

Submission Cover Sheet

West Gate Tunnel Project IAC

Sub no: **378**

Request to be heard?: Yes

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Attachment: HBCC_West_Gate
Comments: Refer to the attachments.

West Gate Tunnel Project

Environmental Effects Statement
Hobsons Bay City Council Submission

July 2017

**HOBSONS
BAY CITY
COUNCIL**



Acknowledgements

July 2017

This submission was compiled by the Hobsons Bay Infrastructure and City Services Directorate. For further information contact the Hobsons Bay City Council on 9932 1000 www.hobsonsbay.vic.gov.au

The Council acknowledges all language groups of the Kulin Nation as the traditional owners of these municipal lands. We recognise the first people's relationship to this land and offer our respect to their elders past and present.

The Council acknowledges the legal responsibility to comply with the Charter of Human Rights and Responsibilities Act 2006 and the Equal Opportunity Act 2010. The Charter of Human Rights and Responsibilities is designed to protect the fundamental rights and freedoms of citizens. The Charter gives legal protection to 20 fundamental human rights under four key values that include freedom, respect, equality and dignity.

1. Executive Summary

Introduction

Hobsons Bay City Council (HBCC) acknowledges that the West Gate Tunnel Project (Project) is a key transport infrastructure project that aims to improve transport capacity and performance of Melbourne's road network and supports future growth and planning for the western metropolitan region in the short to medium term. HBCC supports a more integrated transport and land use planning approach in addressing the long term transport demands in the Melbourne's west that includes significant investment in public transport, active transport and travel demand management measures.

It is also acknowledged that the Project will have significant and broad impacts on the municipality and communities along the Projects alignment. HBCC will continue to work with the Western Distributor Authority (WDA) and Transurban to minimise and manage these impacts and to identify opportunities created by the Project that support HBCC's strategic objectives.

HBCC's input into the Environmental Effects Statements (EES) Technical Reference Group, Community Liaison Group and the Urban Design Reference Group has resulted in engagement in the EES approach.

In August 2016 Council adopted the Hobsons Bay Project Requirements, Principles, Objectives and Performance Measures for the Western Distributor Project which is an appendix to this submission. Of the 26 specific items within Council's adopted Hobsons Bay Position and Recommendations for the West Gate Tunnel Project (WGT), five have been addressed within the tender design, eleven have been partially addressed and ten have not been addressed. The outstanding issues raised are contained in this submission and these require consideration by the EES Inquiry and Advisory Committee and through the Project design development and construction management process. The key issues yet to be fully addressed pertain to potential toll avoidance, truck bans, local traffic congestion; air and noise emissions; and subsequent health impacts on the community.

This submission includes an assessment of the impacts of the Project on Hobsons Bay and considers the design options and recommendations that seek to minimise impacts on the municipality and that maximise benefits. Section 4.1 contains a number of remedial measures and suggested revised and new Environmental Performance Requirements (EPR's) to help mitigate these impacts.

Issues and concerns identified by HBCC in the planning, development and design of the Project are detailed in this submission and are summarised as follows.

Summary of Key Issues

This submission highlights a range of matters for further consideration.

Traffic and Transport

The Project creates a relatively high level of uncertainty and risk in regard to traffic impacts on Hobsons Bay, particularly in regard to:

- new truck tolls along the Freeway and associated toll avoidance resulting in traffic diverting onto local roads
- 24 hour truck bans proposed on existing truck routes north of the Freeway resulting in displacement of truck traffic into Hobsons Bay and lack of mitigation measures
- continued congestion at the Millers and Melbourne Road West Gate Freeway interchanges (little or no improvement) and no consideration of an additional north – south road link across the Freeway
- lack of improved traffic management treatments to address safety concerns particularly for pedestrians and cyclists at the Freeway Interchanges, Pedestrian Overpasses and other critical connections
- the Project scope does not include provision for additional ramps at Grieve Parade or at Dohertys Road to improve north south connectivity to the M80 from the Altona North industrial precinct
- increased traffic on a number of arterial roads in Hobsons Bay (including significant truck traffic increase in Millers Road)
- operational and safety concerns at the Simcock Avenue / Hyde Street intersection and along Douglas Parade
- impacts from construction traffic on the Hobsons Bay road network (haul routes, roadworks, detours, construction traffic)
- lack of information on likely frequency and impacts of tunnel closures during operation and incidents
- lack of public transport improvements
- provision, quality and connection of shared use trails and pedestrian paths to the existing networks
- concern that the Project lacks strategic alignment with a sustainable transport and integrated land use planning outcome for the west of Melbourne.

Human Health and Amenity

The Project's cumulative impact on public health, particularly west of Melbourne Road, Spotswood and west of Millers Rd, Brooklyn is a significant concern for the community and Council.

Traffic noise and vibration from the Freeway and along connecting arterial roads is a major problem for residents and users of the open space. Air and noise pollution are already at levels that pose a health risk in Brooklyn, Altona North, South Kingsville and Spotswood.

Despite the extent of improvements to the existing noise walls in the Project, noise impacts remain a concern. Noise walls should be extended to provide noise mitigation along the Project corridor including the full boundary of Precinct 15 urban renewal site, Hyde Street Reserve and Stony Creek Reserve open space areas. The Project should also mitigate noise impacts along residential roads where traffic will increase as a result of the Project, such as Millers Road, Geelong Road and Blackshaws Road.

HBCC supports the Spotswood/South Kingsville Residents Group and the Brooklyn Residents Action Group and their concerns of worsening air quality impacts on community health resulting from the Project and induced traffic into the area. Specific concerns relate to the Project's lack of monitoring ultrafine air particles and that a pollution control system should be included in the tunnel portal ventilation design to improve air quality outcomes.

Further evaluation of the air quality assessment should be undertaken, particularly in regard to particulate matter from diesel vehicle emissions and impacts along the roads predicted to have high truck traffic volumes, e.g. Millers Road.

Physical Environment

Vegetation

The Project will remove almost all of the existing vegetation along the Freeway corridor within the work zone. While the commitment to undertake significant replacement planting is acknowledged, this will take many years to establish and subsequently mature trees should be used over tube stock. While acknowledging no net loss of vegetation is proposed, consultation with HBCC will be required to identify locations, species selection, and timing of planting, maintenance periods and ongoing responsibilities.

Open Space and Sports Grounds

The full impacts on sports clubs and other user groups, infrastructure and facilities is not yet clear and further detail is sought.

Community requests, supported by Hobsons Bay Council have also been made for the Project to convert some of the existing privately owned land along Simcock Avenue to public open space with links to the Stony Creek Reserve and to Scienceworks Museum and the Coastal Trail.

An opportunity exists through the Project for the improvement and ongoing management of surplus/remnant land along the Freeway corridor (proposed and existing) and this should be determined in consultation with HBCC.

Water treatment and management

Details on the treatment and management of surface water, drainage and wastewater are not yet clearly defined in the following areas:

- discharge into the Kororoit and Stony Creeks
- management of water pumped for the tunnel works
- water treatment and reuse schemes and systems

- impacts to public open space during construction and proposed permanent schemes
- flooding risks and mitigation measures
- drainage scheme capacities and interconnections

Council seeks the incorporation of water sensitive design and construction, including water harvesting for roadside landscaping, open space and recreation sports ground irrigation without impost to public open space.

Power lines

The full impacts of modification to the electricity assets, e.g. relocation of the 220KV towers and undergrounding of the 66KV lines in Brooklyn, Altona North and Spotswood are not well defined. HBCC believes an opportunity exists to underground more of the power lines to improve visual amenity and create improved functionality/use of the land.

Community Impacts

Business impacts:

Traffic congestion, access restrictions, tolls and land acquisitions will impact businesses and have an economic impact within Hobsons Bay.

