



# Ordinary Council Meeting Minutes

Tuesday 11 December 2018

Council Chamber  
Hobsons Bay Civic Centre  
115 Civic Parade, Altona

**HOBSONS  
BAY CITY  
COUNCIL**



## THE COUNCIL'S MISSION

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

## OUR VALUES

Respectful

Community driven and focused

Trusted and reliable

Efficient and responsible

Bold and innovative

Accountable and transparent

Recognised

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

### Chairperson:

Cr Jonathon Marsden (Mayor)

Strand Ward

### Councillors:

Cr Angela Altair

Strand Ward

Cr Peter Hemphill

Strand Ward

Cr Tony Briffa

Cherry Lake Ward

Cr Sandra Wilson

Cherry Lake Ward

Cr Colleen Gates

Wetlands Ward

Cr Michael Grech (Deputy Mayor)

Wetlands Ward

Aaron van Egmond  
Chief Executive Officer  
Hobsons Bay City Council

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**Minutes of the Council Meeting Held on Tuesday 11 December 2018  
at 7.00pm in the Council Chamber, Hobsons Bay Civic Centre, 115  
Civic Parade, Altona.**

**PRESENT**

**CHAIRPERSON:**

Cr Jonathon Marsden (Mayor) Strand Ward

**COUNCILLORS:**

Cr Angela Altair Strand Ward

Cr Peter Hemphill Strand Ward

Cr Sandra Wilson Cherry Lake Ward

Cr Colleen Gates Wetlands Ward

Cr Michael Grech (Deputy Mayor) Wetlands Ward

**OFFICERS:**

Mr Aaron van Egmond Chief Executive Officer

Ms Tammi Rose Interim Director Strategic Development

Mr Sanjay Manivasagasivam Director Infrastructure and City Services

Mr Roger Verwey Acting Director Corporate Services

Mr Peter Hunt Director Community Wellbeing

Ms Martina Simkin Governance Advisor/Minute Secretary

## 1 Council Welcome

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

## 2 Apologies

### Motion

Moved Cr Michael Grech, seconded Cr Peter Hemphill:

That an apology be received and accepted on behalf of Cr Tony Briffa.

Carried

## 3 Disclosure of Interests

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

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

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

Nil.

## 4 Minutes Confirmation

### 4.1 Ordinary Council Meeting

Confirmation of the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 9 November 2018 and 13 November 2018 (copy previously circulated).

### Motion

Moved Cr Angela Altair, seconded Cr Michael Grech:

That the minutes of the Ordinary Council Meeting of the Hobsons Bay City Council held on 9 November 2018 and 13 November 2018 be confirmed.

Carried

## 5 Councillors' Questions

**Cr Altair referred to the roadworks being carried out at Railway Place, Williamstown and asked whether the main works will be completed before Christmas? Concerns have been raised by residents regarding delays with the works and Cr Altair requested a senior officer to attend on site.**

Mr Sanjay Manivasagasivam, Director Infrastructure and City Services, advised that the kerb and channel works will be completed before Christmas and the road surface will also be tidied up. However the road surfacing works for the entire section of the road will not be completed until mid-January due to a delay in sourcing asphalt materials. All residents will be letterboxed with an update on the project and the timeframes for completion. A project manager will also attend on site.

**Cr Altair requested an update on the works currently being undertaken at North Road, Newport.**

Mr Sanjay Manivasagasivam, Director Infrastructure and City Services, advised that officers are currently working on the design and that the roadworks will commence in February/March.

## 6 Public Question Time

**Ben D'Herville**

### **Item 8.3.3 Draft Newport Structure Plan**

- Q. What is the growth (in numerical terms) that Newport is expected to support and subsequently why are future, very large developments, such as the Dons site and Maddox Rd/Kororoit Creek Rd, not sufficient to achieve that growth?**
- A. Council uses population forecasts which are based on assumptions of likely futures, rather targets. The population of Newport East is expected to change from 4,608 in 2016 to 4,618 in 2036, while the population of Newport West is expected to increase from 8,822 to 9,694. Overall, Hobsons Bay's population is expected to grow by around 17,000 people to 112,642 by 2036. Council's role is around responding to and managing change and a key challenge in that is providing new housing in the right locations.
- Q. Rezoning existing, settled residential streets, where compulsory acquisition is not possible, does not seem to be an attainable plan to support population growth. Would it not be more feasible to ask the state government for access to vacant land adjacent to the train line or even require new developments, such as the Dons site, to be a minimum height (e.g. 4-6 storey)? This would ensure that population growth is achievable.**
- A. It is anticipated that increases in density in areas identified for growth would occur over time. Underutilised land within Newport has been identified as part of the Draft Newport Structure Plan, including the car park south of the Substation. Redevelopment of this site as a strategic redevelopment opportunity will be further investigated as part of the structure plan implementation over the year to come.
- Q. The current heritage overlay in Newport is inconsistent and incomplete, e.g. one side of Miris Street has heritage overlay while the opposite does not or houses**

**built with similar character and in the same decade are heritage listed on one street but not in others. This clearly does not protect character as the heritage overlay is intended and seems to go hand-in-hand with the character study mentioned in the draft structure plan. Can a revision of the heritage overlay be conducted prior to finalising the Newport structure and rezoning plans? This should involve local residents who have intimate knowledge of local history.**

- A. The Draft Newport Structure Plan acknowledges heritage as an important element in the character of Newport and recommends the preparation of a heritage gap study to ensure all properties are appropriately protected.

**Kate Fraser**

### **Item 8.3.3 Draft Newport Structure Plan**

**Q. Why is the current GRZ for Durkin and Mirl St (allowing up to 3 storeys) not adequate to meet the State Government Directives for medium density accommodation?**

- A. The Housing Strategy Background Report identified that more housing diversity in better locations and housing that supported ageing in place is required. In 2016, 60 percent of all dwelling types in Newport West were separate houses, 39 percent were medium density housing and one percent was high density housing. The proposed application of the Residential Growth Zone in Durkin and Miris Streets supports State Government policy and planning principles to locate people in proximity to services and transport.

**Q. How will increasing the maximum height to 4 storeys in Durkin and Mirl Streets meet the state government directives?**

- A. Plan Melbourne is a long-term state planning strategy which guides the way Melbourne grows. The overarching strategy aims to make better use of existing land to give "Melbournians the ability to live locally", in proximity to services and public transport to promote healthy, vibrant and inclusive neighbourhoods.

**Q. What alternate proposed sites have Council considered for the proposed Derwent St multistorey car park?**

- A. The Draft Newport Structure Plan identifies strategic redevelopment opportunity sites including the former Mosque site, the Subway site on Melbourne Road and the auto repairs/petrol station on Mason Street.

**Q. At the Nov 2018 Council Meeting Cr Altair suggested a Heritage Gap Study to be conducted in addition to the Neighbourhood Character Study already completed. What are Council's plans to undertake such a study?**

- A. As outlined previously, the Draft Newport Structure Plan recommends the preparation of a heritage gap study for Newport to ensure all properties are appropriately protected.

**Q. What is a planning scheme amendment? How can residents contribute/comment?**

- A. Should Council adopt the Draft Newport Structure Plan, it is proposed to proceed to a Planning Scheme Amendment to implement some components of the Plan later in 2019. The Planning Scheme Amendment is a statutory process and there will be an opportunity to comment on zone and other land use policy changes during the

exhibition process. Any unresolved submissions will be referred to an Independent Planning Panel.

**Q. What constitutes a 20 minute neighbourhood? What alternate sites have council considered to apply the RGZ in Newport within the 20 minute neighbourhood?**

- A. The concept of '20-minute' neighbourhoods is identified in Plan Melbourne and aims to locate communities in proximity to transport, schools, open spaces, doctors, childcare, cafes within a 20 minute walk or cycle distance. In addition to Mirls and Durkin Street, the Draft Structure Plan proposes RGZ on Walker Street and North Road.

**Dennis Evans**

**Item 8.3.3 Draft Newport Structure Plan**

**Q. Council Rezoning for Medium Density in Durkin & Mirls St, Newport Does the Council know precisely what the term "Medium Density" means in relation to the number of dwellings and/or people per hectare within the proposed rezoning area and what measure will be used to indicate when "Medium Density" has been exceeded?**

- A. The State Government *Residential Zones State of Play Report, (Jan 2016)* identifies low density as less than 25 dwellings per hectare, medium density as between 25 and 75 dwellings per hectare and high density as greater than 75 dwellings per hectare. The average dwelling density in Hobsons Bay is 16 dwellings per hectare. The purpose of the Residential Growth Zone is to encourage a diversity of housing types in locations offering good access to services and transport including activity centres. It is anticipated that increases in density in areas identified for growth would occur over time.

**Q. Proposed Council Rezoning for Medium Density in Durkin & Mirls St, Newport Will the Council be reviewing the Heritage Overlay inconsistencies and seeking to amend the Heritage Overlay inconsistencies occurring in Durkin and Mirls St, Newport. Eg half of Mirls St is under an overlay while the other half is not?**

- A. The Draft Newport Structure Plan acknowledges heritage as an important element in the character of Newport. It recommends the preparation of a heritage gap study for Newport to ensure all properties are appropriately protected.

**Nicole Harper**

**Rezoning and redevelopment of Den Dulk Reserve**

**Q. Why has it taken so long for the directly affected residents finding out about the proposal and why were we not informed by Hobsons Bay Council directly in the form of a tender so as we could offer our opinions or rejection of the planned development?**

- A. In response to the petition, Council has referred the proposed project to the 2019/20 capital works program. There is no decision made on proposed half court development.

It has always been Council's intention to fully consult with the local community surrounding Den Dulk Reserve, to gain a clear understanding of people's views and issues in relation to the proposed half court prior to proceeding with the project. Given the lateness of the year, early February 2019 was considered a more appropriate time to undertake consultation.



**Q. Why has Council already entered this proposal into capital works without prior consultation with affected residents?**

A. Council has referred the project to the proposed capital works program for the next year. The council budget process will go through a formal community consultation process before it is adopted in June 2019.

A comprehensive and detailed community consultation will commence in February 2019.

**Q. Have the persons who signed the petition thought long and hard about the negative impact to the residents in the immediate vicinity of bored youth and noise of bouncing balls and the general commotion of people gathering under a lit up court late at night?**

A. Council will consider all community feedback and concerns through the community consultation process before a decision is made on the proposal.

**Jenny Rout**

**Rezoning and redevelopment of Den Dulk Reserve****Q. Has Council looked at alternative locations as in Apex Park or the current skate park on Queen Street?**

A. Council is happy to consider and look at the development of this type of facility at alternative park locations including Apex Park which is very close by and this will be done as part of the community consultation process.

**Q. Would anyone here like to have noise of bouncing balls all hours of the day and into the night?**

A. As noted, Council will be undertaking a comprehensive community consultation process with the local community in the new year.

Council will consider all community feedback and concerns through the community consultation process before a decision is made on the proposal.

**Q. Was the garden proposed first or the playground re allocation along with half-court basketball?**

A. Council has been looking to identify potential suitable locations for the development of a community garden in the Altona – Seaholme area for the past two years. The request for a half court at Den Dulk Reserve, triggered a preliminary assessment by Council officers of the park and current location of the playground.

The potential to co-locate the play space with a half court facility and the potential to develop a community garden space, was considered a worthwhile potential initiative to discuss and consult with the local community on.

## **7 Petitions/Joint Letters**

### **7.1 Petition - Request to rebuild and return 16 Oxford Street, Newport to Victorian Arabic Social Services**

Directorate: Corporate Services

#### **Purpose**

To receive a petition from Victorian Arabic Social Services (VASS) requesting Council to rebuild the community centre at 16 Oxford Street, Newport and return the centre to VASS to meet community needs.

#### **Motion**

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

**That Council:**

- 1. Receive and note the petition from Victorian Arabic Social Services requesting Council to rebuild the community centre at 16 Oxford Street, Newport and return the centre to VASS to meet community needs.**
- 2. Receive a report on this matter at a future Council Meeting.**

**Carried**

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#### **Report for Briefing and Council Meeting**

##### **Summary**

The petition was initially received on 20 November 2018, and acknowledged on 21 November 2018.

As at 5 December 2018, the petition contains 419 signatories.

The petition reads as follows:

"I, the undersigned, support the Victorian Arabic Social Services (VASS) campaign for the Hobsons Bay City Council to rebuild the community centre at 16 Oxford Street, Newport so VASS can resume delivering its culturally safe and inclusive social services to people, groups and organisations in the City of Hobsons Bay.

The community centre is required for the Arabic speaking communities and the broader community of the Hobsons Bay area. This will enhance the social, cultural, health, wellbeing and education activities and events promoted by VASS and will contribute to the economic and personal growth of the Hobsons Bay community.

Social service activities that were conducted by VASS at 16 Oxford Street Newport for over 20 years were highly successful and had strong support of the people, community leaders, businesses, organisations, and other groups that VASS collaborated with in the Hobsons Bay community.

The Arabic community also has a strong spiritual connection to the 16 Oxford Street Newport site and wants to return to delivering its high quality social welfare and cultural activities as a purpose-built centre at the site that caters for the socially inclusive and health needs of the whole community.

The dominant language spoken at home, other than English, in Hobsons Bay is Arabic, with 3.4% of the population, or 3,044 people speaking the language at home.

VASS has a state-wide reputation as a social service provider in Victoria and its services are now increasingly being called on by the multicultural community. I urge the Hobsons Bay City Council to rebuild the community centre at 16 Oxford Street Newport.”

## 8 Business

### 8.1 Office of the Chief Executive

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

Directorate: Corporate Services

Appendices:	1 Chief Executive Officer - Report on Operations - November 2018
	2 AOC - Environmental Sustainability PAC 8 November 2018
	3 AOC - Active and Inclusive Communities PAC 8 November 2018
	4 AOC - OCM 9 November 2018
	5 AOC - OCM 13 November 2018
	6 AOC - CBS 20 November 2018
	7 AOC - Planning PAC 21 November 2018
	8 AOC - CBS 4 December 2018

#### Purpose

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

#### Motion

Moved Cr Sandra Wilson, seconded Cr Angela Altair:

That Council:

1. Receive and note the Chief Executive Officer's Report on Operations, including details of recent issues and initiatives undertaken by the organisation
2. In accordance with section 80A(2) of the *Local Government Act 1989* incorporate into the minutes of this meeting the written Record of Assembly of Councillors held on 8, 9, 13, 20, 21 November 2018 and 4 December 2018.

Carried

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#### Summary

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

#### Discussion

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

## 8.1.2 Council Plan - First Quarter Progress Report

**Directorate:** Office of the Chief Executive

**Appendices:** 1 Council Plan - First Quarter Progress Report

### Purpose

To provide Council with an update on the progress of the Council Plan 2017-21 initiatives and major initiatives (major projects or significant service improvements) included in the budget.

