



Community Liaison Group West Group Meeting

19 June 2019



Time	#	Item Detail
5.30pm	1	Welcome, introductions, apologies and actions from previous meeting
5.35pm	2	Actions from previous meetings
5.40pm	3	CLG Landscape Workshop Update
5.50pm	4	Report from CLG community members
6.05pm	5	Special Guest: Ian Butterworth – Hobsons Bay City Council
6.25pm	6	Tea Break
6.40pm	7	Construction update
6.55pm	8	Questions from CLG members on construction update
7.10pm	9	West Gate Tunnel Authority Update
7.30pm	10	Actions arising and close

Introduction and open actions

JIM WILLIAMSON

Open Actions - West Group

#	Action	Owner	Date Raised	Status
AW1	Provide Wyndham City Council with location project boundary on Federation Trail.	CPBJH	November	Closed

Open Actions - Joint meetings

#	Action	Owner	Date Raised	Status
AJ1	Provide the relevant stakeholders and CLG with most recent available landscaping design drawings	TU	December	As part of the communications kit, landscape plots are being prepared for information sessions starting in July and these will be provided to members.
AJ2	Provide further information on the truck haulage routes and locations for disposal of spoil	TU	December	As per EES Truck haulage route for tunnel spoil will be via Whitehall Street, Moreland Street and Footscray Road. Other spoil is to be transported along haul routes agreed by VicRoads
AJ7	Project to co-ordinate specific workshops with East and West members if required.	WGTA	February	To be closed Update: Joint & North/West workshops conducted.



CLG Landscape Workshop Update

Project Co and CPBJH JV

5 June - West Group Workshop

#	Action	Owner	Update
LW1	CPBJH JV to review removal of trees around Kororoit Creek required for shared use path (SUP) construction between Geelong Road and Grieve Parade	CPBJH JV	<p>To be closed in meeting.</p> <p>CPBJH JV provided this commitment during a site-walk with the Friends of Lower Kororoit Creek, Project Co and Melbourne Water, during which it was advised to the stakeholder that the VicRoads standard requires 1m on either side of an SUP to be cleared of obstructions, including trees. This standard applies to the construction of the SUP between Geelong Road and Grieve Parade.</p> <p>As advised to the stakeholder, CPBJH JV will review which trees are required to be removed once the design progresses and will update the stakeholder directly.</p>
LW 2	Transurban (TU) to follow up with CPBJH JV to confirm Hobsons Bay City Council (HBCC) local road tree offset planting.	TU	<p>To be closed in meeting.</p> <p>Local offset planting is being considered across the Project corridor, including with Hobsons Bay City Council (HBCC) and possible locations were identified during the recent landscape workshop. CPBJH JV are finalising internal documentation to formalise advice provided by HBCC concerning requirement for local road offset tree planting. This will feed into the ongoing development of landscaping around local roads within proximity to the project boundary.</p> <p>Matter will continue to be managed between the HBCC and the CPBJH JV.</p>

#	Action	Owner	Update
LW3	CPBJH JV to advise Friends of Lower Kororoit Creek about consultation with Indigenous representatives regarding the Indigenous garden north of the freeway at Kororoit Creek (near the blue stone bridge).	CPBJH JV	CPBJH JV advised at CLG West landscape workshop that a number of indigenous groups have been consulted about this garden and they will continue to engage with them on other aspects of the project, particularly around the waterways. Awaiting update from CPBJH JV.
LW4	CPBJH JV to review opportunity for any additional safety treatments at the cycling path intersection along Kororoit Creek – just before the blue stone bridge	CPBJH JV	Open
LW5	CPBJH JV to review any opportunity to connect the current maintenance track at the edge of Kororoit Creek (below the location of the turnaround bay) with the new SUP	CPBJH JV	Open

#	Action	Owner	Update
LW6	Transurban to advise if surveillance cameras on West Gate Freeway would capture the Kororoit Creek path on either side of the bridge	TU	<p>To be closed in meeting.</p> <p>Project Co., as part of the Traffic Management and Control Systems requirements, will be installing a closed circuit television system that consists of cameras located to provide continuous overlapping visuals of traffic lanes, entry, exit and connecting ramps and emergency stopping lanes and bays within the project area.</p> <p>There will be cameras installed in the vicinity of Kororoit Creek bridge however, Project Co. do not expect that these cameras will be able to see any sections of the Kororoit Creek shared use path.</p> <p>These cameras will be in operation at the completion of the West Gate Tunnel Project.</p>
LW7	Opportunity to have CLG members input into a priority list for landscaping offsets with HBCC	CPBJH JV	<p>CPBJH JV continue to look for areas for offset planting outside the project boundary, and will continue to work with councils and other land owners to explore viability of these opportunities.</p> <p>When appropriate, the West CLG members will be asked to provide feedback into a priority list for locations associated with offset planting that are not within the project boundary.</p> <p>Please note that the next update will only be provided when available.</p>
LW8	HBCC requested that Federation Trail in Brooklyn to be added as a factsheet for landscaping	CPBJH JV	Open
LW9	West CLG members be given an opportunity to review a draft version of a West zone factsheet	WTA	Open