Heritage Impacts:

HBCC requires adequate protection of a number of heritage features:

- Melbourne Glass Bottle Works amenities building on Simcock Avenue, Spotswood
- Bluestone Bridge over Kororoit Creek, Brooklyn
- Brooklyn Pump station on Millers Road, Brooklyn
- West Gate memorial on Hyde Street, Spotswood

Social Impacts:

The final EES and Project Plan should include positive procurement policies within contracts for supplies, services, training and employment that deliver positive social benefits to Melbourne's west.

Psychological impacts on community members concerned about various aspects of the project such as real or perceived property value losses or business losses remain a concern to HBCC.

Concerns exist that local connectivity and access to community facilities and services may be compromised by the Project during construction.

Construction Impacts

HBCC seeks adequate mitigation of construction impacts of traffic, dust, noise and vibration and general visual and amenity impacts (considering all concurrent state and

HBCC Projects). Construction compounds and haul routes will impact adjacent land users and must be effectively mitigated.

Construction noise and vibration is likely to be high along the corridor. Concerns remain about permissible noise levels during construction (particularly night time) potentially impacting residents' sleep and general wellbeing.

HBCC seeks that public transport improvements and priority is provided during Project construction and also minimal disruption and impact to pedestrians and cyclists with increased safety measures introduced due to the increased volumes of construction vehicles.

Planning Scheme Amendment (PSA)

Planning Approval is proposed to be in the form of an Incorporated Document to facilitate construction and delivery of the Project. This approach is broadly supported by HBCC.

The PSA seeks to introduce new controls into the Hobsons Bay Planning Scheme in the form of a Design Development Overlay (DDO) to protect the WGT Project infrastructure, particularly the tunnel component from impacts to the Project from the development of adjacent land.

The Environmental Performance Requirements (EPR's) should be included in the Planning Scheme Amendment. Any works, including preparatory works, which are subject to the EES assessment process must be carried out in accordance with the EPRs. Works should not commence until these are approved by the Minister.

Recommendation

The Incorporated Document that forms part of the Planning Scheme Amendment and the conditions in the Environmental Management Framework should be strengthened and tightened to ensure that delivery of the Project to the highest standards is ensured.

Hobsons Bay City Council will elaborate further on the items contained in this submission through the formal panel process. Council requests that the Inquiry and Advisory Committee (IAC) require the Western Distributor Authority (WDA) to revise the EES to take into account the matters raised in this submission and recommend to the Minister for Planning that the Project be changed in accordance with this submission.

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2. Introduction

The West Gate Tunnel Project (WGT), is a declared Project under the *Major Projects Transport Facilitation Act 2009 (Vic)*. Under this Act the Minister for Planning is required to give planning approval for the proposal which the Western Distributor Authority (WDA) is proposing in its Tender Design following the process of public consultation set out in the Act. Accordingly the Minister has appointed an Inquiry and Advisory Committee (IAC) to provide advice on the WDA's Design for the proposed WGT Project and to consider submissions from the public on the WDA's Environmental Effects Statement (EES).

This document forms HBCC's submission to the WGT Project Inquiry and Advisory Committee in response to WDA's EES which was released for public exhibition on 29 May 2017. In the course of the developing its initial position on the Project, HBCC received a large number of submissions from the public about the proposed WGT Project. These have been used to inform this submission and a summary is appended to this submission. Refer to Appendix B.