### Motion

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

**That Council notes the progress made on the initiatives and major initiatives of the Council Plan 2017-21 during the first quarter of 2018-19.**

**Carried**

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### Summary

Quarterly reporting on the progress of the Council Plan 2017-21 initiatives and major initiatives assists Council to ensure progress is on track throughout the financial year. In 2018-19, 11 major initiatives and 26 initiatives were committed to. Overall, at the end of the first quarter 2018-19, 69 per cent (18) of all initiatives and 100 per cent (11) of all major initiatives were progressing on schedule to be completed by 30 June 2019.

### Background

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

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

### Discussion

In 2018-19, 11 major initiatives and 26 initiatives were committed to in Council's budget. Overall, at the end of the first quarter 2018-19, 69 per cent (18) of all initiatives were progressing on schedule.

In addition two initiatives were completed this quarter. This included implementing changes related to the introduction of the *Emergency Management Legislation Amendment Bill 2018*

and also the implementation of priorities from the Hobsons Bay City Council Volunteering Strategy.

Of the 11 major initiatives, 100 per cent were progressing on schedule.

## 8.2 Corporate Services

### 8.2.1 Mayoral Focus Program 2018-19

**Directorate:** Strategic Development

**Councillor Portfolio:** Not applicable

**Appendices:** Nil

#### **Purpose**

To update Councillors and the community on the areas of focus of the Mayoral Term 2018-19 of Cr Jonathon Marsden.

#### **Motion**

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

**That Council note the proposed Mayoral focus areas of the Mayor, Cr Jonathon Marsden for 2018-2019.**

**Carried**

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#### **Summary**

Following the Mayoral Election in November 2018, Council elected Cr Jonathon Marsden to lead the Council as Mayor for the 2018-19 Mayoral Term.

The Mayor, Cr Jonathon Marsden has identified that during his term mayoral activities will focus on the main themes of Land, Water, Air and People.

This report outlines the areas of particular interest and provides an update on the type of activities that will be pursued as part of Cr Marsden's Mayoral Term. Over the coming year Cr Marsden will use the office of the Mayor to bring increased focus in these areas and identify specific actions and initiatives that support these themes.

#### **Background**

The Mayoral Program provides an opportunity for the Mayor of the Day to support key actions around particular areas of interest and passion while serving in the best interest of the Hobsons Bay community. For 2018-19, Cr Marsden brings a strong interest in being future focussed, enhancing environments, inclusive and focused on forging stronger alliances and relationships.

#### **Discussion**

##### **People**

As part of his Mayoral Program, Cr Marsden will use the office of the Mayor to build on existing relationships, forge new partnerships and strengthen alliances.

One particular focus will be to lend strength to the Reconciliation Action Plan (RAP) recently adopted by Council. Cr Marsden's commitment includes working to create overt ways for genuine engagement opportunities.

There are many actions within the RAP that will be enhanced by the Mayor, however one specific action within the RAP that Cr Marsden will support is to develop and maintain mutually beneficial relationships with Aboriginal and Torres Strait Islander peoples, communities and organisations to support positive outcomes.

### **Water**

With a strong passion for the environment and in particular maintaining healthy waterways, Cr Marsden will continue to shine a spotlight on this important area. Outcomes sought include maintaining strong alliances and working in partnership with agencies and local business and industry to improve communication with our community, drive better outcomes for managing waterways and enhancing advocacy for improvements to our waterways.

Of particular relevance to this theme is supporting the development of a Hobsons Bay Coastal Management Plan and reviewing the Climate Change Adaptation Plan. In addition over the course of his term Cr Marsden will take advantage of opportunities to participate and contribute to the work of affiliated agencies such as DELWP and associations such as the Association of Bayside Municipalities for important pieces of work such as the development of a Coastal Management Plan Framework that is replicable across all coastal councils.

### **Land**

Recognising that Council has the ability to advocate and influence positive outcomes, as part of Cr Marsden's mayoral term, he will explore opportunities to foster relationships with lead agencies such as CSIRO and to investigate ways in which to work with industry and business to raise awareness of good land management practices that ensure land is maintained in a way that supports healthy communities for future generations.

### **Air**

Council's vision and all that Council delivers is designed to enhance liveability for all Hobsons Bay residents. Recognising that other lead agencies such as the EPA have direct responsibility for air quality, as part of Cr Marsden's mayoral program ways in which Council can partner with or lend support to EPA initiatives such as air monitoring will be investigated. This may include advocating to the state government to increase funding to the 'Officers for the Protection of Local Environment (OPLE)' pilot program that is currently underway. This program plays a significant role in environment compliance but also noise monitoring and assessments and importantly community education. Council will also investigate the potential for EPA to monitor air quality more broadly across the municipality and to share the output of these surveys in an open data source.

### **Transport**

An important issue for all residents in our city, as part of his mayoral program Cr Marsden will continue to raise the profile of being able to move around and in and out of the city by focusing on bicycle riding as a mode of transport and in particular the need for increased bicycle infrastructure.

The activities of the Mayor under this theme will include building alliances with cycle groups, continuing advocacy on parkiteers and introducing into the municipality bike maintenance stations. If possible, a round table discussion with local MP's and interested community would be a great way to enhance the dialogue about much needed improvements to bike infrastructure.



Building on the successful Mayoral Walks program of the former Mayor, Cr Angela Altair, Cr Marsden is keen to see the introduction of a Ride with the Mayor program, with the focus on showcasing the great bike paths across the city and promoting cycling as a great way to get around and to take in some lovely natural settings while riding and gaining natural health benefits.

The Mayor is also excited to champion Ride to Work Day and Ride to School Day across the municipality as part of efforts in raising the benefits of cycling.

The above discussion has identified key areas of passion for Cr Marsden that will form the basis of his Mayoral Term. Activities and initiatives undertaken throughout his term will be reported back at the conclusion of his term.

## 8.2.2 Council and Community Committees and Groups 2019 – Appointment of Delegates and Proxies

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** 1 Delegates and Proxies to be Appointed to Council and Community Committees 2019

### Purpose

To formally appoint Councillor delegates and proxies to Council, community and other committees and groups for 2019.

### Motion

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

**That Council appoint Councillor delegates and proxies to Council, community and other committees and groups for 2019, as attached with the following amendments:**

1. **Cr Tony Briffa to be added to the 2020 Community Grants Panel and Cr Jonathon Marsden to be removed.**
2. **Cr Michael Grech to become the proxy delegate for the Aviation Road Level Crossing Interest Group.**
3. **Cr Michael Grech to become alternate Director for Leadwest and Cr Marsden to be removed.**
4. **Cr Jonathon Marsden to become the proxy delegate for Hobsons Bay Licencess Accord.**
5. **Cr Jonathon Marsden to become the proxy delegate for Roadsafe Westgate Community Road Safety Council.**
6. **Cr Michael Grech to become the proxy delegate for Hobsons Bay Community Fund.**

**Carried**

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### Summary

An annual review of Councillor delegates and proxies appointed to Council, community and other committees and groups has been undertaken in order for Council to appoint delegates and proxies for 2019.

### Background

Council has a number of internal committees and also nominates representatives to various groups, both locally and regionally. Use of committees, advisory groups and representation on external groups is an effective way for Council to be well-informed and enlist the expertise of independent members and represent Hobsons Bay City Council on strategic issues.

### Discussion

The proposed committee delegate appointments for 2019 is attached as an appendix.

The committees and groups are divided into the following categories:

- appointments for Mayor of the Day
- appointments for other Council and community committees and groups
- project committees

### 8.2.3 2019 Council Meeting Timetable

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** Nil

#### **Purpose**

To adopt the 2019 Ordinary Council Meeting timetable.

#### **Motion**

**Moved Cr Colleen Gates, seconded Cr Peter Hemphill:**

**That Council:**

- 1. Adopt the Council meeting timetable for 2019, as listed in the report.**
- 2. Give appropriate public notice of the Ordinary Council Meeting dates.**

**Carried**

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#### **Summary**

This report proposes the 2019 Council meeting dates for Council's consideration.

#### **Background**

Council is required to fix the date, place and time of all Council meetings and reasonable notice must be provided to the public.

#### **Discussion**

The proposed Council meeting timetable for 2019 is listed below.

The 2019 timetable proposes one Ordinary Meeting of Council per month. In 2017, the replacement of fortnightly meetings was successfully trialled and continued during 2018. This arrangement was well accepted and provided an adequate number of meetings throughout 2018.

It is proposed that Councillors' Briefing Sessions and meetings of Council's Special Planning Committee will be held on the alternate weeks. The Councillor Briefing Session on the third Tuesday of the month will continue to be used for workshops and external presentations from community organisations and other external stakeholders.

Holding one Ordinary Meeting of Council Meeting per month rather than two has resulted in a more efficient use of resources. The additional Councillors' Briefing Session for workshops and external presentations from community organisations and other external stakeholders

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allows Councillors a greater opportunity to interact with community members and increases public participation in the decision making process.

<b>2019 Council Meeting Timetable</b>			
Thursday	January 24	6.00 pm	Special Planning Committee
Tuesday	January 29	6.30 pm	Councillors' Briefing Session
Tuesday	February 5	6.30 pm	Councillors' Briefing Session
Tuesday	February 12	7.00 pm	Ordinary Council Meeting
Tuesday	February 19	6.30 pm	Councillors' Briefing Session
Tuesday	February 26	6.00 pm	Special Planning Committee
Tuesday	March 5	6.30 pm	Councillors' Briefing Session
Tuesday	March 12	7.00 pm	Ordinary Council Meeting
Tuesday	March 19	6.30 pm	Councillors' Briefing Session
Tuesday	March 26	6.00 pm	Special Planning Committee
Tuesday	April 2	6.30 pm	Councillors' Briefing Session
Tuesday	April 9	7.00 pm	Ordinary Council Meeting
<b>Adoption of Proposed Budget 2019-20</b>			
Tuesday	April 16	6.30 pm	Councillors' Briefing Session
Tuesday	April 23	6.00 pm	Special Planning Committee
Tuesday	April 30	<b>No Meeting (5<sup>th</sup> Tuesday)</b>	
Tuesday	May 7	6.30 pm	Councillors' Briefing Session
Tuesday	May 14	7.00 pm	Ordinary Council Meeting
Tuesday	May 21	6.30 pm	Councillors' Briefing Session
Tuesday	May 28	6.00 pm	Special Planning Committee
Tuesday	June 4	6.30 pm	Councillors' Briefing Session
Tuesday	June 11	7.00 pm	Ordinary Council Meeting
<b>Submissions Budget 2019-20</b>			
Tuesday	June 18	6.30 pm	Councillors' Briefing Session
Tuesday	June 25	7.00 pm	Ordinary Council Meeting
<b>Adoption of Budget 2019-20</b>			
Thursday	June 27	6.00 pm	Special Planning Committee
Tuesday	July 2	6.30 pm	Councillors' Briefing Session
Tuesday	July 9	7.00 pm	Ordinary Council Meeting
Tuesday	July 16	6.30 pm	Councillors' Briefing Session
Tuesday	July 23	6.00 pm	Special Planning Committee
Tuesday	July 30	<b>No Meeting (5<sup>th</sup> Tuesday)</b>	
Tuesday	August 6	6.30 pm	Councillors' Briefing Session
Tuesday	August 13	7.00 pm	Ordinary Council Meeting
Tuesday	August 20	6.30 pm	Councillors' Briefing Session
Tuesday	August 27	6.00 pm	Special Planning Committee
Tuesday	September 3	6.30 pm	Councillors' Briefing Session
Tuesday	September 10	7.00 pm	Ordinary Council Meeting
Tuesday	September 17	6.30 pm	Councillors' Briefing Session
Tuesday	September 24	6.00 pm	Special Planning Committee
Tuesday	October 1	6.30 pm	Councillors' Briefing Session
Tuesday	October 8	7.00 pm	Ordinary Council Meeting
Tuesday	October 15	6.30 pm	Councillors' Briefing Session
Tuesday	October 22	6.00 pm	Special Planning Committee
Tuesday	October 29	6.30 pm	Councillors' Briefing Session
Tuesday	November 5	<b>No Meeting (Melbourne Cup Day)</b>	
Friday	November 8	7.00 pm	Ordinary Council Meeting – Election of Mayor
Tuesday	November 12	7.00 pm	Ordinary Council Meeting
Tuesday	November 19	6.30 pm	Councillors' Briefing Session
Tuesday	November 26	6.00 pm	Special Planning Committee

Ordinary Council Meeting Minutes

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Tuesday	December 3	6.30 pm	Councillors' Briefing Session
Tuesday	December 10	7.00pm	Ordinary Council Meeting
Thursday	December 12	6.00pm	Special Planning Committee

## 8.2.4 Proposal to rename Newport Athletic Track to Peter Norman Athletics Track

**Directorate:** Strategic Development

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

**Appendices:** 1 Plan of Newport Athletics Track

**Cr Michael Grech left the Council Chamber at 7:58 pm.**

**Cr Michael Grech returned to the Council Chamber at 8:00 pm, and was present for the vote on item 8.2.4.**

### Purpose

To enter into public consultation in the Hobsons Bay City Community about the proposal to change the name of the Newport Athletics Track to the Peter Norman Athletics Track.

### Motion

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

**That Council:**

- 1. Commence the consultation process to initiate the change of name from the Newport Athletics Track to the Peter Norman Athletics Track.**
- 2. Place an advertisement in the local newspapers inviting comments from the community regarding the proposed name change.**
- 3. Receive a further report to consider the change of name.**

**Carried**

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### Summary

The proposal to rename the Newport Athletics Track to the Peter Norman Athletics Track was initiated from public sentiment following Peter Norman being honoured posthumously with the Australian Olympic Committee's highest accolade, the 'Order of Merit' on 22 June 2018.

The name change is supported by the previous MP the Hon Wade Noonan.

### Background

The Newport Athletics Track is situated at 120 The Strand, Newport and licenced to Williamstown Little Athletics Centre, Williamstown Amateur Athletics Club, and Hobsons Bay Running Club over a three year period.

The land is contained within Certificate of Title Volume 10022, Folio 390, being Lots 1, 2 and 3 on Title Plan 602030X.

The proposal is to honour the late Peter Norman, a Williamstown local and Australian Silver Olympian medallist who stood with African American athletes, Tommie Smith and John Carlos, on the podium as they gave the black power salute at the 1968 Mexico City Olympics. Peter Norman was wearing an Olympic Project for Human Rights badge as he stood on the podium alongside the two American athletes.

Peter's record of 20.06 seconds for the 200 metre sprint still stands as an Australian record. Peter Norman lived and worked in the Williamstown area and passed away on 3 October 2006 at the age of 64.

Peter Norman's stance and support for human rights was and has been inspirational providing a platform for all ages to partake in athletics and all sports in the same spirit of both Olympic and human rights history.

Peter Norman has been described as a great Australian and a great athlete. A statue to Norman will stand outside Lakeside Stadium in Albert Park when completed.