18 February – Joint Group Workshop

#	Action	Owner	Update	Status
LJ1	Provide general overview of CLG workshop at CLG joint-meeting on February 21 and proposed communications approach going forward	TU	Closed.	Closed
LJ2	Seek input from CLG members on activities for proposed community communications campaign (eg briefings to relevant committee meetings)	TU	Open invitation with CLG for CPBJH JV to assist in provide briefing to community groups. WGTA members to contact WGTA to express interest in receiving a briefing. Furthermore, indicative materials were available at the North CLG and the contents of the kits were discussed, with members given the opportunity for feedback.	To be closed in meeting
LJ3	Prepare a visual image of what the new Whitehall Street retarding basin, shared use path bridge and Transurban operations centre design will look like	TU	Included in rendered images being developed as part of the communications plan, and will be shared with CLG members early July (TBC).	Open
LJ4	Include more realistic images of urban designs and landscaping as part of community engagement/inform campaign	TU	Rendered images are in development as part of the communications plan, and will be shared with CLG members early July (TBC)	Open

#	Action	Owner	Update	Status
LJ5	Explore safety considerations as part of cycling and shared use path infrastructure, including detail such as pedestrian and cyclist counts, expected cyclist speeds (especially at intersections of the veloway and shared use path) and any potential additional measures required	TU	<p>The West Gate Tunnel project is committed to delivering cycling and pedestrian infrastructure which achieves the highest possible level of safety for all users. The Project achieves this by requiring all designs to go through a comprehensive and robust design process Prior to commencement of construction</p> <p>The Project must demonstrate that the design process has been completed to achieve certification, including, but not limited to:</p> <ul style="list-style-type: none"> • Designs must be accordance with applicable design standards <ul style="list-style-type: none"> • The design standards determine required path widths, vertical and horizontal gradients, sight distances, design speeds, required clearance zones from obstructions, signage and line marking requirements, and more • Where these standards set varying levels to achieve compliance, the project is required to meet the desirable, or highest standard – not the base level or minimum • Completion of independent Road Safety Audits after each stage of detailed design, preopening, and immediately following the opening of the works • Complete a Safety In Design workshop to identify potential risks associated with the construction, operation and maintenance of the veloway/SUP. Mitigation measures are identified and implemented • Reviewed by key stakeholders, including local councils, VicRoads and Bicycle Network. Comments provided by these stakeholders need to be addressed by the CPBJH JV • Reviewed by the WGTP project parties • Reviewed and certified as being compliant by the Independent Reviewer and Environmental Auditor (IREA). <p>Through the above processes and protocols, the West Gate Tunnel Project is confident that all safety concerns are considered and addressed, and that the final outcomes will be of the highest possible standard.</p>	To be closed in Joint meeting

#	Action	Owner	Update	Status
LJ6	Identify areas where lighting will and will not be installed at open spaces, if not, why this is not part of the design (specifically, under the elevated structures above the pump-tracks)	TU	<p>There is no requirement for the contractor to install lighting for the new open spaces. In relation to the open space under the elevated structures above the pump-tracks, these were designed to be separated, allowing natural light through and to create an attractive, well-lit under road space.</p> <p>The design of the open spaces incorporates Crime Prevention Through Environmental Design (CPTED) strategies, in line with the Safer Design Guidelines 2005. The principles of natural surveillance, natural access control, and through definition of space and ownership have been promoted through the design.</p> <p>During the planning phase for the West Gate Tunnel, as well as through the design phase, owners were consulted, and their interests and concerns factored in (where possible) to the designs.</p> <p>In regards to lighting open spaces, consideration of costs, maintenance, security, biodiversity and resourcing requirements, which the returned facility owners might not want to accept, would need to be considered.</p>	To be closed in Joint meeting
LJ7	Consideration of lighting the Moonee Ponds Creek open space area, and installation of drinking taps and amenities block	TU	Project Co and CPBJH JV gave consideration to the installation of lighting, drinking taps and amenities block in the Moonee Ponds Creek area in response to comments received from stakeholders, and determined that due to the lack of existing infrastructure, cost implications, and ongoing maintenance implications to the future owner, these assets were not to be pursued through.	To be closed in Joint meeting
LJ8	Explore all options to remove or realign the proposed truck turning bay on the Kororoit Creek Trail and respond to CLG and Friends of Lower Kororoit Creek	TU	CPBJH JV have achieved a reduction in the size of the truck turning bay, and are continuing to explore viability and implications of an alignment change.	To be closed in Joint meeting