The West Gate Tunnel Project objectives are to:

1. Improve transport performance in the M1 corridor
 - to support the increased travel demand generated by future population and economic growth trends
 - to enhance connectivity between economic clusters
 - to enhance safety along the M1 corridor
 - to enhance access to jobs and services
2. Reduce reliance on the West Gate Bridge
 - to improve network resilience and redundancy
 - to mitigate strategic risks to the State and national economies
 - to improve travel reliability
 - to improve transport network options including all transport modes
3. Improve freight access to the Port of Melbourne and greater Melbourne
 - to improve reliability of access to the Port of Melbourne and on the freight network
 - to support the travel demands arising from the future freight task
 - to enhance state and national competitiveness through freight productivity Improvements
4. Improve community amenity on local streets in the inner west
 - to reduce freight on local streets
 - to improve safety on local streets
 - to improve active transport and public transport options and connections

The West Gate Freeway component proposes to include upgrade and widening works between the M80 Ring Road interchange and Williamstown Road, providing two additional

lanes in each direction to generally increase capacity to six through lanes in each direction (and auxiliary lanes as required). The six lanes would be configured as two sets of three lanes in each direction. The outer three lanes would provide access at all existing connections to the West Gate Freeway and link to the tunnels under Yarraville. The inner three lanes would provide express lanes between the M80 Ring Road and the West Gate Bridge. Elevated ramps would provide a new connection between the West Gate Freeway and Hyde Street.

HBCC's involvement with the Technical Reference Group for the Project has enabled the early incorporation and response to relevant strategies and policies and the early identification of key issues.

The Planning Scheme Amendment seeks to include an Incorporated Document into the relevant Planning Schemes to provide the necessary planning approvals under the *Planning and Environment Act (1987)* for the Project.

There are five themes within the EES, which include:

- **Traffic and transport**– Including detailed traffic modelling both with and without the West Gate Tunnel
- **Physical environment**– Including contaminated soil and spoil management, groundwater, ground movement, surface water and ecology
- **Human health and amenity**– Including air quality, noise and vibration (surface), vibration and regenerated noise (tunnel), and human health
- **Community**– Including land use planning, social, business, landscape and visual amenity
- **Heritage**– Including Aboriginal heritage and historical heritage

2.1 Background

In April 2016 Transurban released the concept plan for the Western Distributor Project showing the widening of the West Gate Freeway and options for a long and short tunnel to Yarraville and ramps to Hyde Street, Yarraville.

At the Ordinary Council Meeting on 14 June 2016 Council endorsed the release of Hobsons Bay City Council's Interim Position on the Project for community feedback.

In July 2016 Transurban released the Reference Design to three shortlisted tenderers and then a high level version to the public. Following the release of the public information, Council received an updated report on the 26 July 2016 on the degree to which this public information aligned with Council's position on the Western Distributor. Council finalised its position on the Reference Design for the Project in August 2016 and adopted the Hobsons Bay Project Requirements, Principles, Objectives and Performance Measures for the Western Distributor Project. Refer to Appendix A.

The Principles are:

1. An efficient, integrated and sustainable transport network outcome
2. Positive livability, amenity and community wellbeing outcomes

3. An environmentally responsible Project
4. A genuine commitment to consult with the community
5. A value for money outcome
6. Planning for future growth.

Council considered the preferred tender design released on 2 April 2017 at the Hobsons Bay City Council Ordinary Council Meetings on 2 April and 13 June, 2017 and considered this submission on 27 June 2017, resolving:

That Council:

1. *Incorporates into its submission
 - i. *truck bans in Millers Road except for trucks which originate or terminate in Brooklyn and Altona North*
 - ii. *monitoring stations for air quality to become permanent and form part of the EPA monitoring network*
 - iii. *lighting along Federation Trail**
2. *Endorse this formal submission to the West Gate Tunnel Project EES noting that Council will present in support of this submission to the Inquiry and Advisory Committee providing further detail.*
3. *Call upon the State Government for an increase in public transport services, both train and bus services, throughout the construction period for the West Gate Tunnel Project to alleviate an increase in congestion and significant disruptions to road based transport, and take the opportunity to implement behavioural change outcomes for communities along the West Gate Freeway that are car dependant and have poor public transport options.*
4. *Continues to advocate that should the Project proceed, the planting of new vegetation, construction of new noise walls and the active transport linkages proposed as part of the West Gate Tunnel Project be delivered as early as possible to enhance behavioural change and deliver improved community health and wellbeing outcomes.*

2.2. Purpose of this Submission

The primary objectives of this submission are to assist the IAC to assess the EES in accordance with the *Major Transport Projects Facilitation Act 2009*, to consider the alignment, design and performance requirements for the Project and to make recommendations for appropriate conditions. The second objective is to ensure the Committee fully appreciates the impact that the proposed Project will have on the community who live, work and play in the city and on the HBCC's assets and operations and future planning for the municipality.