The increased awareness of Peter Norman's legacy of Olympic glory and civil rights history will serve and inspire young people to take part in sport and identify with sport as a vehicle to contribute to society and changing perspectives through participation.

## Discussion

Council's Naming Policy sets out the need for the place name to be easy to pronounce, spell and write, and that the name does not compromise public safety and operational safety for emergency services, or cause confusion for transport, communication, and mail services. In addition, the criteria stipulates that infrastructure names should be the same as their locality to promote local identity and avoid confusion and, subject to agreement from relevant indigenous communities, recognition and use of traditional indigenous names may be considered.

The *Geographical Names Act* 1998 which came into effect 31 December 1998 gives Council and other naming authorities, the power to decide on names for places such as suburbs, streets, and places which are then referred to the Registrar of Geographic Names. The Registrar will check for compliance with standardisation principles and consultation procedures, and register a new or altered place name in the official register.

It is considered that the proposed change of name to the Peter Norman Athletics Track is in keeping with the criteria of Council's Naming Policy.



## 8.2.5 Memorial Plaque Request - Mr Garry Jeremiah

**Directorate:** Corporate Services

**Councillor Portfolio:** Not applicable

**Appendices:** Nil

### Purpose

For Council to consider the installation of a memorial seat and plaque in recognition of Mr Garry Jeremiah.

### Motion

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

**That Council, having considered the significant contribution made by Garry Jeremiah to the social, civic and sporting life of Hobsons Bay:**

- 1. Approve the installation of a memorial seat and plaque at Williamstown Football Club.**
- 2. Note that all costs associated with the request be borne by the applicant.**

**Carried**

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### Summary

Council has received a request from the family of Mr Garry Jeremiah for a memorial seat and plaque in his memory to be installed at the Williamstown Football Ground.

### Background

Council has adopted a policy for the installation of memorial plaques and cremated remains in public places. The policy aims to commemorate individuals who have contributed to the cultural, political or social aspects of Hobsons Bay's development or shared community history.

### Discussion

Mrs Jeremiah submitted the application on behalf of her husband, who is terminally ill and has advised that he unfortunately will not see through to the end of the year.

As a lifelong resident of Williamstown, Altona and Altona Meadows, Garry has been a very active community member of Hobsons Bay. His contributions include:

- Member of the Apex Club
- Member of Operation Recreation Festival
- Member of Probus

- Life member and past Director of Williamstown Football Club
- Past President of Gulls Coterie (Williamstown Football Club)
- Past President and committee of management member Gellibrand Residential Services.

Mrs Jeremiah has requested that a memorial seat and plaque be installed at the Williamstown Football Ground, to commemorate Mr Jeremiah's significant contribution to the club and community.

## 8.3 Strategic Development

### 8.3.1 Response to Petition - Request to Change Parking Meters and Hours within Nelson Place, Williamstown

<b>Directorate:</b>	Strategic Development
<b>Councillor Portfolio:</b>	Not applicable
<b>Appendices:</b>	1 Nelson Place Action Plan Progress Report - October 2018 2 Nelson Place Action Plan - December 2015 3 Paid Parking Benchmarking

#### Purpose

To provide information to Council including funding of trader groups, status of the Nelson Place Action Plan and parking fee comparison with other municipalities in consideration of the petition requesting changes to the parking meters and hours within Nelson Place.

#### Motion

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

**That Council:**

- 1. Note the information provided within the petition.**
- 2. Refer the request to review paid parking to the Parking in Hobsons Bay review.**
- 3. Refer the request for funding of trader group and a marketing levy to be to the Annual Budget 2019-20.**
- 4. Communicate with the Nelson Place lead petitioner and other stakeholders.**

**Carried**

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#### Summary

Council received a petition from the Nelson Place traders on 4 October 2018.

The petition read:

The businesses in and around Nelson Place Williamstown have been suffering due to parking metres for too long.

This petition is to request an urgent meeting with Council and to explore and redefine the current meters and the effect they are having on the precinct.

By signing this petition, you agree to the following points that Nelson Place businesses are requesting from Council. An urgent meeting with Council is requested to discuss and explore immediate change to help improve the area.

### Nelson Place Businesses request

1. Parking to be FREE during the winter months as previously tested. This was supposed to be a regular feature, but it was forgotten by Council.
2. Parking hours to be reduced. Currently parking hours are from 9am to 10pm. We believe these hours are unreasonable and should be reduced dramatically.
3. Parking fees to be dropped from \$3.50 per hour to a price that is comparable to the local area. (Comparing to areas within the municipality and out)
4. Nelson Place businesses and surrounding would like the Council to hire a 3<sup>rd</sup> party consultant to analyse and compare Nelson Place Williamstown meters, the current policies, other areas within the municipality and similar areas to Nelson Place Williamstown.
5. Nelson Place businesses are requesting a marketing levy to be provided by Council from the collection of parking and ticketing funds. These funds should only allocated toward Nelson Place to market and bring people back to the area.
6. Nelson Place businesses request the support from Council to form a traders group, who will be in charge of the marketing levy and focus on improving all aspects of the precinct.

Nelson Place is the only shopping area within Hobsons Bay to have paid parking in place. Concerns have been raised by traders that this is a factor in discouraging trade and visitors particularly during off-peak times when demand for parking is not at a premium. The Nelson Place Action Plan (the Plan) supports a coordinated approach to the precinct, with unresolved actions related to parking for Council to further review. This report provides information to assist in the consideration of some of the matters, including progression of the Plan, response to requests to Council to fund a marketing levy and a new trader association and benchmarking of paid parking.

## **Background**

The Petition Request to Change Parking Meters and Hours within Nelson Place, Williamstown (the Petition) was received and noted by Council at its Ordinary Council Meeting of 9 October 2018. Council requested a report be prepared by officers including the status of its trader funding, progress of the Plan and benchmarking of paid parking.

In 2015, Council undertook a seasonal parking trial in Nelson Place, being free parking Monday to Thursday during August, September and October of that year. In December 2015, Council adopted the Plan which takes a holistic approach to the precinct and includes some actions relevant to the issues raised in the petition.

For the purposes of this work, Nelson Place is defined by the area between Pasco and Thompson Streets. In November, new investors in Sebastian on The Esplanade, Williamstown contacted Council and requested participation in the Nelson Place petition, requesting consideration of changed meter times so that they reflect the demand on peak season day time beach use, not evening visitor use.

## **Discussion**

The Petition seeks Council's consideration to explore changing parking meters in Nelson Place with six requests, related to seasonal use, paid parking durations, cost, benchmarking, support mechanisms of a marketing levy and establishment of a new trader group.

Council requested a report be prepared including the status of its trader funding, the Nelson Place Action Plan and benchmarking (see appendix 3).

### **Status of Trader Funding**

The Williamstown Chamber of Commerce seeks to represent businesses in Douglas Parade, Ferguson Street and Nelson Place. Council allocates annual funding directly to trader associations, with the Williamstown Chamber of Commerce and Altona Village Traders Association as the two major trader associations in Hobsons Bay, with an allocation of \$30,000 each year to support their activities. An annual funding agreement is prepared and agreed, that sets out criteria, the responsibilities and intentions of Council and the association. As part of their funding arrangements, the groups must operate from a business or strategic plan, prepare and report on budgets, be covered by public liability insurance, appoint a trader liaison officer and comply with all legal requirements to operate as an incorporated association. Both groups meet their reporting obligations in accordance with their funding agreements with Council.

Related to this request is that Hobsons Bay is one of the few councils that continues to provide direct funding to trader associations. Exploring opportunities to improve the sustainability of these associations while ensuring a fair and equitable process of supporting activity centres is noted through Objective 3.1 of the Hobsons Bay Economic Development Strategy 2015-20. A trader funding options report is being prepared to review the current trader funding arrangement including alternative methods of support. Research is underway, and a report will be ready for Council's consideration in 2019. Council should not raise expectations of an additional trader association to be funded by Council.

### **Status of Nelson Place Action Plan**

The Plan was developed as a Council led response to feedback from traders that paid parking was restricting trade and was a barrier to people using the precinct, and as an action following the free parking trial undertaken between August and October in 2015. Through the development of the Plan, which included a community survey, several factors were identified as having an impact on trade and were collated for research, consideration or implementation. Following the formation of the Nelson Place Working Group comprising Ward Councillors, officers and traders, the plan was developed across four themes.

1. Upgrade the streetscape to better define a tourism precinct
2. Encourage consistent business improvement activities
3. Ensure that options for paid parking are consistent with the needs of the precinct
4. Drive the marketing and identity of Nelson Place

Thirty four actions have been completed, are ongoing or have commenced and thirteen actions have been deferred. Some of these will commence in 2019 and some will relate to future strategic work (see appendix 2 for the Nelson Place Action Plan and appendix 1 for the Nelson Place Action Plan Progress Report October 2018).

### **Status of Nelson Place Action 3.1 related to paid parking**

Action 3.1 yet to be progressed is to “*consider what revised parking options can support identified needs including as examples low patron times including early morning, lower use periods, winter periods, longer evening stays*”. Meters operate in Nelson Place from 9am to 10pm all year round. Trader representatives on the Nelson Place Working Group requested Council consider amending paid parking using as an example 12noon to 8pm or other

alternatives that can be given consideration based on low use periods. The Petition requests consideration of free low season parking and a reduction in the period from 9am to 10pm.

#### **Parking fee comparison with other municipalities**

The Petition calls for a comparison of parking fees and a third party consultant to analyse and compare Nelson Place meters with similar areas and current policies.

It is not seen as necessary for Council to engage a new consultant to analyse Nelson Place meters and Council policies. Benchmarking of fees and seasonal use are undertaken by Council (see appendix 3 Paid Parking Benchmarking for data on parking fees and other information) on a regular basis as part of annual budget setting processes and will be reviewed as part of the Parking in Hobsons Bay review.

Officers are preparing a proposed suite of actions related to all elements of parking to enable its work in this area to be updated during 2019. The work proposed references existing strategies, and will be relevant to all processes and policies around the issue, including paid parking, residential permits, trader permits, activity centre plans, developer plans and integrated transport planning. The first stage of this work is due in the first quarter of 2019.

### 8.3.2 New Residential Zones - Considerations of Submissions

<b>Directorate:</b>	Strategic Development
<b>Councillor Portfolio:</b>	Planning - Cr Tony Briffa and Cr Michael Grech
<b>Appendices:</b>	1 Draft New Residential Zones Consultation Report
	2 Draft New Residential Zones Table of Submissionsl

#### Purpose

To consider the submissions received for the draft New Residential Zones including the suite of supporting draft strategies being the Housing Strategy, Neighbourhood Character Study and Activity Centres Strategy, following community consultation.

#### Motion

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

**That Council:**

- 1. Consider all submissions received on the draft New Residential Zones map and supporting draft strategies.**
- 2. Receive a further report to consider the adoption of the final New Residential Zones map including the Housing Strategy, Neighbourhood Character Study and Activity Centres Strategy.**

**Carried**

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#### Summary

Consultation on the draft New Residential Zones and the suite of supporting strategies took place over eight weeks from 17 September to 9 November 2018.

Council received 57 submissions, primarily in relation to the draft New Residential Zones map (see appendix 2 for a summary of submissions). The majority of submissions were from community members.

The key issues raised in submissions relate to under-development (concerns around limiting future development opportunities and potential impact on property values); and over-development (concerns regarding the three storey height limit in the General Residential Zone (GRZ) and the impacts on infrastructure, particularly traffic and parking).

In response to submissions, it is suggested that some modifications be made to the New Residential Zones map (also known as the 'Housing Framework Plan'), including correcting some mapping anomalies and reassessing the extent of the GRZ area in Altona. These changes will be considered in a further report to Council.

#### Background

The Victorian Government introduced the New Residential Zones into the Victorian Planning Provisions in July 2013. On 13 June 2014 the Victorian Government applied the General Residential Zone (GRZ) to all residential land in Hobsons Bay. The application of the GRZ

was a transitional arrangement for councils that were not in the position to apply the full suite of residential zones.

Extensive work has been undertaken to justify the boundaries of the New Residential Zones including the preparation of supporting strategies to guide their application. These included a draft Housing Strategy, a new Neighbourhood Character Study and a draft Activity Centres Strategy.

At the Ordinary Council Meeting on 11 September 2018, Council resolved to exhibit the draft New Residential Zones and the suite of supporting strategies. Consultation commenced on 17 September to 9 November 2018.

The drafting of the three supporting strategies have included previous community consultation. The first round of consultation took place in late 2014 and focused on raising awareness within the community that changes to the zones and strategic planning policy were on the way for Hobsons Bay, and to gauge an understanding of the key issues in relation to housing, neighbourhood character and activity centres. Feedback from the consultation was considered in the preparation of the strategies.

## Discussion

During community consultation 57 submissions were received. (One was received after consultation closed). It should be noted that the majority of respondents with objections in regards to over-development were from Altona and Newport (west). The key issues are summarised below:

### Over-development

#### i. level of GRZ proposed for Altona

In general, submitters understood the reasons for concentrating residential growth in and around the Pier Street Major Activity Centre (through the proposed application of the Residential Growth Zone around the Mixed Use Zone) however, feel that the GRZ has been too widely applied across Altona and is disproportionate to the spread of GRZ elsewhere across Hobsons Bay.

There is a concern that the widespread application of the GRZ will result in too many three storey apartments and townhouses which may impact the village feel of Altona, further exacerbate the perceived parking and traffic congestion issues, and put further strain on the drainage and sewerage infrastructure.

### Response

The application of the GRZ in Altona was based on a number of criteria including accessibility to train stations and activity centres and the availability of land suited to redevelopment opportunities. Concerns regarding the potential for a blanket over-development of three storey apartments/townhouses across the suburb is noted. The boundaries of the GRZ will be reassessed to determine if there is an opportunity to concentrate density more around the activity centres with train stations.

#### ii. concern around proposed RGZ in Newport west (Durkin/Mirls/Derwent Streets)

There is concern in relation to the proposed application of the Residential Growth Zone (RGZ) in the pocket of residential development adjacent to the Newport Activity Centre.

Submitters believe that this location is not suited to higher density development due to the heritage properties, neighbourhood character, narrow streets, and parking issues. In general,



submitters understand the need for providing opportunities for medium and higher density development but believe there are other areas better suited to accommodate new growth than Durkin/Derwent/Mirls Streets.

### **Response**

The proposed locations of the RGZ are consistent with the recommendations of the draft Newport Structure Plan.

Housing densities are based on a number of factors, including heritage and neighbourhood character encumbrances and a need to provide more diverse housing in proximity to public transport and services. These factors also align with the criteria used to determine the application of the New Residential Zones across Hobsons Bay.

The rate of on-site car parking required for a development is prescribed in the Hobsons Bay Planning Scheme and is assessed as part of a development application. The New Residential Zones do not change the on-site car parking requirements.

