial road traffic. Given this, Council strongly recommends keeping Champion Road open and ensuring that the level crossing projects help to deliver community infrastructure priorities and road safety upgrades currently in planning.

We note in the diagram below (Figure12) released by LXRP on 29 April 2024 that the Champion Road and Maddox Road projects have not incorporated all proposed shared use path connections as requested by Council in its initial submission dated July 2023 (Refer Attachment D). This includes a shared use path between Maddox Road and Blenheim Road, a shared use path connection along the northern rail corridor between Maddox Road and Mills Street, and the extension of the new Champion Road shared use path to the proposed pedestrian and bicycle overpass at Market Street. Support from the level crossing project to deliver these simple yet highly beneficial active transport connections would be greatly appreciated.

Figure 12 diagram released by LXRP on 29 April 2024

Additionally, as the level crossing project will require the acquisition of land between Launceston Street and Akuna Drive, Council requests that consideration is given to delivering local shared use path connections within the precinct that we requested as part of the original planning application process (Figures 11 and 13). These connections would provide local recreational and transport alternatives to driving that are currently difficult to achieve given the barrier created by the large industrial precinct between residential and activity areas. The cycling corridor along Maddox Road links into the bay trail near the fisherman's village. Creating this link would link Newport station and Champion Road to the bay trail and wider cycling network.

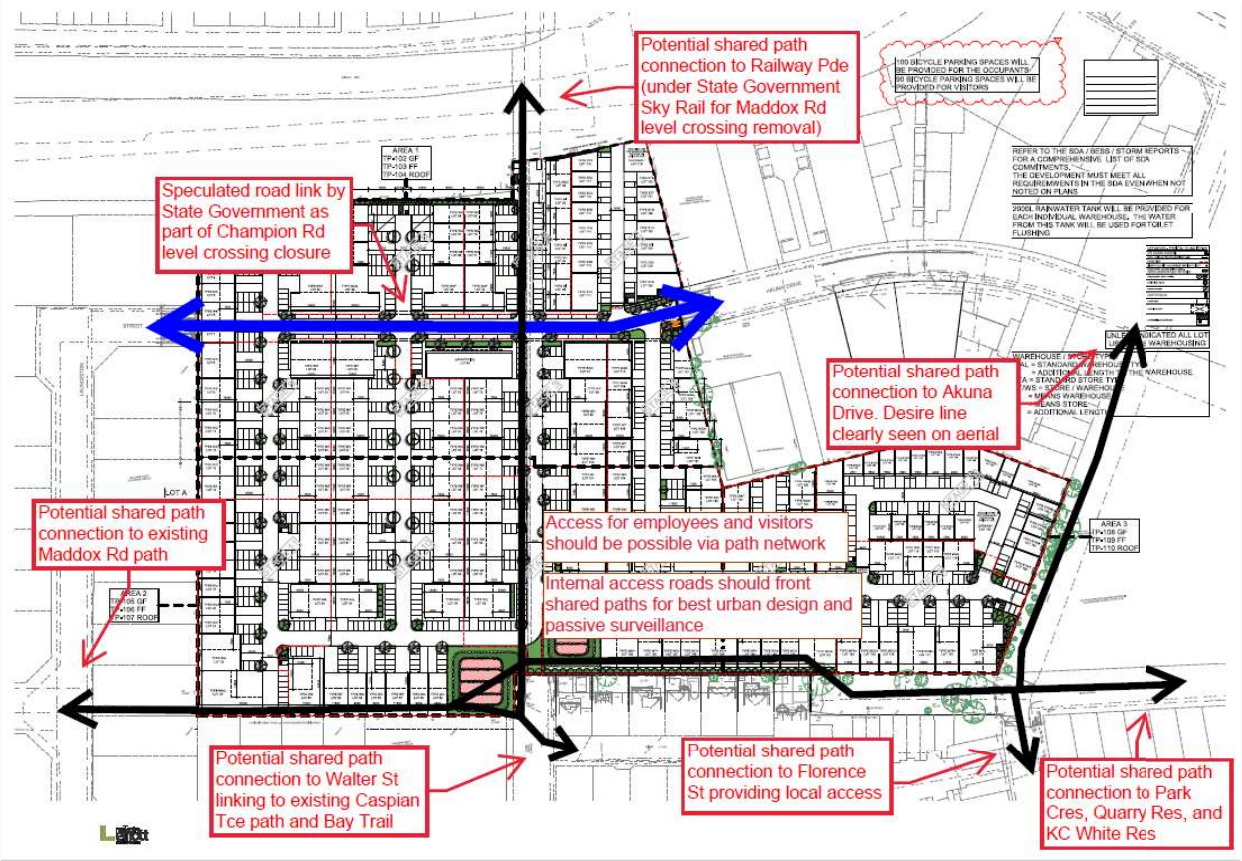


Figure 13 local shared use path connections

Refer to the attached Council submission dated July 2023 (Refer Attachment D) or further detail on traffic and transport issues and details on the requested inclusions in the project scope.

The Ask

The Minister for Planning to:

- Keep Champion Road open for vehicular access either through a grade separation or maintenance of the existing at-grade railway crossing.

The Ask

The LXRP must:

- Ensure the project design outcomes at both sites incorporate key Council and community infrastructure priorities including:

- Assistance with delivery including a funding contribution towards the Council Maddox Road safety improvements (design underway).
- Assistance with delivery including a funding contribution to the Ross Road shared use path between Maddox Road and Mills Street.
- Extension of the Maddox Road shared use path north to Railway Parade.
- Extension of the Market Street shared use path west to Maddox Road (as proposed), including a safe crossing of Maddox Road.
- Ensuring that the proposed Champion Road pedestrian overpass over the rail is well designed with adequate lighting to ensure safe and convenient pedestrian and cyclist movement and is appropriately matched into the existing path network.