This submission provides a response to the EES, highlighting the potential impacts of the Project and proposed variations and the adequacy of the Environmental Performance Framework, including Environmental Performance Requirements to manage potential adverse impacts and to support the objectives and opportunities provided by the Project.

The proposed Planning Scheme Amendment has been addressed separately within this submission.

This submission is informed by HBCC's policy documents and strategies. These include:

- Hobsons Bay 2030 Community Vision
- Council Plan 2017-21
- Municipal Strategic Statement
- Hobsons Bay Planning Scheme
- Biodiversity Strategy 2017-22
- Economic Development Strategy
- Community Engagement Framework Policy
- Open Space Plan Policy
- Heritage Strategy (Revised) 2014
- Climate Change Policy
- Road Safety Plan 2014-17
- Bicycle Strategy Plan 2013
- Integrated Transport Plan (Draft) 2017
- Landscape Design Guidelines
- Kororoit Creek Master Plan and the Kororoit Creek Trail Business Case
- Donald W McLean Reserve Masterplan December 2013.

This submission is also informed by the requirements of the *Environmental Effects Act (1978)*, *Major Transport Projects Facilitation Act (2009)* and the *Planning and Environment Act (1987)*

2.3. Consultation

HBCC has been active in informing its community on the Project since the Government's release of the Transurban proposal for Western Distributor. Council's website has provided links to the Project webpage and notifications provided to 9,000 local residents and businesses seeking comments on the Project and Councils interim position.

In summary, 60 submissions were received by council during July and August, 2016 following the release of the Council's Interim Position on the Project reference design.

These submissions comprised:

- 16 emails

- 12 via the Participate portal
- 23 telephone discussions
- 9 meetings with representatives from local industry and community groups.

The key themes identified through the community consultation include:

- Noise and pollution emission mitigation for local residents and community groups accessing facilities and open space to ensure quality of life and public health
- Concerns for the impact to local traffic particularly in within the vicinity of Simcock Avenue, Hudsons Road, Douglas Parade and Hyde Street Spotswood and Millers Road Brooklyn and Altona North
- Increased traffic impacts particularly at the Grieve Parade, Melbourne and Millers Road Interchanges including need to address existing issues of poor connectivity and safety management for pedestrians and cyclists
- Loss of private and public open space as a result of the widening of the Freeway and installation of sound walls
- Industry viability and functionality as a result of the Simcock Avenue on-ramp.
- An increase in truck traffic in residential streets as a result of toll avoidance
- Capacity improvements need to accommodate connectivity to and growth of public transport

A summary of the comments received is attached in Appendix B.

Council provided information and invitations through a letter box drop to three community information sessions which were conducted by Council during the EES exhibition period in Brooklyn, Newport and Altona in July 2017. These information sessions, attended by approximately 40 - 50 people at each session, further supported Council's Position on the Project and reinforced community concerns. Council also provided legal counsel advice at these sessions to assist residents and community groups with their submissions to the EES and their consideration to be heard at the panel hearing.

2.4 Council's Adopted Position

Comparison between Council's adopted position and the EES

The Project information currently available has been assessed against Council's adopted position to ascertain what items have been included or addressed, partially addressed or not included (refer Appendix C).