### **iii. Public Infrastructure constraints**

Submissions cited concerns regarding the impact of increased housing growth on traffic, car parking and drainage infrastructure, already perceived to be over or at capacity in many parts of the municipality.

Submitters are concerned that upgrades to existing community infrastructure have not been considered when planning for increased housing growth. In particular, how the key arterial roads in and out of Hobsons Bay are going to cope with an increase in residents and the fact that the public transport services in the municipality are not reliable/regular enough.

In terms of car parking, there is concerns that the number of on-site car parking spaces provided for medium and high density developments is inadequate.

### **Response**

Hobsons Bay's population is forecast to increase from 95,395 people in 2018 to 112,642 in 2036. One of the key strategic directions of Plan Melbourne 2050, considered in the suite of policy documents underpinning the New Residential Zones, is the creation of 20-minute neighbourhoods to increase walkability and reduce reliance on vehicles. This includes increasing density in appropriate locations.

Council will continue to work with the State Government and public authorities to identify and respond to capacity issues. Car parking is considered in the assessment of individual development applications.

### **iv. Under development**

Objections due to under-development primarily relate to concerns around property owners feeling like they will not be able to develop their property and/or that it will impact on their property values.

The locations where this was raised as a concern are Altona, Altona North, South Kingsville and Altona Meadows.

### **Response**

There is no pattern in the locations of the lots where submitters were objecting on the grounds of under-development. In many cases, the submitters had property proposed for the

Neighbourhood Residential Zone, however this zone does not cap development opportunities.

The application of the New Residential Zones has followed a set of objective criteria applied consistently across Hobsons Bay. The value of property has a number of influences. The proposed application of the New Residential Zones has been developed in accordance with the zone purpose and policies as directed by the Victorian Government.

### 8.3.3 Draft Newport Structure Plan - Consideration of Submissions

<b>Directorate:</b>	Strategic Development
<b>Councillor Portfolio:</b>	Planning - Cr Tony Briffa and Cr Michael Grech
<b>Appendices:</b>	1 Draft Newport Structure Plan - Summary of submissions

#### Purpose

To discuss the next steps and to consider the submissions made to the Draft Newport Structure Plan following community consultation.

#### Motion

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

**That Council:**

- 1. Note further community consultation has been undertaken and officers will continue to liaise with the community as needed.**
- 2. Reconsider all submissions received regarding the Draft Newport Structure Plan.**
- 3. Having reconsidered all submissions, make changes to the Draft Newport Structure Plan.**
- 4. Receive a further report to consider the adoption of the Newport Structure Plan.**

**Carried**

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#### Summary

The Draft Newport Structure Plan (the draft Plan) has been prepared over a number of years. During this time there have been several consultation periods that have informed the Plan. The second phase of consultation occurred from 11 July to 31 August 2018, with the exhibition of the draft Plan. Council received 42 submissions from community members, authorities and other stakeholders (see appendix 1). As a response to Council's resolution at the 13 November 2018 Ordinary Council Meeting a meeting was held on Monday 26 November 2018 with Newport residents with all councillors invited to attend. Further consultation will be undertaken as deemed necessary and specific responses to questions raised provided.

The key issues raised in submissions relate to the proposed increase in height and density, potential traffic issues created by increased population and existing parking concerns. In addition there was support for the proposed amenity improvements.

In response to submissions a number of modifications will be made to the draft Plan including: reassessing the proposed priorities within the implementation plan to better align with the community's vision; review building heights to ensure they align with the recently revised Neighbourhood Character Study; further investigate connections between the Williamstown

Junction area and the train station/Hall Street precinct, and provide a stronger focus on advocacy projects, particularly Melbourne Metropolitan Rail Project 2.

## Background

The Newport Local Structure Plan was prepared in 1999. Although the overarching strategic direction remains the same, crucial policy changes at state and local level have occurred since then and needed to be addressed in a revised Newport Structure Plan.

A detailed background and context review was undertaken during 2013 and 2014 including an in depth policy review which identified gaps relating to economic and market feasibility, access and mobility, urban design guidelines, heritage and social impacts. Substantial background research and work was undertaken to address these gaps and inform the draft Plan. In 2014 community and stakeholder consultation was undertaken to ensure community ideas are appropriately captured in the future vision for Newport.

Work stalled on the project during the second half of 2015 as clarity was required around how the Victorian Government required new development that abuts pipelines and Major Hazard Facilities (MHF) to be considered within the structure plan. There have been several ongoing issues and challenges for Victoria's land use planning framework in protecting the safety and amenity surrounding MHF and ensuring the ongoing viability of MHFs.

In response an MHF Advisory Committee was established to consider the challenges around development abutting MHFs. The Advisory Committee report was released on 17 March 2017. The report suggested that a new overlay should be applied around MHFs restricting development and that further research is required into land use planning around pipelines. This is particularly critical for Newport and the development of the structure plan, as several planning decisions for higher density housing or sensitive uses have been overturned by the Victorian Civil and Administrative Tribunal (VCAT) because of their proximity to MHFs. Other parts of Newport within proximity to pipelines have restricted development potential because operators consider density to be inappropriate. The Minister for Planning responded to the Advisory Committee recommendations in late 2017 and released new guidelines in October 2018.

Council considered a report with regard to the Draft Newport Structure Plan at the Ordinary Council Meeting on 13 November 2018 and resolved to:

1. Acknowledge all submissions received to date regarding the Draft Newport Structure Plan
2. Receive a further report to consider the next steps in the process which may include additional consultation
3. Write to all submitters advising them of the status and next steps in the process

All submissions have been acknowledged, additional consultation has been undertaken and will continue as needed. Therefore the next steps are:

1. Council to consider the submissions through this report
2. Council to consider the Final Newport Structure Plan for adoption
3. Implement the Newport Structure Plan including a planning scheme amendment (which includes further community consultation) to make relevant land use changes to the planning policy framework, zones, overlays and particular provisions.

## Discussion

Following community consultation 42 submissions were received. The key issues arising from submissions are summarised below:

### Increase in density

Many of the submissions received from community members opposed the proposed increase of density within Newport suggesting that an increase in density may impact on Newport's heritage and amenity.

A large proportion of the respondents who opposed the proposed increased density were residents of Durkin Street. These submissions raised concerns about the proposed three to four storey preferred building height in Durkin Street, citing a change to the area's visual aesthetic.

Some submitters supported the proposed heights as they see the need for growth and felt that the heights were consistent with the existing buildings within Newport Activity Centre.

### Response

While it is acknowledged that there is public apprehension to increased heights and density, every attempt has been made to balance the needs of existing residents and those of future generations. The draft Housing Strategy (currently out for community consultation) indicates that Newport will need to accommodate in the order of 900 new residents over the coming eighteen years. Newport is trending towards an increase in lone person households and households comprising couples without dependents and will require housing to accommodate these residents.

The Victorian Government has a policy to encourage '20 minute neighbourhoods' which aims to supply a resident with the ability to meet most of their everyday needs including access to shops, childcare and schools, parks, doctors and public transport, within a 20 minute walk, or alternatively cycle or local public transport trip from their homes.

Housing densities proposed in the draft Plan are based on a number of factors, including heritage and neighbourhood character; a need to provide more diverse housing in proximity to public transport and services. Durkin Street's central location, adjacent to a range of services and activity on Mason Street and Melbourne Road, provides the rationale behind Council's proposal for this area. A growing population should have a diverse range of residential opportunities in prominent locations such as Durkin Street.

Regarding heritage, the draft Plan recommends the preparation of a heritage gap study for Newport to ensure all heritage significant properties are appropriately considered and protected.

Taking into account the items above, the proposed heights and densities will be reviewed in light of the recently released Draft Neighbourhood Character Study and reviewed Heritage Study to ensure they align and are consistent with the proposed Housing Framework Plan.

### Road network and traffic

Concerns were raised about increased traffic associated with a higher population of residents and visitors to Newport. High use roads including Melbourne Road and Mason Street have been identified as being susceptible to an increase in congestion as they already carry large volumes of traffic, especially during peak times. There is concerns for the safety of pedestrians, particularly in the vicinity of the train station, that may be exposed to higher

traffic volumes. Several submissions identified that the Melbourne Road overpass hinders Newport's east/west connectivity.

### **Response**

The draft Plan recognises the road network and traffic challenges that arise through increased population and that improvements are required, especially around Melbourne Road and Mason Street. Any works in these areas will require input from VicRoads, Metro Trains and Transport for Victoria as they are all major stakeholders.

As part of the implementation section of the draft Plan, a key action is to 'liaise with VicRoads to develop a Smart Roads Strategy for the Newport Activity Centre'. A Smart Roads Strategy would aim to free up the roads and increase participation in active transport.

The draft Plan, through proposed works such as shared spaces that connect to the train station and entry points to the centre, intends to reduce the dominance of the Melbourne Road overpass and increase pedestrian traffic and improve connectivity. Such works are an example of the draft Plan's support for safer more pedestrian friendly spaces in Newport.

Many of the issues raised in submissions are addressed in Council's Integrated Transport Plan 2017 (ITP) which focuses on improving accessibility for all modes of transport. As the Plan is implemented it is envisaged some of the main concerns will be addressed. Responses to key submitters will outline where there concerns are addressed in the ITP.

Additionally, there is a possibility to consider the redesign of the train station and the Melbourne Road overpass during master planning of the Melbourne Metropolitan Rail Project 2 and Council will continue to advocate for an improvement in the traffic and amenity conditions of this area.

### **Parking provision**

Submitters identified the need to address parking issues, particularly citing a lack of parking spaces near to high use locations such as the train station. Whilst multiple submitters support the provision of at grade parking, contention surrounds any development of multi-storey parking facilities. There were concerns about the possible amenity impacts of multi-storey parking structures in central locations and residential areas. Submitters also questioned the implications of paid parking, safety impacts and potential increase in traffic accessing parking spaces.

### **Response**

The draft Plan acknowledges the significant role car parking plays in the centre of Newport. Any provision of new parking facilities will require a feasibility analysis to be undertaken before more detailed plans can be considered. The draft Plan takes into account a range of factors including issues of convenience, aesthetic, pedestrian safety and cost, all of which are involved when assessing proposals to increase parking spaces. The implementation plan includes the preparation of a car parking strategy to determine long term parking needs.

The at grade commuter car park on the western side of the rail reserve occupies the single largest site in Newport, and represents a substantial underutilisation of valuable Activity Centre space. At grade car parking to the south of Paine Reserve also presents an opportunity to better utilise the space that is otherwise lost.

The draft Plan recommends upgrades to Newport's public realm to improve pedestrian and cyclist linkages, which aligns with the Hobsons Bay Integrated Transport Plan 2017.

Additionally, the document recommends strong advocacy for improved public transport within Newport including Melbourne Metropolitan Rail Project 2, and physical improvements such as new access to platform 2 around the train station. The concerns raised in the submissions will also be used to inform future advocacy matters.

### **Closure of Newport RSL**

Several submitters raised concerns regarding the closure of the Newport RSL and offered ideas about potential uses on the site.

### **Response**

The Newport RSL was closed during the exhibition process of the draft Plan. Numerous short term strategies have been identified within the draft Plan to activate the central area of Newport including the RSL. The former RSL is located on Crown owned land and Council officers are currently discussing the future of this site with relevant agencies. The draft Plan will be updated accordingly. Future master planning will ensure the former RSL, scout hall and bowling club are appropriately incorporated into the precinct.

For more detailed responses to all submissions including those from community members, authorities and stakeholders, refer to appendix 1.

## 8.4 Infrastructure and City Services

### 8.4.1 West Gate Tunnel Status Update Report

**Directorate:** Infrastructure and City Services

**Appendices:** Nil

#### **Purpose**

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

#### **Motion**

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

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

**Carried**

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#### **Summary**

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

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

#### **Background**

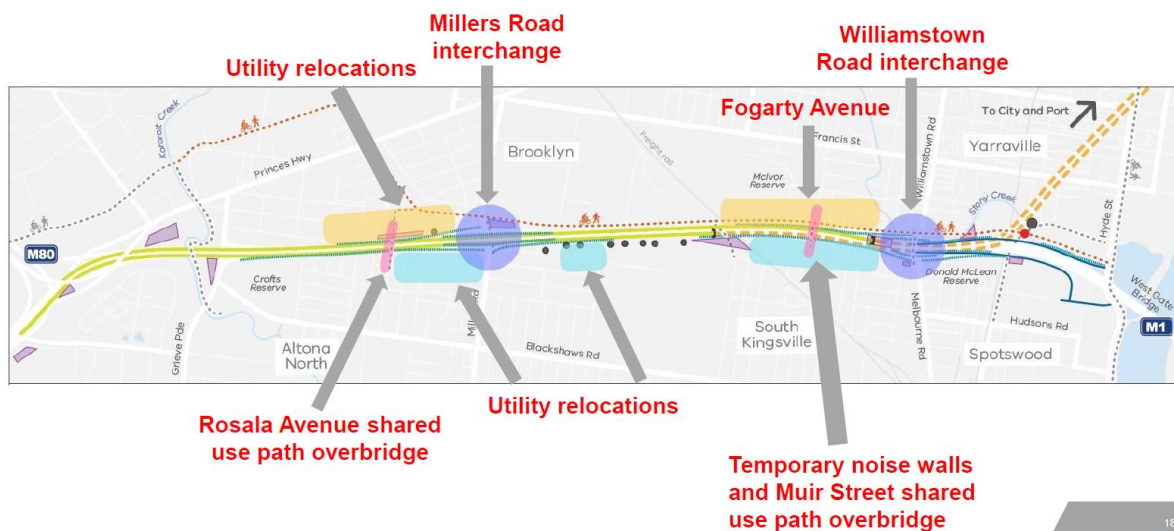
Council has received a number of reports on the development and planning process associated with the Project and as it progresses through the construction phase monthly status reports will continue to be provided to Council. This report provides an update on current Project activities, items currently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



## Discussion

### Construction Activity

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



**Figure 1**

Works to widen the West Gate Freeway between Chambers Road and Grieve Parade and new noise walls. These works include:

- tree removal behind residential properties along sections of Beavers Street and adjacent to the outbound exit ramp from 24 October 2018; and
- construction of retaining walls, bridge structural works including excavations and piling.