#	Action	Owner	Update	Status
LJ9	Provision to join the new and existing concrete paths under Grieve Parade	TU	In principle agreement reached between project parties and Council. Now progressing through design process.	Open
LJ10	Look into location of Stony Creek crossing to improve passive surveillance	TU	Advice received is this maybe achieved through civil/structural design change, although further consultation with the Friends of Stony Creek indicate its location is suitable.	Open
LJ11	Explore opportunities to plant more trees on the port side of Maribyrnong River adjacent to MacKenzie Road	TU	The Port of Melbourne (PoM) is the Returned Facility Owner of MacKenzie Road and has dictated a low maintenance outcome, which does not support the planting of trees. Additionally, there are physical constraints; due to the minimal available remaining space along the embankment, the existing underground sewer and relocated PoM underground utility assets, there is not enough space to plant additional trees, even if PoM expressed an interest in this.	To be closed in meeting
LJ12	Explore opportunity for a gentler curve for the shared use path at corner of Hyde/Harris Streets	TU	Closed. A gentler curve was achieved through the design change in accommodating Maribyrnong City Council's future plans for the area.	Closed
LJ13	Ensure safe and convenient access to all landscaped and open space areas for maintenance activities where access is currently constrained eg Stony Creek area north of the West Gate Bridge	TU	This is being addressed specifically with Hobsons Bay City Council which made the request. No further updates required.	To be closed in meeting
LJ14	Explore offset planting opportunities outside the project area along the project corridor	TU	Closed. Project Co and CPBJH JV are and will continue to explore opportunities and the planting and maintenance approval/agreements.	Closed
LJ15	Look into what detail regarding existing and future vegetation can be provided in future landscaping designs	TU	There is possible scope to include some before and after imagery in the communication materials for landscaping and this is being explored through the Community Campaign development.	To be closed in Joint meeting



Report from CLG community members



Special Guest Hobsons Bay City Council

Ian Butterworth
Senior Technical Advisor
Infrastructure and Projects

Hobsons Bay City Council – Update

Presentation to CLG West Meeting 19 June 2019



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Precinct 15

- Amendment C88 to the HB Planning Scheme - rezone 67 hectare site from Commercial Zone to Comprehensive Development Zone (except for the Brooklyn Terminal Station)
- Multiple land owners
- Residential and mixed-use development, low to medium rise residential dwellings and provision of a local supermarket, shops and services, parks and office.
- Approx. 3,000 dwellings
- Local Town Centre (5,500m² retail floor space and 33,000m² of commercial office space)
- Traffic Impact Assessment
- North – South Link (New Street Extension considered)