Of the 26 specific items within Council's adopted Hobsons Bay Position and Recommendations for the West Gate Tunnel Project, five have been addressed within the tender design, eleven have been partially addressed and ten have not been addressed and/or require continued advocacy and consideration through the design development process. The key issues yet to be fully addressed pertain to truck bans, traffic movement and congestion; air and noise emissions; and subsequent health impacts on the community.

Table 1 in Appendix C provides a comparison of each of Council's recommendations for the Project in its adopted position against the EES Tender Design.

Council's position addressed in EES

The tender design released on 2 April 2017 addresses a number of items that Council included in the August 2016 Hobsons Bay Position and Recommendations Western Distributor Project. Specifically these include:

- the long tunnel option
- the design and construction of Stage 1 of the Kororoit Creek Trail
- completion of the Federation Trail including redevelopment of the section within Hobsons Bay to improve surface quality
- assurance that steps will be taken to mitigate the impacts associated with the Project during construction to local residents, open space and the transport network
- noise mitigation for the Project will have a noise level target below 63 dB(A) in residential areas
- ongoing viability of the Westgate Golf Course through minimal impact to their facilities
- minimal impact to open space and club facilities specifically for the Spotswood Football Club and Spotswood Cricket Club based at Don McLean Reserve
- maximising opportunities to improve and landscape vacant and/or remnant public land adjacent to or in the vicinity of the Project

Council's position partially addressed in EES

Items that appear to have been partially addressed or will have less impact include:

- congestion at the existing Freeway interchanges at Melbourne/Williamstown Road, Millers Road and Grieve Parade with some improved capacity
- enhanced cycling and pedestrian connections particularly at the interchanges and a grade separation of Federation Trail at Hyde street
- the need for durable, high quality, attractive and effective sound walls, barriers and lighting to protect the amenity of residents, open space, facilities and future residential development sites
- loss of amenity for local residents along the Project corridor
- mitigation of pollution emissions, noise and loss of open space or facilities for the Emma McLean Kindergarten
- loss to existing open space and functionality specifically the Stony Creek Reserve, The Avenue Reserve, Lynch Road Reserve, Donald McLean Reserve and WLJ Crofts Reserve
- vegetation replacement and tree canopy impacts
- social procurement provisions that strengthen the local economy through the creation of local jobs and sourcing of services and goods from local businesses.

Council's position not addressed in EES

Unresolved items include:

- mitigation of adverse traffic impacts on Hobsons Bay through toll and truck ban avoidance
- implementation of truck bans on Millers Road, Blackshaws Road, Hudsons Road, High Street, Mason Street and Kororoit Creek Road (east of Millers Road) with the purpose to mitigate toll avoidance in the truck only tolled section of the Westgate Freeway from Grieve Parade to Melbourne/Williamstown Road (local businesses with a destination point within these areas would be exempt from these truck bans)
- reconsider the use of Simcock Avenue as access to the Freeway entry ramp from Hyde Street given the significant potential access and egress issues for current business and including the potential for traffic conflict with on-ramp traffic
- exemption on trucks travelling to and from the Spotswood Industrial Precinct, from the proposed Francis Street truck ban so that they can continue to access the Freeway ramps at Williamstown Road
- Freeway access ramps at the intersection of Dohertys Road
- traffic congestion on Hyde Street and Douglas Parade
- additional north south road connection across the Freeway to relieve pressure on existing routes
- significantly improving public transport outcomes
- incorporation of water sensitive design and construction, including water harvesting for roadside landscaping, open space and recreation sports ground irrigation

An item that was included in the reference design regarding the undergrounding of 220KV power lines has not been included in the tender design. It is noted that the tender design includes the conversion of some of the existing power pylons to monopoles which have a reduced footprint. Further information is required on the design, location and impact to the sites.

There are numerous implications from the West Gate Tunnel EES design for Precinct 15. In summary these relate to inadequate traffic access to the Freeway, the connectivity for pedestrians and cyclists to access the Federation Trail, public open space, sound attenuation and potential health impacts to new residents. Council requests an additional north south connection under the Freeway to provide local access catering for vehicles, buses, pedestrians and cyclists.