Upgrading Millers Rd underneath the freeway. These works include:

- piling and retaining wall construction on the east side of Millers Road underneath the freeway; and
- utility services upgrade and relocation works around the interchange as night works commenced from late October.
- build temporary and permanent ramps
- works on Paringa Road and Primula Avenue to relocate the Telstra telecommunication lines,

Buchanan Road and nearby Reserve, Brooklyn Replacing 220kV tower with a monopole, including:

- pouring the concrete foundation for the new tower.
- moving the 220kV power line from the existing tower to a new monopole

West Gate Freeway (outbound) between Williamstown Road and The Avenue

- temporary road closures between Vernier Street and Hick Street, and between Andrews Street and Muir Street.
- site fencing and access established at the end of: Abbot Street, Steel Street, Vernier Street, Hick Street, Andrews Street, Muir Street.
- site establishment works along outbound lanes of West Gate Freeway, including vegetation removal and earthworks.
- installation of temporary and new noise wall between Vernier Street and Muir Street

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

**Current and Short Term Traffic Impacts**

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

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

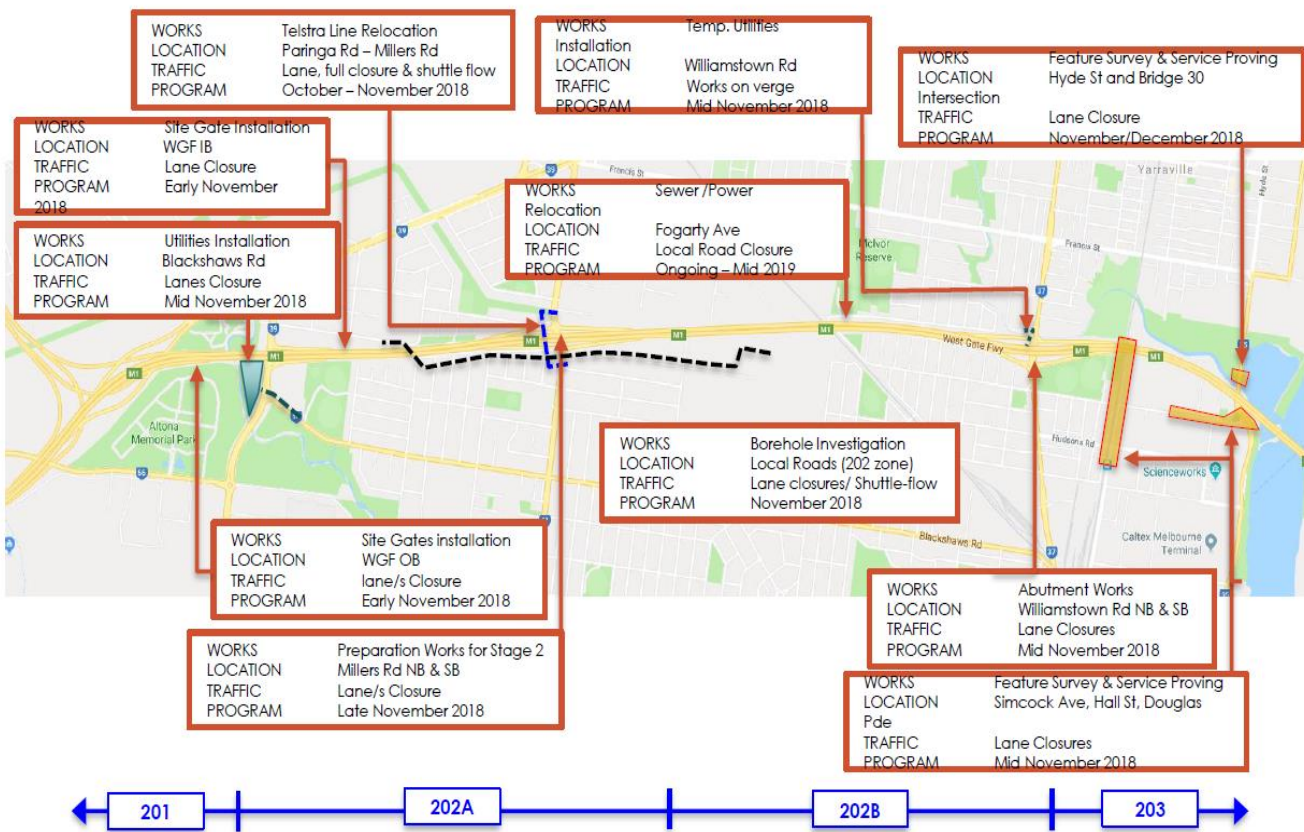


Figure 2

**Construction Compounds**

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

- Grieve Parade, Altona North (Council land) - now established

- Geelong Road, Altona North (VicRoads land) - now established
- Lynch Road Reserve, Brooklyn (Council land) – being established
- Millers Road, Brooklyn east side adjacent to Freeway on ramp (VicRoads land) - now established
- South of Freeway west of New Street, Altona North, (Project land) - to be established
- Melbourne Road, Spotswood (VicRoads land) - established
- Hall Street, Spotswood. (Project land) – to be established
- Stony Creek Reserve, Spotswood (Council land) – to be established

### **Sports and Open Space Enhancement Package**

This Package was endorsed at the Ordinary Meeting of Council on 13 February 2018 and is supported by the State Government through a \$5M contribution and nearly \$3M Council contribution. Project Managers are appointed for the design, procurement and delivery of the following projects:

- upgrades to Duane, Brooklyn and Rowan Avenue Reserves, Brooklyn
- development and implementation of a revised masterplan for Donald McLean Reserve, Spotswood
- development and implementation of a master plan for WLJ Crofts Reserve, Altona North including a new pavilion.

The development of the new master plan for Crofts Reserve will occur from December to May 2019 and review of the existing Donald McLean Reserve Master Plan will occur from December to March 2019. Both projects include community and stakeholder consultation and engagement.

The timelines and design details of the new Donald McLean Reserve Sports Pavilion to be provided as a part of the Project are yet to be confirmed by the Project partners.

### **Land Acquisition**

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

- adjacent to Hope Street, Spotswood (for 220KV power line easement) – currently under valuation review.
- Primula Avenue, Brooklyn (small area of 25 sqm for noise wall establishment)
- Lynch Road Reserve (for power poles and service requirements)
- WJ Crofts Reserve, Altona North (minimal area on the north boundary for the purposes of noise wall establishment).

### **Council Advocacy**

Throughout the design review process Officers have where possible negotiated outcomes and improvements consistent with the adopted Council position and to optimise beneficial community outcomes. An example is the JV now agreeing, subject to the WGTA sign off, to

construct the 220m missing section of the Kororoit Creek Trail (between the recently completed Stage 2 section constructed by Council and the start of the Stage 1 Project section at Grieve Parade).

Council has commenced engagement with Transport for Victoria (TfV) on the development of an Integrated Transport Plan to address the shortfalls in public transport options across all modes. A draft scope for the development of this Plan has been established and the governance details finalised by the Project Steering Committee. Further information will be provided in future updates.

A Memorandum of Understanding has been developed and signed between Council and the Western Distributor Authority to reflect the organisational roles and responsibilities and to support the ongoing resources from the State Government to support Officers in project delivery for the term of the Project.

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

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

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

The State Government announced the establishment of the Inner West Air Quality Community Reference Group in July this year. This Group will give community members the opportunity to provide community insight and input to future improvements for air quality in the inner west.

A draft Terms of Participation will be reviewed and finalised by the Community Reference Group at its first meeting. The following link contains further information and the names of the Group members:

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

## 8.4.2 Vibrant Villages Program 2018-19

**Directorate:** Infrastructure and City Services

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

**Appendices:** 1 Recent Vibrant Villages Projects.

### Purpose

To provide Council with an overview of the 2018-19 Vibrant Villages program and to provide an update on the establishment of a new city presentation, public realm and place making program, *Better Places*.

### Motion

**Moved Cr Peter Hemphill:**

**That Council:**

**Defer this matter to the Ordinary Council Meeting to be held on 12 February 2019.**

**Lost**

### Motion

**Moved Cr Angela Altair, seconded Cr Colleen Gates:**

**That Council:**

- 1. Approve the revised 2018-19 Vibrant Village program as detailed in the report.**
- 2. Receive a further report on the new program and receive detail of disbursement of the Paine Reserve allocation.**

**Carried**

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### Summary

Further to the July 2018 Ordinary Council Meeting and a subsequent Council Briefing on 18 September 2018, the following projects are recommended for the revised 2018-19 Vibrant Villages Program.

- Altona Beach Precinct -The Esplanade and Pier Street (Altona) - \$150,000
- Harrington Square (Altona) - \$50,000
- Douglas Parade (Williamstown) - \$200,000
- Paine Reserve (Newport) - \$100,000
- The Circle (Altona North) - \$50,000
- Aviation Road Precinct (Laverton) - \$100,000

## Background

The Vibrant Villages Program commenced in 2003 and was originally focused on small scale urban interventions and place making initiatives including community art and activation projects. There was no endorsed strategy in terms of a scope of works for delivery and the annual budget allocation was relatively small and fluctuated each financial year. From 2011 the focus of this program shifted to improving small retail precincts across the municipality that are not designated Major or Neighbourhood Activity Centres.

An overview of the types of projects delivered over the past seven years through the Vibrant Villages Program is attached (See Appendix 1).

## Discussion

### Projects recommended for 2018-19

There are a number of projects that have been listed under Council's 2018-19 Vibrant Villages Program. The projects, including details of their scope are listed below.

#### Altona Beach Precinct (Pier Street and the Esplanade)

The purpose of this project is to design, procure and deliver an eight week pilot to trial the temporary closure of a part of the Esplanade and alterations to the southern end of Pier Street, in order to maximise the use of public space over the peak summer period and to test options for the future design and development of this precinct. The budget for this project is \$150,000.

This project will be a short term pilot that includes:

- closure of the Esplanade (Bent Street to Pier Street)
- the removal of six car parking bays directly outside shops and replacement with temporary parklets (seating and green amenity) to be used by the public and traders
- changes to parking arrangements in the southern section of Pier Street
- coordinated programming of regular summer events in this space
- extra events and activities as a part of the public space activation.
- the installation of temporary street landscaping including seating, shade and greenery to encourage people and traders to use the space for the duration of the summer pilot project.

This project has been the subject of the City Image and Place Making Collaborative Working Group's discussions and planning during 2018.

#### Harrington Square, Altona.

The purpose of this project is to design, procure and deliver a four week trial of a temporary closure of a part of the car park at Harrington Square, in order to maximise the use of public space and improve trading within the area. The budget for this project is \$50,000.

This project will be a four week pilot during autumn 2019 (March–April) that considers:

- the partial closure of the eastern carpark section of the carpark to allow for the extension of footpath trading and place making activities

- Physical upgrade works including additional furniture and new garden beds to improve amenity, presentation and increase greening.
- evaluation of the success of the pilot based on data collated from traders and gathered from users of the space ( local community and temporary traders)
- recommendations regarding an improved shopping centre precinct and staged infrastructure upgrade

This project has been the subject of the City Image and Place Making Collaborative Working Group's discussions and planning during 2018.

#### Douglas Parade, Williamstown (Ferguson Street to Stevedore Street)

The purpose of this project is to assess the existing condition of asphalt paving, tree cut-outs and bluestone kerb and channel pitchers, asphalt re-sheeting, kerb and channel repair and additional tree removal and planting as required. The budget for this project is \$200,000.

The scope of works required includes improving the visual appearance and amenity of the shopping centre through asphalt footpath re-sheeting and improved edging around trees.

#### The Circle, Altona North

The purpose of this project is to assess the existing street furniture and landscaping and develop and implement street landscape improvements works to improve the appearance of the shopping centre. The budget for this project is \$50,000.

The scope of works will improve the visual appearance and amenity of the shopping centre through street landscaping (tree and shrub planting), traffic issues and additional seats, bike hoops and furniture as needed.

#### Paine Reserve, Newport

The works will include entry treatment from Market Street and upgrade of the Bowls Club fence. The budget for this project is \$100,000.

Paine Reserve works to be undertaken in 2018-19 include:

- commencement of the detailed landscape plan and concept design for the upgrade of the whole park including but not limited to; entry treatments from Mason Street and Market Street, footpath networks and surface treatments, garden beds, irrigation, new public lighting and a new play space. Additional works can be delivered in the future years
- design and commission a Mason Street signage entry treatment to the reserve
- develop detailed designs for entry signage from Market Street and the Derwent Street car park
- commission a new fence along the Bowling Club and park boundary

#### Aviation Road Precinct, Laverton

The purpose of this project is to prepare a detailed precinct plan for the Aviation road shopping precinct. The budget for this project is \$100,000.

Aviation Road precinct works to be undertaken in 2018-19 include:

- preparation of detailed precinct plan which may include landscape plan, entry treatments and economic development opportunities
- implementation of some of the new identified initiatives in 2018-19 and prepare a detailed implementation plan for the following years

### **Future Direction**

From an economic development and place making perspective, a more holistic program is required to focus on the presentation, function and activation of the public realm. This program needs to drive several key objectives from the Hobsons Bay 2030 Community Vision and needs to align with Council's strategic directions in the areas of Economic Development, Tourism, Arts and Culture, Strategic and Statutory Planning and Structure Plan implementation.

As both an overarching idea and a hands-on approach for improving a neighbourhood, suburb or city, place making inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, place making refers to a collaborative process by which we can shape our public realm in order to maximise shared value. More than just promoting better urban design, place making facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

With community-based participation at its centre, an effective place making process capitalises on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and wellbeing.

The new program can include following principals (but not limited) to activate a public space:

- identity : Make innovation visible and public
- diversity : Mix innovation with a range of other uses
- continuity : Start with existing people and places
- sociability : Bringing people together through places and programing
- mobility : connect the place through multiple transportation modes
- flexibility : Experiment, evaluate , repeat
- a Greener place : Create better environment
- leadership : Vision and holistic

Further discussions on the development of this program will happen in 2019.



### 8.4.3 Contract 2018.62 PJ Lynch Lacrosse Pavilion Renovation

**Directorate:** Infrastructure and City Services

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

**Appendices:** Nil

#### Purpose

To award the construction contract No. 2018.62 P J Lynch Lacrosse Pavilion Renovation works to the preferred tenderer.

#### Motion

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

**That Council award Contract No. 2018.62 for P J Lynch Lacrosse Pavilion Renovation to Kingdom Projects Pty Ltd at a fixed lump sum price of \$711,267.09 (incl. GST).**

**Carried**

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#### Summary

An open tender process was conducted from 6 October 2018 to 26 of October 2018 with eight tenderers submitting for the project. One tender was deemed non-compliant and Kingdom Projects and ADM Structures were shortlisted, due to their tender price, experience and capacity to complete the works within the preferred timelines of the project.

While both Kingdom and ADM submitted very competitive tenders, Kingdom Projects tender is marginally superior particularly in relation their capacity to complete the works to enable the commencement of the lacrosse 2019 season.

#### Background

PJ Lynch Pavilion is scheduled for refurbishment works in the 2018-19 capital works program. This building is located at Paisley Park, Altona and is home to the Altona Lacrosse Club and the Newport Ladies Lacrosse Club. The completed works will provide unisex female friendly facilities in the home and away change rooms and public toilets, a new accessible unisex public toilet, improved lighting through LED fittings, skylights and solar panels to reduce ongoing utility costs, internal redevelopment to improve circulation and address safety issues due to the poor light levels and a new servery to service the kitchen facility. Initially, the allocated budget for this project was \$500,000, comprising \$400,000 from Council's Capital Works Program and \$100,000 secured through the Sport and Recreation Victoria's Female Friendly Facilities Fund. These cost estimates were based on the preliminary assessment of the key facility needs. Three options were included within the tender, including replacement of the windows in the clubrooms with double glazing, a new unisex umpire's rooms where the current golf clubroom is situated and refurbishing the existing veranda ceiling at the southern side of the club, facing the lacrosse field. The total projects costs include all three option items.