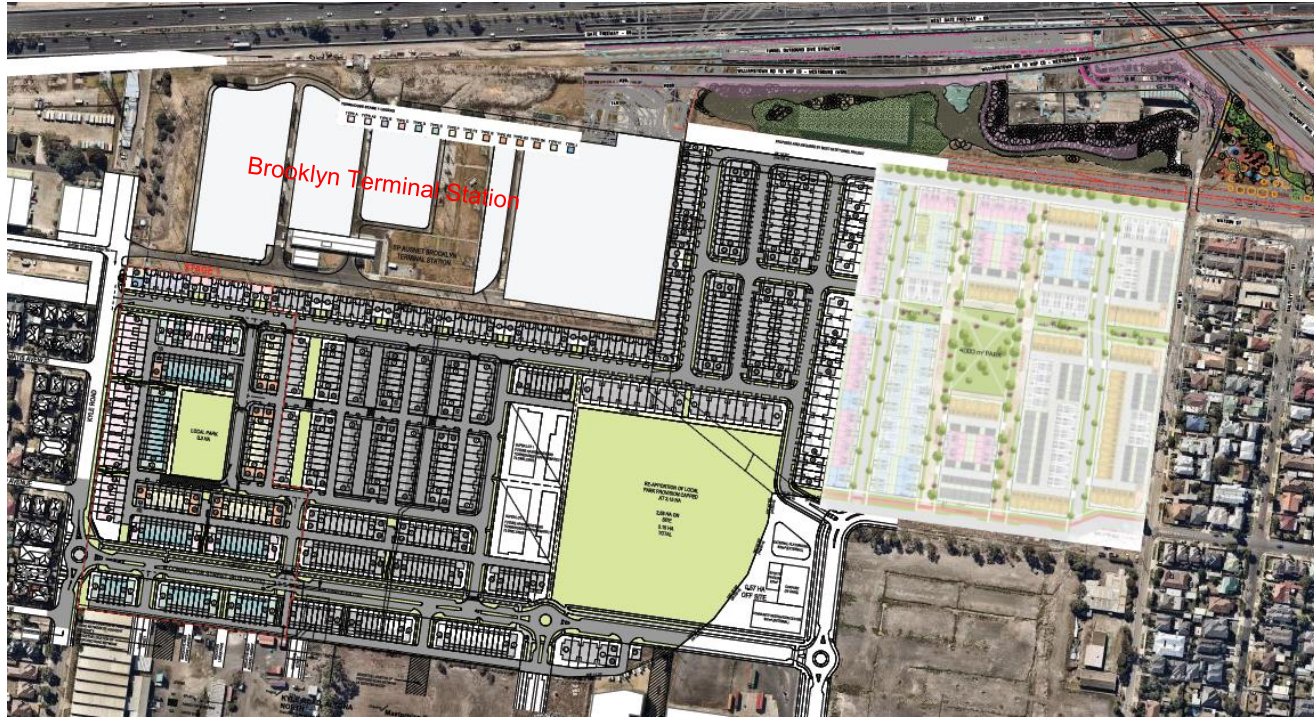
Precinct 15



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Precinct 15

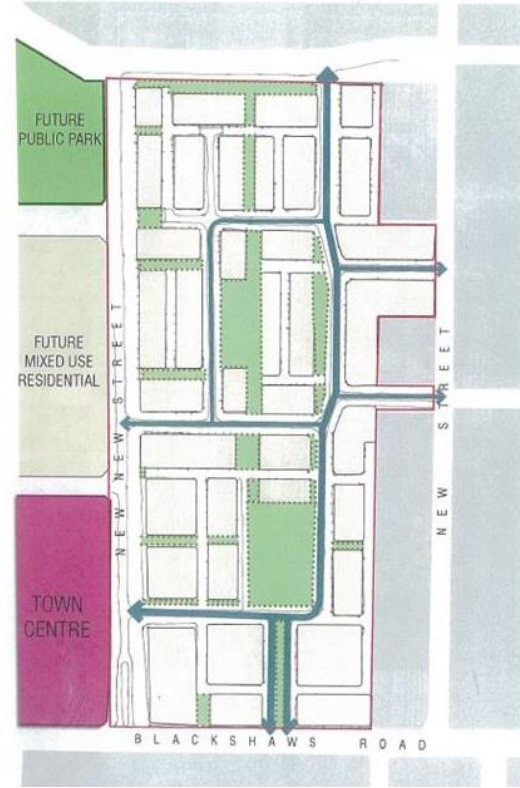


Oliver Hume and United Development Sites

Precinct 15



Stockland



Mirvac



Hobsons Bay Transport Planning Study



Hobsons Bay City Council in partnership with the Department of Transport

Key Stages

- Existing and projected conditions
- Movement and Place
- Data Gap Analysis
- Network Analysis
- Community consultation
- Deliverables include both works and continued advocacy.

HOBSONS BAY TRANSPORT PLANNING STUDY SCOPE

	General Traffic	Freight
<i>Broad Network</i>	Identifies additional mitigation measures to address adverse traffic impacts within Hobsons Bay to be implemented by Government	Identify preferred and appropriate heavy vehicle freight routes that avoid residential areas and recommends upgrades to road and public infrastructure to mitigate impacts.
<i>Specific Issues</i>	Assess the impacts of the new truck ramps at Hyde Street, to ensure traffic conditions on Douglas / Hyde Street are appropriately managed	
	Spotswood south of the Freeway to address conflict between industrial and general traffic accessing the freeway and local traffic	
	Providing an additional north – south connection across the freeway corridor	
	East and west of Precinct 15 including intersections with Millers Road, Melbourne Road and Grieve Parade Residential streets in Brooklyn, north of the Freeway	
	Assess the capacity and potential of freeway east and west access at Grieve Parade	
	Public Transport	Active Transport
<i>Broad Network</i>	Consider opportunities for enhanced public transport infrastructure and service delivery and recommends improvements.	Prioritise the implementation of all proposed new and upgraded active transport linkages as early as possible in the WGT Project to encourage travel behaviour change and ongoing local connectivity.
Local Area Movement Plans (Council Led)		
<i>Broad Network</i>	Developing and delivering Local Area Traffic Management Plans within the area that reviews and assesses the cumulative impacts on local streets in consultation with Council	



Hobsons Bay Transport Planning Study

Project timeline

- Phase 1 Network investigation - March 2019**

The study team is currently identifying issues and investigating the current status of the Hobsons Bay transport network.
- Phase 2 Community consultation - October 2019**

In this phase, you'll have the opportunity to provide feedback and have input into the plan to deliver improved transport outcomes for Hobsons Bay.
- Phase 3 Study findings and feedback evaluation - Late 2019**