- Ensuring access to emergency services is not compromised or reduced.

- Create a cycling path along the new Akuna Drive link from Champion Road into the new cycling corridor of Maddox Road.

- Engage and work with Council, Bicycle User Groups, DTP and other stakeholders to design, fund and deliver the walking and cycling infrastructure which connects and seamlessly integrates with other projects and plans and includes lighting and wayfinding signage.

8.6 Construction Related Impacts

The construction related impacts which will be experienced by the community will be significant. The nearby residents and traders will be subject to 24/7 air, noise, and light pollution, as well as vibration and constant heavy vehicle traffic. The impacts will vary in scale, with some experiencing a minor inconvenience to their every day and others experiencing significantly negative health and wellbeing outcomes as a direct result of the construction works.

The construction related traffic, particularly heavy vehicles used for haulage will cause stress, sleeplessness, and congestion in the local road network. It will also adversely impact the Challis Street shopping centre.

In addition to the truck traffic travelling on local streets, noting the geometry of the local streets included in the PPB, there will likely be a need to ban parking on one or both sides of residential streets to facilitate heavy vehicle movements. Banning of on-street parking for project purposes will only be approved by Council in exceptional circumstances.

The Ask

The Minister for Planning direct the LXRP to comply with the following:

General

- Remove Quarry Reserve, Paisley Park and the Ross Street parking area from the PPB and “land required for the project”.
- Not use local streets for heavy vehicle and haulage operations associated with the Project.
- Use only arterial roads and major roads for all heavy vehicle and haulage operations associated with the project.
- Engage and work with each and every community member impacted by the Project to listen and respond to their concerns, to the satisfaction of the community member.
  This includes but is not limited to schools, pre-schools, community, and sporting groups.

- Assign a dedicated contact person for each community member and that LXRP officer must listen and respond and do so empathetically, responsibly and in the best interests of the community member and not the LXRP.
- Maintain the community's access to Council services, including but not limited to rubbish, recycling and FOGO collection, meals on wheels, maternal and child health services, and on-street parking.
- Provide support to each business, to the satisfaction of each business, throughout the level crossing removal works to ensure each business remains open and viable.
- Establish a traders only 'Trader Community Reference Group' to bring the traders together in one forum, to consult with the group and to deliver support that meets their collective and individual needs.
- Maintain access for deliveries to businesses and collection of rubbish, recycling, food waste, and the like throughout the construction period, including the early works.
- Maintain access to on-street parking throughout the construction period, including the early works.
- Work with Council and traders to create, fund and deliver a marketing strategy for the local shopping strip.

Amenity

- Communicate to the surrounding areas and Council details of the proposed measures to minimise amenity impacts on residents & businesses during construction, particularly if works are going to be carried out in the evening or nighttime period.
- Routes for heavy vehicle construction traffic should be confined to main roads and avoid local streets wherever possible.
- Provide further details to Council on potential amenity impacts such as noise, dust and vibration, given the lack of detail provided with the announcement of the declared project area.

Traffic

- LXRP should ensure access to emergency services is not compromised or reduced.
- LXRP should ensure access for utility and maintenance service providers to undertake urgent works.
- LXRP is responsible for maintaining assets such as signs, line markings, and other infrastructure on Council roads under their possession during the project. All these asset details and condition must be captured by LXRP prior to works commencing.
- Any changes to parking restrictions on Council roads due to LXRP activities require Council approval.
- LXRP is required to provide a map of HV truck routes for the project duration. Primary access for heavy vehicles via the southern industrial zone is recommended, and residential streets should be avoided.
- LXRP should liaise with the NHVR compliance team regarding the proposed heavy vehicle route and provide contact details of the compliance officer to Council's Traffic and Transport team for addressing any community concerns about illegal activities.
- LXRP must create a NO GO ZONE for Heavy Vehicles and provide a copy of that to the Council and NHVR compliance officer.
- LXRP is expected to provide a mid-block safety treatment on local residential streets where necessary. (This can be discussed with Council in the future meetings)

- LXRP and contractors' staff must not park their vehicles on residential streets, particularly Blenheim Road and Ross Road near the mosque. LXRP is required to provide separate parking for their staff. Local street parking will not be permitted for LXRP staff. Recommended locations for LXRP staff parking include the off-street railway station parking area at Market Street and Paisley Railway Station.
- LXRP must avoid using Blenheim Road.
- The bicycle route on Market Street, Maddox Road, Champion Road, and Railway Road must be maintained safely. Alternatively, LXRP must provide a safe bicycle route for these roads.
- Road closures require a VMS trailer placed 4 weeks in advance for community notification, and approval from DTP and Council must be obtained prior.
- Traffic Management Plan (TMP) signs must be assessed every morning, and LXRP must seek Council's approval for all detours.
- If a proposed TMP interferes with the schedule of a local sporting club, whether it's a training day or game day, then the TMP should be amended accordingly.
- LXRP must provide a safe crossing location for pedestrians or vulnerable road users where necessary.
- LXRP must notify all affected residents, businesses, and community groups about proposed road closures or impacts on access to private property.

Roads

- Mills Street is currently on Council's Road Renewal Program for an upgrade. LXRP must confirm or advise which section of Mills Street is included in the scope of the Project.
- The Council's roads, assets, and infrastructure under LXRP possession must be maintained and repaired as necessary by LXRP to Council satisfaction and in accordance with Council's design standards and specifications.
- LXRP must provide a list of all Council roads affected or proposed for use in the Project.

END OF SUBMISSION