All respondents came in over budget however to address the agreed project scope and budget shortfall, a request for additional funding was supported resulting in the total forecast budget to be \$750,000 which includes an allocation of 5 per cent contingency.

## **Discussion**

An open tender process was conducted commencing 6 October 2018 and closing 26 October 2018. Twenty companies downloaded the tender documents and eight submissions were received at the close of tenders following two briefing sessions held on site at the pavilion.

The tender evaluation panel met on 30 October 2018 to review and shortlist the tender submissions based on the evaluation criteria. One tender was non-confirming. The two lowest priced tenderers were Kingdom Projects and ADM Structures. Interviews were arranged for 7 November 2018 and prior to interview questions for discussion were forwarded to the tenderers.

Kingdom Projects Pty Ltd are recommended for this project based on their demonstrated capacity to undertake the project scope of works within the defined timeline period. Kingdom acknowledged the need for the works to be completed to enable the Lacrosse Clubs to commence their 2019 season in April. ADM was unable to meet these project timelines which posed a risk to the project and impacts to the pavilion tenant groups.

### **8.4.4 Response to Petition - Seeking Parking Changes to Residential Streets in the Newport Area**

**Directorate:** Infrastructure and City Services

**Appendices:** Nil

#### **Purpose**

To respond to the petition received regarding commuter parking in close proximity to the Newport Railway Station and present resident parking opportunities.

#### **Motion**

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

**That Council:**

- 1. Endorse a six month trial of two hour parking restrictions between 9am to 5pm, Monday to Friday for the proposed streets detailed in this report.**
- 2. Monitor the effectiveness of proposed parking restrictions.**
- 3. Receive a report on Parking Strategy at a future Council meeting.**
- 4. Notify the lead petitioner and residents within the affected area of the Council resolution including the timelines for the implementation of the parking restriction changes.**

**Carried**

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#### **Summary**

In November 2017 Council implemented parking restrictions on a number of streets on the western side of the Newport railway station as per community complaints. The implementation of these new restrictions resulted in commuters moving to other unrestricted streets within close proximity to the Newport Railway Station.

On 24 June 2018 Council received a signed petition containing 68 signatures from residents identifying parking concerns in a number of streets on the east of the Newport Railway Station due to commuter parking in these streets, in particular:

- commuters using Newport Railway Station parking in the streets from as early as 6am and not departing before 6pm leaving residents nowhere to park
- employees of local traders parking in the streets between 9am and 7pm leaving residents nowhere to park on return from school drop off/pick up
- commuters parking illegally such as; too close to intersections and crossovers due to the volume of cars parked in the streets therefore impacting road safety

- commuters leaving their vehicles in the street for extended periods (up to a week) with no regard for the impact on local residents

At the 26 June 2018 Ordinary meeting of Council a motion was passed that Council:

1. Receive and note the petition requesting Council to review the parking arrangements in Davies, Susman, Eliza, Wilkins and Effingham Streets, being increasingly congested residential streets near Newport Railway Station.
2. Receive a further report in relation to this matter at a future Council meeting.

The purpose of this report is to provide information received from the associated parking assessments undertaken in the consideration of this petition and possible treatment options.

### Background

Council undertook a parking assessment incorporating both the east and west sides of the Newport Railway Station in order to determine a holistic approach to managing and balancing parking demands for both residents and commuters. This traffic survey was undertaken on 19 September 2018 (8am-6pm) within the area bounded by diagram 1 and 2 below.

The survey results showed that there were pockets of high parking demand on both the east and west side of the railway station. The existing car parking occupancy as shown (for the west and east side of the Newport Railway Station) as follows:

Diagram 1: West of the Newport Railway Station

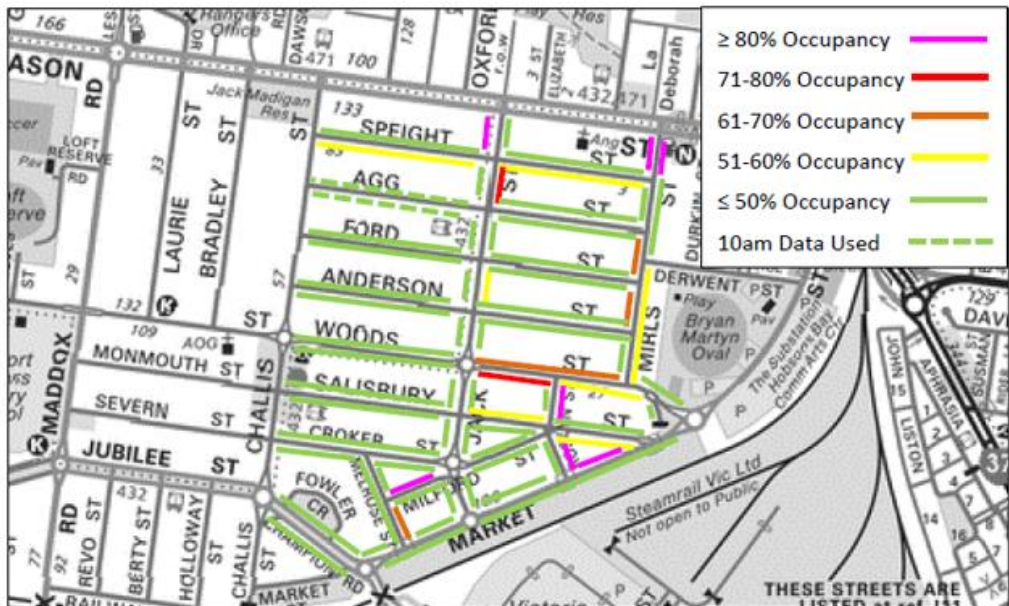
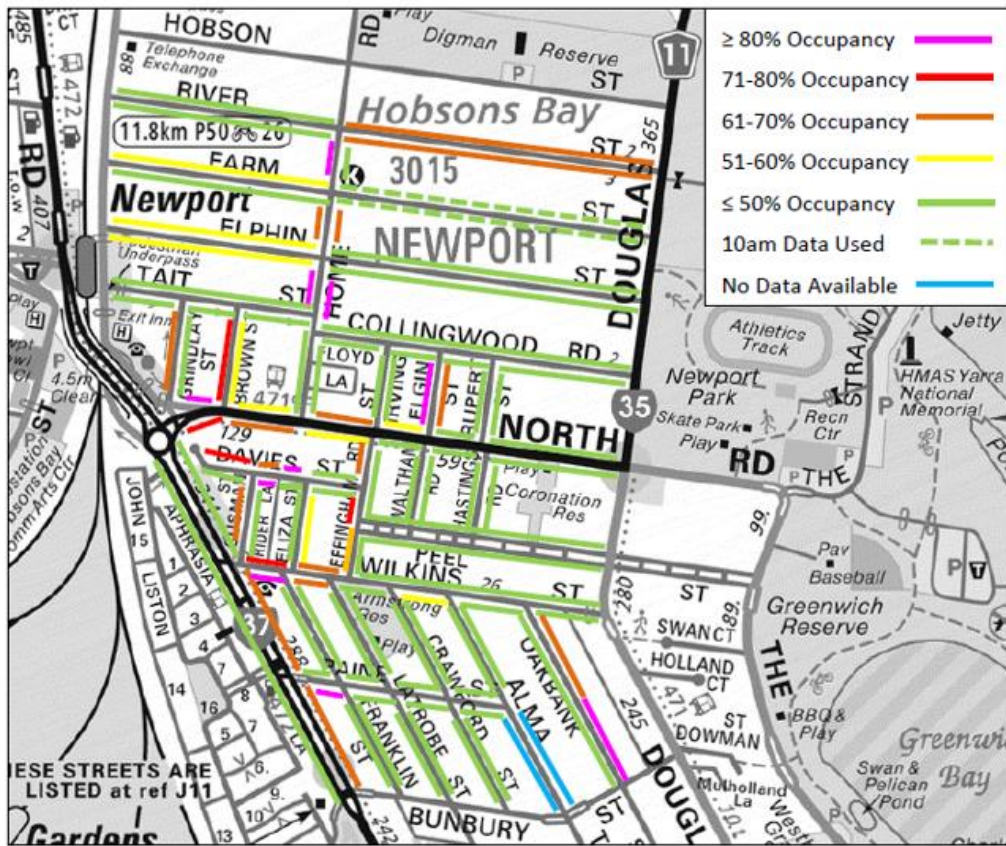


Diagram 2: East of the Newport Railway Station



Council is proposing to introduce 2 hour parking restrictions between 9am-5pm Monday to Friday in a number of streets as detailed in Diagrams 3 and 4 (shown below) to balance the needs of residential and commuter parking needs in and around the Newport Railway Station and to alleviate those residential streets that are being heavily impacted by commuters.

*Diagram 3: Proposed parking restrictions on West side of the Newport Railway Station*

- remove existing parking restrictions on the northern side of Speight, Agg and Ford Streets.
- implement parking restrictions on the southern side of Speight, Agg, Ford, Anderson, Woods, Salisbury and Milford Streets; west side of Roslyn and Jack Streets; north side of Market Street;

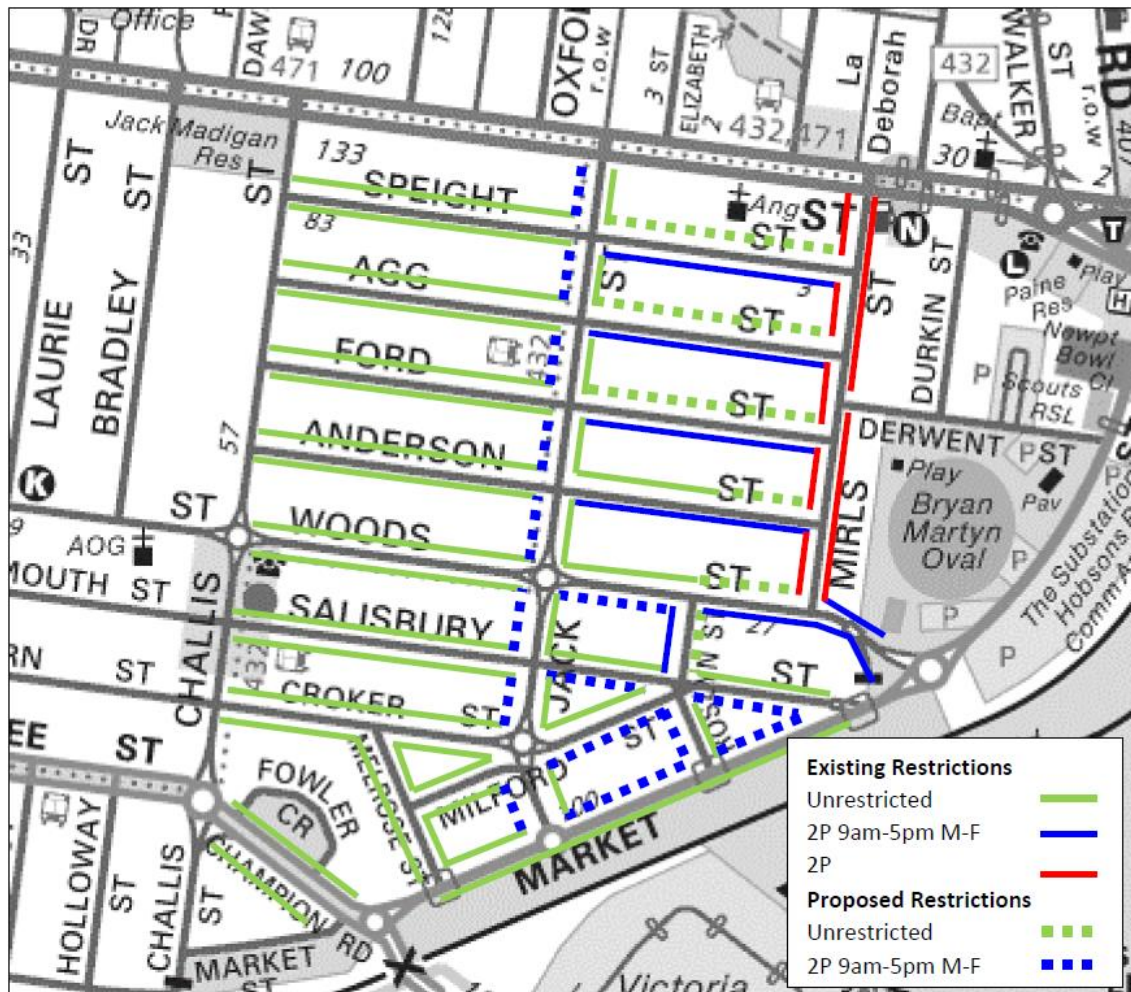
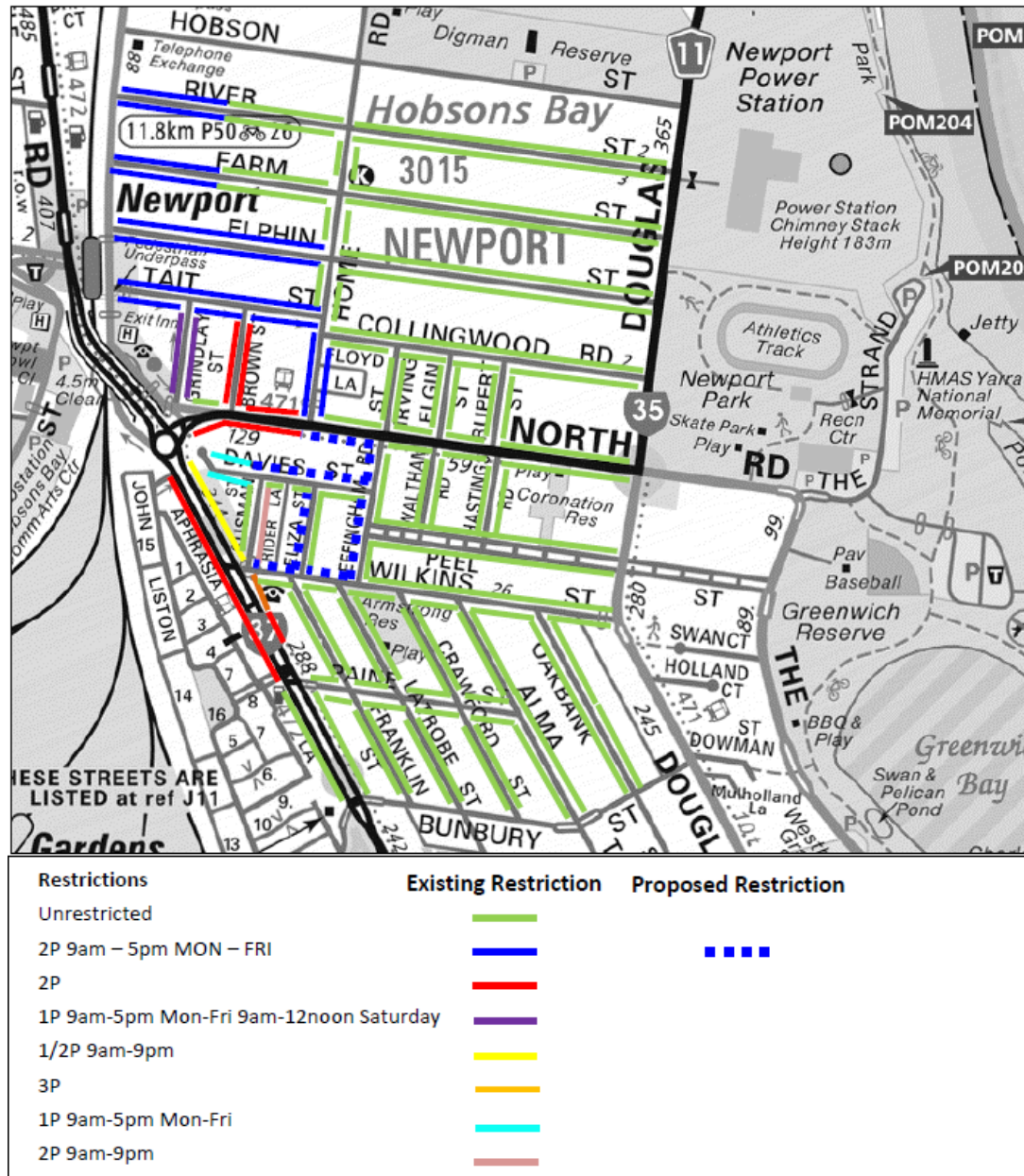


Diagram 4: Proposed parking restrictions on eastern side of railway station

- Implement parking restrictions on the south side of North Road; north side of Davies and Wilkins Streets; west side of Effingham Road and Eliza Street and John Liston Drive.