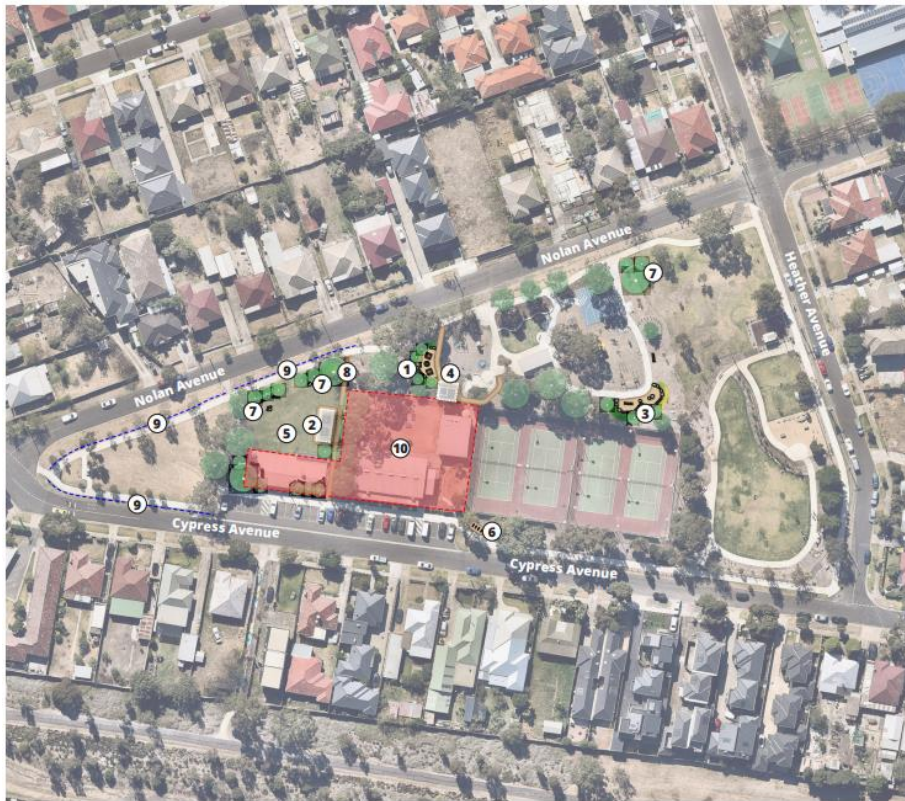
In this phase, contributions to this study are closed for evaluation and review. The study team will consider all information collected during phase one and two.
- Phase 4 Study report - Mid 2020**

A report on the Hobsons Bay Transport Planning Study will be developed based on community feedback and findings from the study.



West Gate Tunnel Project and HBCC – Hobsons Bay Open Space Enhancement and Access Package

- Supported by a \$5M state government contribution and \$3M Council contribution.
- Brooklyn Reserves
 - Brooklyn Reserve, Cypress Avenue
 - DN Duane Reserve, Primula Avenue
 - Rowan Avenue Reserve
 - Pipeline Reserve (Federation Trail)
- Donald McLean Reserve, Spotswood
- WLJ Crofts Reserve, Altona North
- Completion by end 2020
- Currently draft concept plans on public exhibition: Refer to Council's *Participate* webpage to access the plans and feedback portal.



Key Features



1 Seating Node



2 Seating Node with Shelter



3 Informal Seating with Logs and Boulders



4 New Toilet Facilities

5 Lawn Area

8 Bike Racks

7 Tree Planting for Shade

10 Concrete Access Path between Cypress Avenue and Nolan Avenue

6 Extend existing Timber & Pipe Fencing

10 A separate design feasibility investigation will be undertaken to explore options to redevelop or extend the Brooklyn Community Hall to meet community and stakeholder consultation and will consider the area including the Brooklyn Community Hall, the Brooklyn Tennis Pavilion and the immediate areas. The Frances Sullivan Centre will be demolished and the area will be returned to open space. The design investigations will be undertaken by the end of this calendar year.



Key Features



① Double Flying Fox



② Trampolines



③ Play Structure with Slides and Nets, and shade sail



④ Fitness Station



⑤ Basket Swing

⑥ Seating Node

⑦ Garden Bed with Tree Planting for Shade

⑧ Path Access from Pavilion to Pipe Line Reserve

⑨ Existing Junior Playspace

⑩ Concrete Access Path

⑪ Existing seating areas and trees

⑫ Refer to Pipe Line Reserve Concept Plan



Brooklyn

DN Duane Reserve - Concept Plan
Open Space Enhancement & Access Project



Hobsons Bay City Council acknowledges the support of the Victorian Government

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Key Features



① Play Tower with Slides & Nets



② Sensory Area with Custom Play Sculptures & Pavers



③ Boulders & Logs for Informal Seating



④ Balance Steppers



⑤ Additional Swing Set

⑥ Concrete Access Path

⑦ Garden Bed with Tree Planting for Shade

⑧ Existing Rocker

⑨ Existing Swing Set

⑩ Existing Seating

⑪ Shade Structure

⑫ Drinking Fountain



Key Features

① Lighting to Access Links and the Federation Trail. The fixtures, style and the numbers to be confirmed. Any works in the Pipeline Reserve will be subject to approval by other stake holders such as Vic Roads and Melbourne Water.



② Resurface Existing Trail (by West Gate Tunnel Project)

③ Enhanced Tree Canopy



Brooklyn

Pipe Line Reserve (Property of Vic Roads) - Concept Plan
Open Space Enhancement & Access Project



Hobsons Bay City Council acknowledges the support of the Victorian Government

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DONALD MCLEAN RESERVE CONCEPT IMPROVEMENT PLAN

1:750 @ A1 DRAFT (REV C) 12.06.2019



New Pavilion



New Pavilion



Other HBCC Studies and Projects

- Local Area Movement Plan - *Altona Meadows, Laverton and Seabrook.*
- Douglas Parade Pedestrian Improvement Project – *Bunbury Street and Yarra Street, Newport*
- Spotswood Drainage and Roads Reconstruction Program
- Newport and Spotswood Structure Plans
- Altona Sports Centre

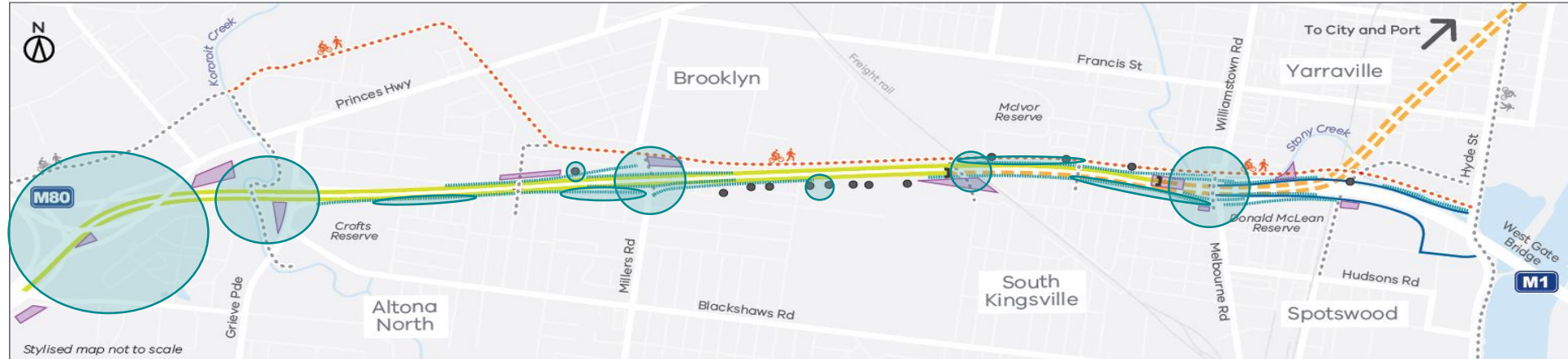


Tea break



Construction update

Construction overview



- Williamstown Road interchange upgrade
- Millers Road interchange upgrade
- Newport Rail bridge works
- Utility relocations - various locations
- Muir Street walking and cycling bridge

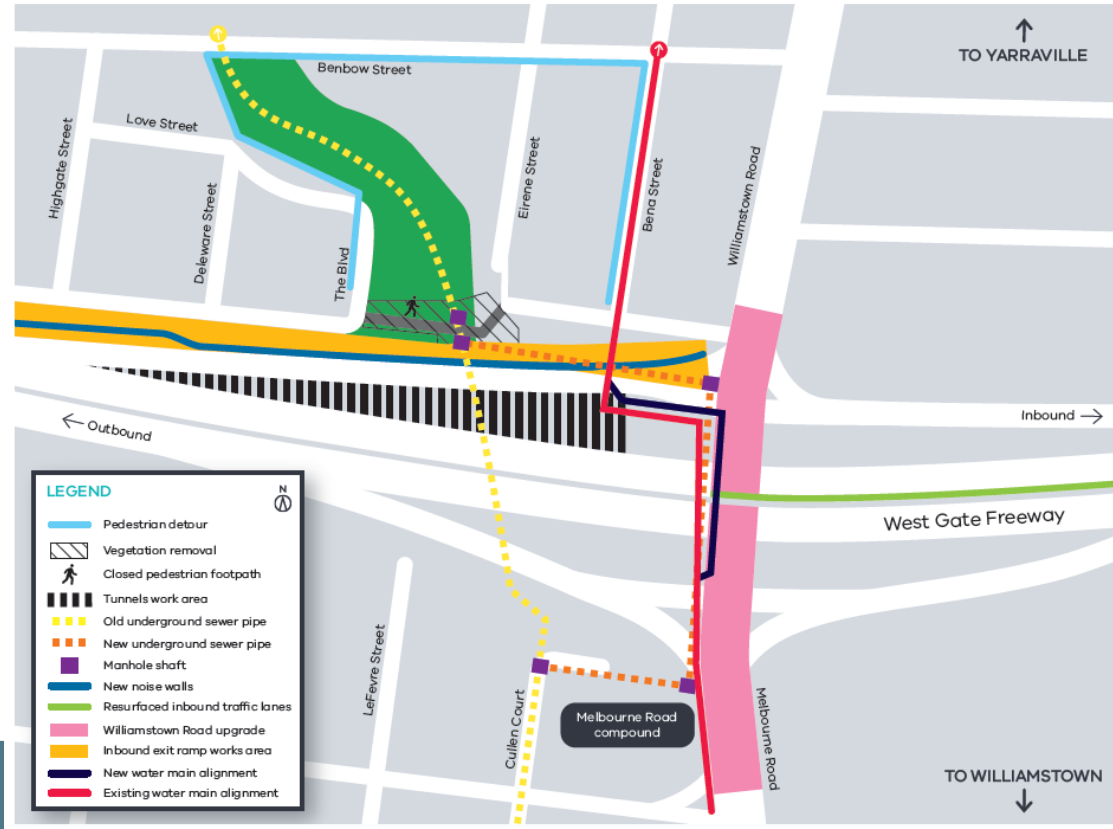


WEST ZONE

Major underground utility relocations

Community impacts:

- Local road and ramp closures
- Night works
- Pedestrian and vehicle detours
- Property access limited



Williamstown Road interchange



New retaining walls



New permanent noise walls



Fogarty Avenue/ West Gate Freeway

Community impacts:

- Local road closures
- Night works
- Vehicle detours
- Driveway access impacts



The Avenue / West Gate Freeway



Muir Street walking and cycling bridge



Southern Portals



Millers Road interchange

Community impacts:

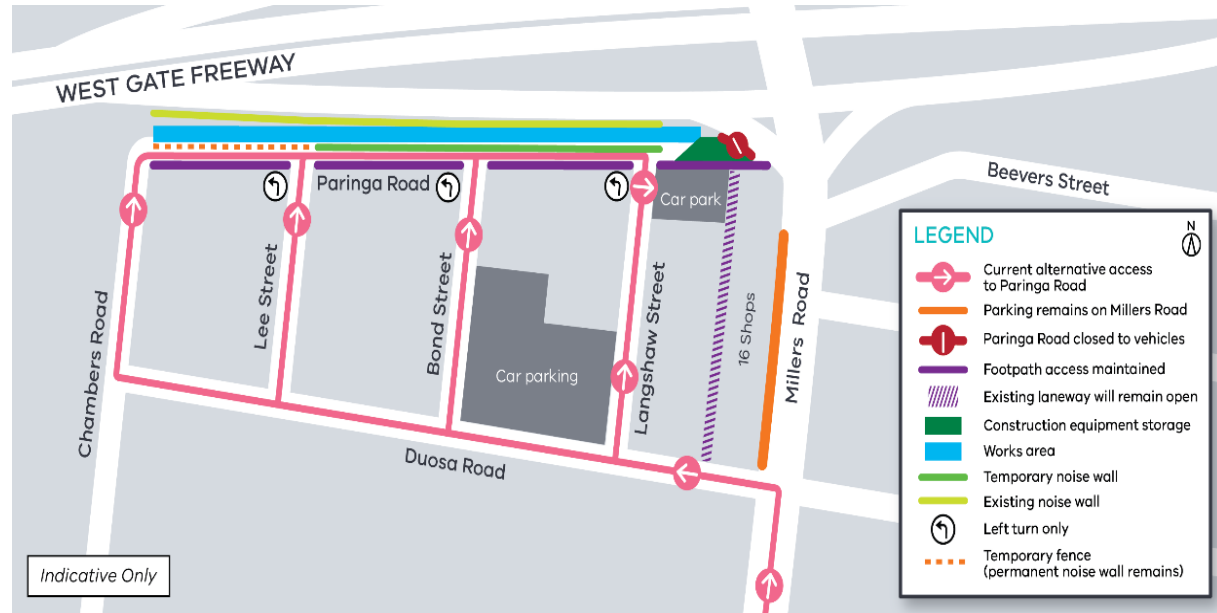
- Lane and ramp closures during weekends coming up in July
- Night works for boring under the freeway
- High pressure water blasting on the freeway at night



Paringa Road

Community impacts:

- Installation of temporary noise walls in late July
- Localised changed traffic conditions as well as some increased noise and vibration
- Night works for boring under the freeway



West Gate Freeway – Chambers Road to Grieve Parade

Community impacts:

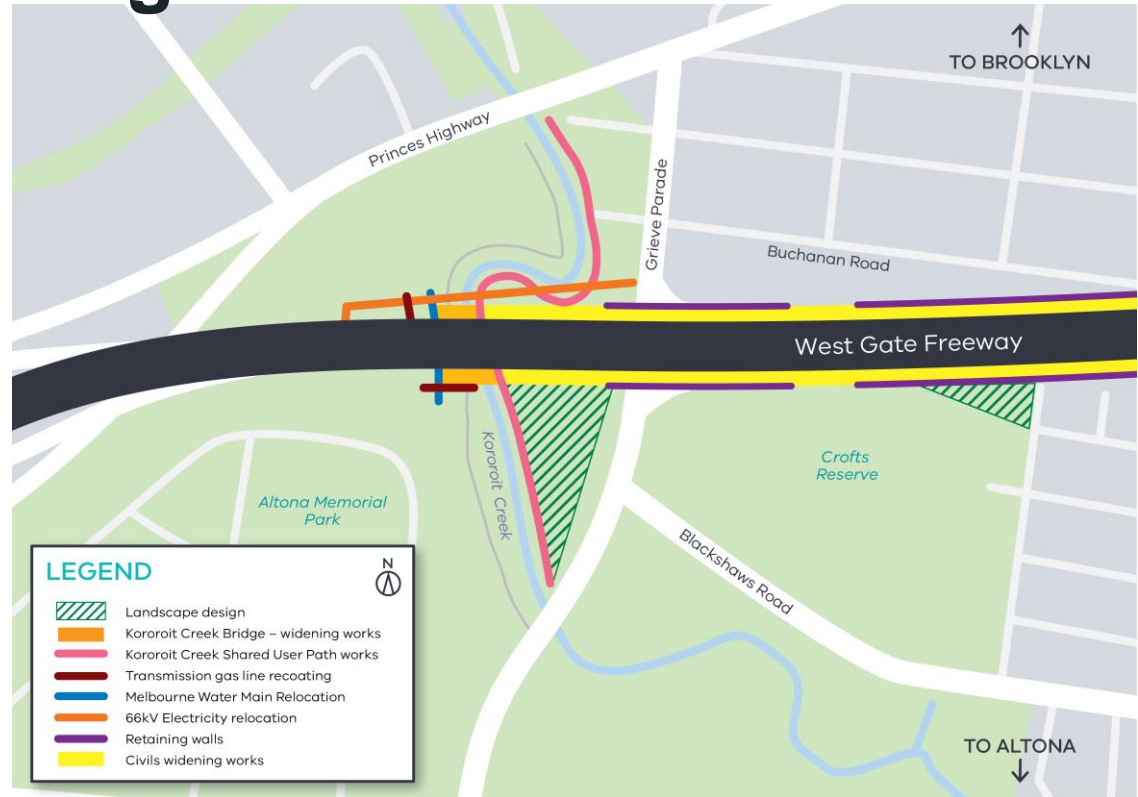
- Temporary noise wall installation and demolition of existing noise wall
- Traffic detours and increased construction traffic in area



Kororoit Creek bridge

Community impacts:

- Potential dust
- Closure of Kororoit Creek trail



M80 Interchange

Community impacts:

- Traffic impacts – ramp closures

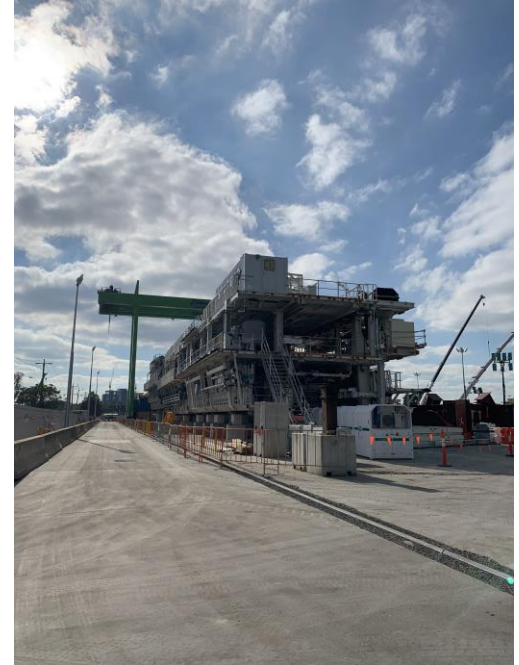


Questions and discussion from CLG members on upcoming works



West Gate Tunnel Project (MTIA) Update

CLG - Northern Portal Site Visit



CLG Recruitment

- Expression of Interest closed on Friday 7 June 2019
- Total of 18 applications
- Applications from:
Williamstown, Spotswood, Altona North, Brooklyn, Deer Park, West Melbourne Point Cook, Yarraville, Tarneit, Docklands
- The EOI was advertised via our website, local paper, social media and community newsletters

West Gate Tunnel Project Community Liaison Group – seeking community members



The West Gate Tunnel Project will provide a much-needed alternative to the West Gate Bridge and will open in 2022.

We're looking for interested community members to join the project's established Community Liaison Groups.

Community Liaison Groups provide an avenue for community members to understand what's happening during construction, to share local information and help support community engagement activities relating to the project.

Expressions of interest are now welcome from individuals keen to represent their local communities.

We're looking for people who:

- Are interested in the development and construction of one of the largest road projects underway in Melbourne
- Are proactive and collaborative in their participation
- Have strong and diverse links to their community
- Live in suburbs which may include: Point Cook, Altona, Altona North, Brooklyn, South Kingsville, Spotswood, Footscray, Docklands, North and West Melbourne
- Are willing to commit to and attend regular meetings

To find out more, including the Terms of Reference and to complete an application, please go to the project website:

westgatetunnelproject.vic.gov.au/clg

Expressions of Interest will close on Friday 7 June 2019.

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Actions arising and close