### Discussion

A Draft Parking Framework has been developed including Restrictions Guidelines and Procedure for the installation of parking restrictions across Hobsons Bay. The criteria assessment as a part of these guidelines proposes that where car parking occupancy exceeds 70 per cent within particular streets, new restrictions will be implemented.

In the instance of the Newport Railway Precinct the car parking occupancy survey data indicates that there are a number of streets within close proximity to the Newport station that exceed the 70 per cent parking occupancy.

Whilst only certain sections of the streets surveyed comply with the 70 per cent threshold, there is a risk that if we only apply the changes to the respective streets above the threshold the flow on effect may lead to car parking occupancy exceeding the 70 per cent threshold on other adjoining streets. A holistic approach to parking within the Newport Railway Station precinct has been applied in this instance.

The application of the Draft Parking Framework will be monitored within the Newport Railway Precinct to ascertain its effectiveness. Observations together with community complaints and enquiries will be monitored and assessed to further refine the draft framework. It is proposed that the application of this Framework and specifically the criteria will continue to be applied.



### 8.4.5 Contract 2018.03 Provision of Pavement Marking (Panel)

**Directorate:** Infrastructure and City Services

**Appendices:** Nil

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#### **Purpose**

To award Contract No 2018.03 Provision of Pavement Marking to Citywide Service Solutions Pty Ltd for the initial term of (5) five years.

#### **Motion**

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

**That Council award Contract No 2018.03 for Provision of Pavement Marking to Citywide Service Solutions Pty Ltd at an estimated schedule of rates price of up to \$1,650,000.00 (incl GST) for the initial term of (5) five years with (2) two further (1) one year extension options.restriction changes.**

**Carried**

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#### **Summary**

Council entered into a collaborative procurement tender with two neighbouring councils being the Cities of Maribyrnong and Brimbank for the pavement or line marking contract. A public tender process was conducted in July 2018 seeking to appoint a panel of contractors. Following the tender evaluation however, each Council's representative agreed to only appoint a single contractor for the works.

The appointment of this contractor will enable Council to carry out its line marking maintenance program with all works funded through the operational budget over the next five years commencing January 2019, with two one year options to extend. This schedule of rates based contract value is estimated based on previous year's maintenance programs and subsequently this contract is awarded up to \$1,650,000 for the initial five years.

#### **Background**

The pavement or line marking contract is for maintenance works undertaken at roundabouts, intersections, speed humps, pedestrian crossings, on-road bicycle lanes, shared user pathways and hard sport courts surfaces.

Typically the annual cost of maintenance works to be carried is in the vicinity of \$300,000 funded through Council's operational budget. In light of Council currently reviewing its Road Audit specification, it is proposed that a program of high priority sites requiring line marking maintenance will be established for the remaining of this financial year. The future road condition audit will include an assessment of the line marking and subsequently generate a program for future years.

## Discussion

Council managed the tender process for the procurement of the pavement marking services. Four tender responses were received and a comparison of the schedules of rates was carried out across seven marking projects typically undertaken by Council.

In addition, a post tender clarification was issued to each tenderer requesting a quotation of nominated projects using their submitted rates. The panel then applied the average across the seven projects and further evaluated each submission against the assessable criteria.

The panel agreed that while all four tenderers have the capacity and experience to carry out the requirements of the contract, the schedule of rates submitted by Accurate Linemarking, Oz Line Marking and Roadmaster Line Marking were close to 100 per cent more than Citywide Service Solutions rates.

The panel agreed to shortlist Citywide Service Solutions for an interview. At the interview, Citywide Service Solutions demonstrated their capacity to fulfil the contract requirements across the three municipalities.

At the conclusion of the interview, the panel agreed to recommend Citywide Service Solutions to carry out the pavement marking on behalf of Hobsons Bay City Council and Maribyrnong Council. Brimbank City Council have the option to take up this contract when their current pavement marking contract expires on 30 June 2019.

This contract is for a period of (5) five years with (2) two (1) one year extension options. This contract replaces the existing contract which expired on 1 February 2018.

## 8.4.6 Major Roads Projects

**Directorate:** Infrastructure and City Services

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

**Appendices:** Nil

### Purpose

To provide details on the Western Roads Upgrade Program led by the Major Road Projects Authority, specifically in regard to extending the scope of work for the Queen Street Bridge upgrade works and the Dohertys Road duplication project within Hobsons Bay.

### Motion

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

**That Council:**

- 1. Notes the information received on the Western Roads Upgrade Program.**
- 2. Will seek meetings with the relevant Ministers and Local Members of Parliament to advocate for changes to the project scope to include safe pedestrian and cyclist access as part of the Queens Street bridge upgrade works.**
- 3. Will seek meetings with the relevant Ministers and Local Members of Parliament to advocate for changes to the project scope to include Doherty's Road duplication to include direct access (on/off ramps) to the Westgate Freeway.**

**Carried**

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### Summary

The Major Roads Project Authority in partnership with Netflow is delivering the Western Roads Upgrade. This program of works comprises eight capital projects and maintenance to 260 kilometres of roads between Footscray and Werribee. Specifically to Hobsons Bay this program will undertake duplication of Dunnings Road, Point Cook and Dohertys Road, Altona North and maintenance works to major roads and bridge structures including Queens Street and Kororoit Creek Road and upgrade works to the Federation Trail. The total program aims to contribute to the longer term protection of the road network and increase capacity across the western metropolitan region. Council's previous requests for the MRPA to include a safe pedestrian/cycling facility on the Queen Street Bridge over Laverton Creek, Altona and consideration of freeway access/egress ramps included in the Dohertys Road duplication project have not been included in the project scope.

### Background

The Western Roads Program is delivered in partnership between the Major Road Projects Authority in partnership with Netflow being the contractor responsible for the capital delivery

and maintenance works. The project design and delivery is based on a private public partnership model as detailed in Figure 1.

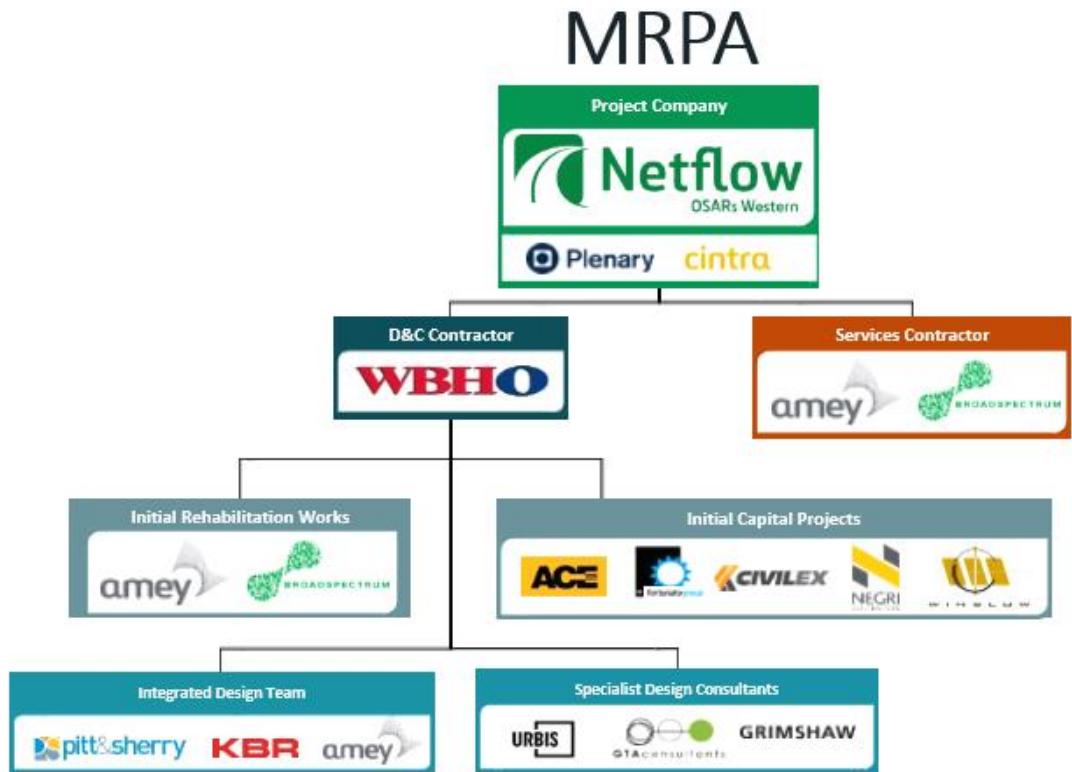


Figure 1: Project Governance

The Western Roads Upgrade Program includes major upgrade works to eight roads throughout the region as depicted in Figure 2. The package will improve capacity and road pavement conditions and includes 30 kilometres of lane duplication with intersection upgrades and road maintenance. The upgrades to western arterial roads include:

- Dunnings Road and Palmers Road, Point Cook Road to Princes Freeway, Point Cook
- Palmers Road, from Princes Freeway to Western Freeway, Truganina
- Derrimut Road, from Sayers Road to Dohertys Road, Tarneit
- Leakes Road, from Fitzgerald Road to Derrimut Road, Truganina
- Dohertys Road, from Fitzgerald Road to Grieve Parade, Laverton North
- Dohertys Road, from Foundation Road to Palmers Road, Truganina
- Princes Freeway/Forsyth Road interchange, Hoppers Crossing

- Duncans Road interchange, Werribee/Werribee South

The above eight high-priority road upgrades will be delivered within five years, and the maintenance and rehabilitation contract will continue for a further 20 years. The roads of particular interest or impact to Hobsons Bay include:

- Dohertys Road between Grieve Parade and Princes Freeway
- Dunnings Road and a section of Palmers Road (close to the boundary of HBCC with Wyndham City Council)

Both road upgrade projects have commenced and are expected to be completed by the end of 2019.

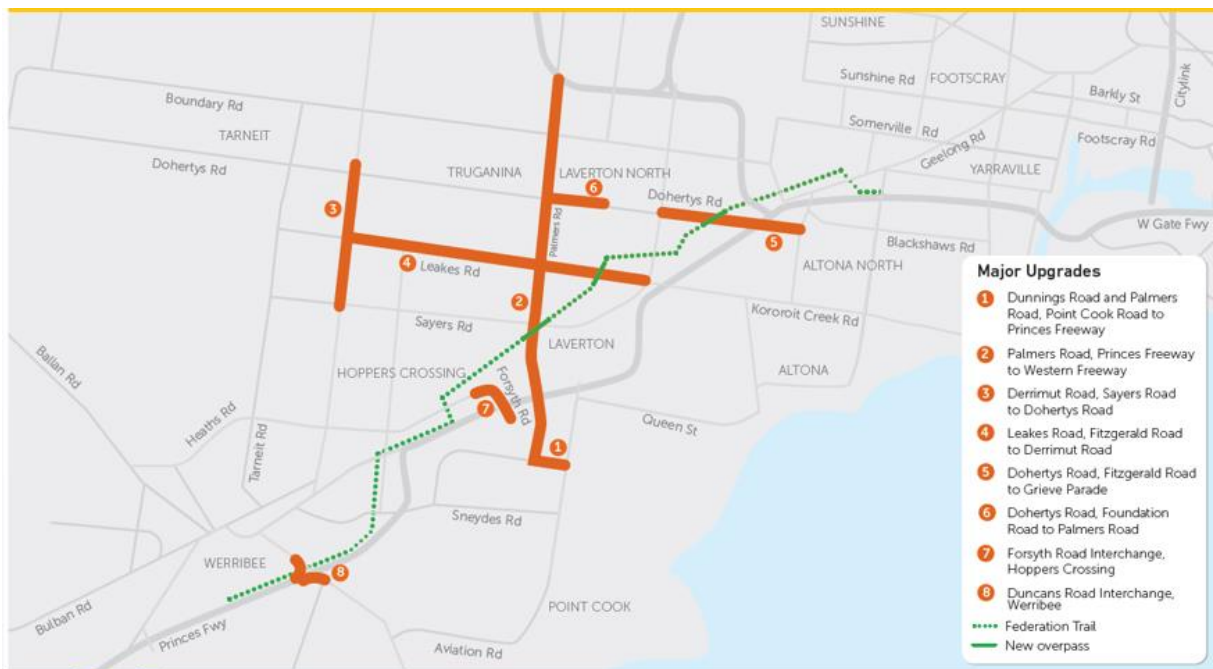


Figure 2: Major Roads Upgrades

The maintenance elements of this program includes maintenance works to the road network and bridge structures. Specifically for Hobsons Bay this includes both road and bridge structure maintenance works on Kororoit Creek Road and Queens Street. The total maintenance program network is shown in Figure 3.



Figure 3: Maintenance Network

## Discussion

### Queen Street Bridge

The Queens Street bridge structure maintenance works do not include any alterations to the existing bridge to address the current lack of safe pedestrian/cyclists crossing of Laverton Creek. A safe crossing of Laverton Creek on Queens Street is required to enable access to the Coastal Trail, Laverton Creek Trail, surrounding recreation facilities including H D Graham Reserve, Altona Sports Centre, Queen of Peace School and the Altona Meadows residential area.

Council has advocated to VicRoads and the Major Road Project Authority seeking resolution to this current issue on several occasions. On 30 April, 2018 Council wrote to the VicRoads CEO requesting that VicRoads support the establishment of a shared pathway within the proposed Queen Street Bridge upgrade through a partnership agreement with Council.

The existing Queen Street Bridge has an on-road bicycle path but no pedestrian footpath. The alternative route for pedestrians and off road cyclists crossing Laverton Creek is along a shared use path to a bridge located 750m downstream of the Queen Street Bridge. This results in an extra distance of over 1.5km for east – west travel along this section of Queen Street. Queen Street is a key east west arterial within the southern part of Hobsons Bay providing critical connections for the local communities. The alternative east west arterial is Kororoit Creek Road 3.3km to the north. A shared use path bridge on Queen Street would serve further benefit with the soon to be expanded Altona Sports Centre located within HD Graham Reserve immediately west of the Queens Street Bridge. Council understands this may require a separate structure or alternative route for pedestrians or cyclists.

The proposed bridge upgrade works are scheduled to be undertaken in 2019. Council recommended that, at least one lane of traffic (shuttleflow) should be available at all times during the works due to the inconvenience of the significant detour distance.

The importance of providing safe and convenient pedestrian and cycling infrastructure and connectivity on the main road network is consistent with Council's Draft Bicycle Plan, the Western Regional Trails Strategy, VicRoads Strategic Connections Plan as well as the State Governments Principal Bicycle Network.

### **Dunnings Road and Palmers Road**

More than 18,700 vehicles travel along Dunnings Road and Palmers Road every day; the route provides a connection to the Werribee railway line, the Princes Freeway, and surrounding suburbs. It is also a key bus route that links the Point Cook precinct to the large transport interchange at Williams Landing Railway Station.

Currently, travel times along these roads can be delayed by up to 30 minutes in peak periods. There is also a lack of cycling and pedestrian facilities to provide an alternative to driving. The project will include:

- duplicating Palmers Road and Dunnings Road (approximately 3 kilometres) between Princes Freeway and Point Cook Road, from two to six lanes on Palmers road including a bus lane, and two to four lanes on Dunnings Road
- widening Skeleton Creek Bridge
- improving the shared use path over the entire length including improving connectivity to Williams Landing Railway Station and adding a path on the western side of Skeleton Creek
- intersection modifications, including bus priority treatments

This upgrade will deliver more efficient travel times for motorists, more frequent and reliable bus services and provide a safe route for the community to walk and cycle to access local schools, services and public transport. It will provide an alternative more efficient through traffic route to Point Cook Road.

### **Dohertys Road Duplication**

This section of Dohertys Road from Fitzgerald Road to Grieve Parade, Laverton North carries over 20,200 commuters every day including a high number of heavy vehicles. It sits within the Western Industrial Precinct and is a key freight route, connecting rapid growth freight hubs to nearby freeways and the Port of Melbourne. There is a high safety risk with many heavy vehicles completing right-turn maneuvers into side roads and driveways, which also causes long delays for other road users.

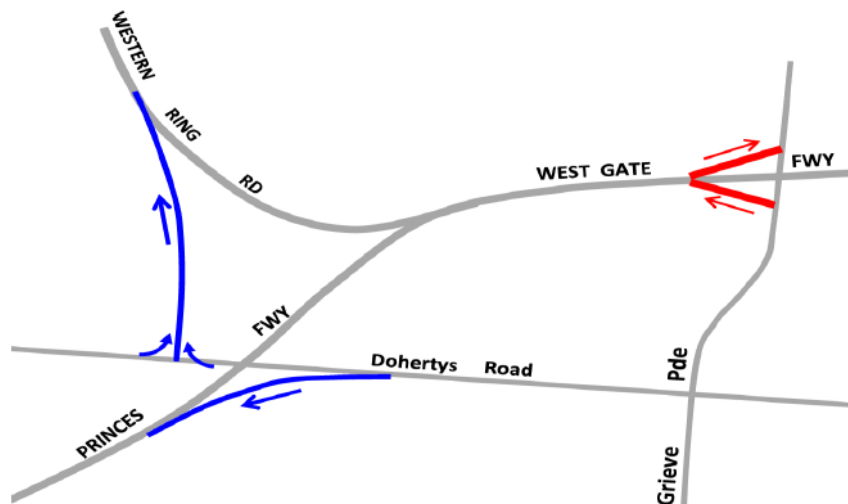
The project will include:

- duplicating approximately 4 kilometres of Dohertys Road from two to four lanes, between Fitzgerald Road to Grieve Parade
- widening the bridge over the Princes Freeway
- four intersection upgrades including installing traffic signals at Fitzgerald Road and at Hume Road; new roundabouts at Gordon Luck Drive, Cherry Lane and Cyanamid Street; and traffic metering on the southern approach of the Grieve Parade roundabout
- building a new shared use path along the southern side of Dohertys Road, and grade separating Federation Trail/Dohertys Road

This upgrade will improve road safety as well as travel times and reliability and cater for the ongoing industrial development along the Dohertys Road precinct.

Council officers have had discussions and submitted comments to VicRoads on the Dohertys Road duplication, including in its submission to the Outer Suburban Arterial Roads Program - Western Metropolitan Package in March 2017. Comments included calling for the project to include ramps to the Princes Freeway to improve access and connectivity to the Altona North industrial precinct, particularly to and from the Western Ring Road (shown in blue in Figure 4 below).

Ramps at this location are one of the recommended actions in Councils adopted position on the West Gate Tunnel Project after it was determined that additional ramps at Grieve Parade were not technically feasible (shown in red in Fig. 4). Council has since been advised that the scope of the WGTP does not extend to Dohertys Road and therefore will not be considered as part of that project. An opportunity now exists to consider inclusion of the ramps in the WRU project and it is suggested that a feasibility study be undertaken immediately by MRPA to assess the technical viability and land requirements.





## 9 Delegates Report

Directorate: Corporate Services

### Purpose

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

### Motion

Moved Cr Peter Hemphill, seconded Colleen Gates:

That Council receive and note the recent Delegates Report.

Carried

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### Delegates Report - Environmental Sustainability Portfolio Advisory Committee Councillor Delegate: Cr Jonathon Marsden and Cr Sandra Wilson

### Report

#### Date of Meeting: Thursday 8 November 2018

The inaugural meeting of the Environmental Sustainability Portfolio Advisory Committee provided an opportunity for members to meet, learn about each other and talk about their motivations for nominating for the Committee.

The meeting took the Committee through a range of activities and provided an overview of the Terms of Reference, selection process and purpose of the Committee. Behavioural expectations, confidentiality, the role of the Committee, and influence over outcomes were also clearly established.

The committee was introduced to the complementary roles of the Sustainability and Environmental Management Teams, outlining priorities over the next 12 months.

The Committee was also asked about their particular areas of interest to inform the development of the Committee Work Plan.

**Delegates Report - RoadSafe Westgate Community Road Safety Council Inc.  
Councillor Delegate: Cr Sandra Wilson****Report****Date of Meeting: 21 November 2018****Strategic Plan**

Patrick Moriarty, from Our community, presented to the Committee the draft strategic plan recently developed through a working group representatives from the member organisations. This plan proposes to establish a Board to replace the existing Committee.

The draft plan proposes five key priority or focus areas:

- engagement and advocacy
- governance
- education and innovation
- funding
- program delivery and reporting

The Committee agreed to work towards these changes over the coming 12 months with the intent to change the governance at the next annual general meeting commencing with a Special Meeting in January 2019 to further develop the plan.

**Local Area Movement and Transport Plans**

The Northern Package for the development of these plans continues progress in partnership with Transport for Victoria with the Project Steering Committee established, a draft MOU and Communications Plan currently under review.

The West Package (Altona Meadows, Brooklyn and Seabrook) draft discussions paper will be released and placed on community exhibition early December.

**Council Initiative**

Council's recent launch of the trial in partnership with Toyota Australia for hydrogen fuel cell vehicles has been well received and further details can be sourced via the following link:

<http://www.hobsonsbay.vic.gov.au/Council/News-publications/Media-news/Council-trials-Toyota-Australia's-hydrogen-fuel-cell-vehicles>

**Delegates Report - Planning Portfolio Advisory Committee  
Councillor Delegate: Cr Tony Briffa and Cr Michael Grech****Report****Date of Meeting: 21 November 2018**

The Planning Portfolio Advisory Committee (PAC) received a presentation on the Spotswood Structure Plan. An outline of structure planning, steps in the process and a contextual snapshot was provided. Members were invited to identify and discuss the strengths, issues and opportunities of Spotswood.

The PAC was also provided with an overview of how the new residential zones are proposed to be applied across the municipality including the community consultation process and a summary of key community concerns. They were then invited to consider the proposed application of the zones in the light of submissions received. The PAC was generally supportive of the proposed application of the new residential zones.

**Delegates Report – Metropolitan Local Government Waste Forum  
Councillor Delegate: Cr Angela Altair and Cr Colleen Gates****Report****Date of Meeting: 15 November 2018**

Cr Colleen Gates reported that at this meeting a presentation was received from other councils regarding food organics and garden organics, known as FOGO. FOGO involves councils taking those waste streams and introducing a composting operation to turn them into a nutrient-rich product, potentially reducing the amount of food and organic waste going to landfill.

Glen Eira City Council has introduced FOGO across the entire municipality which allows residents to put their garden waste and food scraps together in one bin.

A presentation was also received from Yarra and Darebin Councils, each of which have different models where FOGO has been trialled in small areas. These trials aim to seek community preferences with regard to bin pick up frequency, bin sizes, and costing models to see what works best.

Cr Gates noted that Council will monitor developments in this area.

## 10 Notices of Motion

Nil.

## 11 Supplementary Public Question Time

### Steven Bogue

- Q. Response from Council regarding under-development in North Altona to submissions is inadequate as it states that submissions suggest no development will be possible. This is not the case. Submissions identify the impediments that a change from moderate to limited will have i.e. open space requirements, boundaries etc. Can council revisit this response?**
- A. This question requires a little more clarification and so we will take on notice and provide a more thorough response to Mr Bogue.**
- Q. Westgate Tunnel Project. Is the Council aware that the noise walls running alongside Beevers Street in Altona North are being moved 4 metres closer to the back boundary of residents properties. There was no notification. Is there anything Council can do to stop this from occurring?**
- A. Council is happy to refer this matter to the West Gate Tunnel Project. Council will provide a response at a later stage.**

## 12 Urgent and Other Business

Nil.

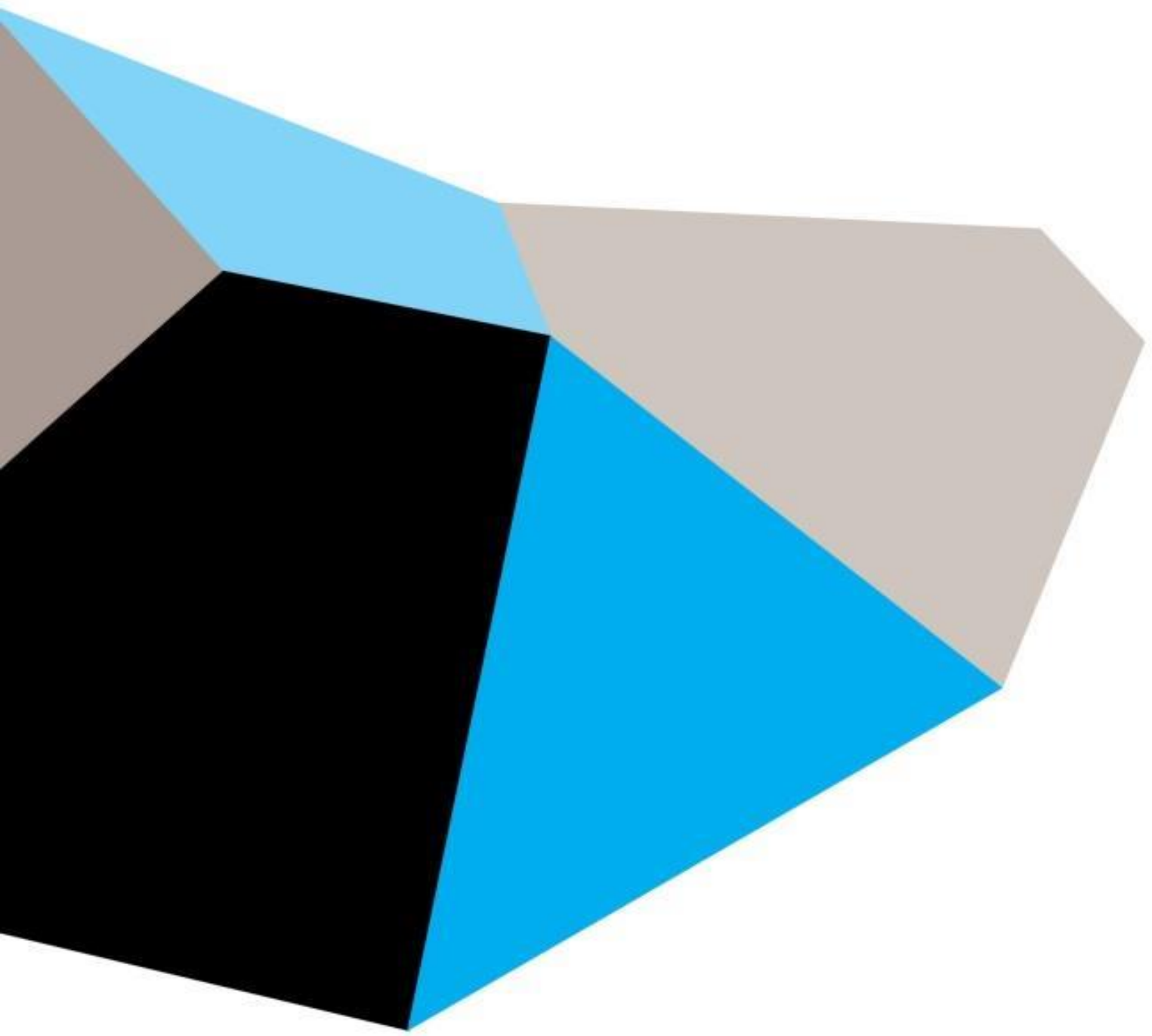
There being no further business, the Chairperson declared the meeting closed at 9.27pm.



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Chairperson – Cr Jonathon Marsden  
Signed and certified as having been confirmed.  
12 February 2019





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**HOBSONS BAY CITY COUNCIL**

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