The key impacts identified by the Project EES for various sites along the West Gate Freeway component include temporary traffic noise, visual, open space, tree removal and minor loss of land and are described in Chapter 16.1, Volume 2 of the EES.

3. Key Issues for HBCC

Unresolved matters that specifically impact Hobsons Bay that are the focus of HBCC's submission to the EES are under the following headings:

1. Altona North/Brooklyn Industrial Precinct
2. Spotswood/South Kingsville Precinct
3. Precinct 15 (former Dons Smallgoods site, Blackshaws Road, Altona North) impacts
4. Traffic and transport
5. Physical environment– Including contaminated soil and spoil management, groundwater, ground movement, surface water and ecology
6. Human health and amenity– Including air quality, noise and vibration (surface), and human health
7. Community– Including land use planning, heritage, social, business, landscape, urban design and visual amenity
8. Construction Impacts

3.1 Altona North / Brooklyn Precinct

The community of Brooklyn is disadvantaged mainly due to the poor air quality, major roads surrounding the residential areas resulting in limited access and connectivity and noise levels. Residents of Brooklyn have experienced the worst air quality and dust pollution in Melbourne for many years (eight worst air pollution hotspot in Australia according to the Environment Justice Australia – “Clearing the Air” report 2014).

In 2016 Council and VicRoads completed the Cumulative Impacts Assessment that identified the Millers Road/WGF interchange as a major congestion point due largely to the traffic generated from large developments in the area such as that proposed in Precinct 15 on Blackshaws Road. The predicted increase in trucks and cars from the WGT Project will make this much worse. The three fold increase in truck traffic predicted in Millers Road by 2031 in the EES will further exacerbate traffic congestion, increasing travel delays for businesses and residents and likely result in rat running through local streets and poorer safety. Also concerns exist about the difficulty for cyclists and pedestrians in Millers Road crossing the Freeway at the interchange to access open space, community and sporting facilities and the Altona Gate Shopping Centre. This problem will be exacerbated by the Freeway widening works and increased traffic volumes proposed with the West Gate Tunnel Project. Other problems faced by the residents include the relentless traffic noise both day and night, lack of high quality open space and poor amenity, being surrounded by heavy truck routes and industry.

The introduction of truck bans in Footscray and Yarraville will likely divert thousands of trucks into Millers Road and Hobsons Bay via two key north south routes - Paramount Road/Tottenham Parade/Geelong Road and Market Road/McDonald Road that are currently used by many of the trucks accessing container parks and warehouses with destinations in or around the Port. Alternative suggestions to Millers Road would be diverting these trucks south along Geelong Road to Grieve Parade or construct an extension of Tottenham Parade/Cemetery Road into Hardie Road/Cawley Road with a new connection to the Freeway.

The Grieve Parade option is considered a better short term alternative however this would impact on residents in Geelong Road and would require many trucks to double back about two kilometers. It would also require capacity upgrades at the on and off ramps at the West Gate Freeway interchange. HBCC requires appropriate landscaping, noise and local access impact mitigation in Geelong Road to offset the adverse impacts on residents.

Council has been working with VicRoads to encourage truck traffic to use Grieve Parade (an industrial precinct) rather than Millers Road. Millers Road in Brooklyn and Altona North traverses residential areas, activity centres and school zones. Brooklyn residents currently experience access difficulties, delays and safety issues due to the increasing volumes of trucks using Millers Road.

Due to the lack of Freeway access ramps at Grieve Parade, north south connectivity to the M80 is restricted. Council's adopted position calls for new access ramps at Dohertys Road to be included with the proposed duplication works to improve local industry connectivity and freight movement efficiency (refer Figure 1 below). This has not been adopted by VicRoads in the proposed Dohertys road duplication works or in the recent design of the M80 interchange with the West Gate Tunnel. HBCC requests that this issue be addressed in the WGT Project.

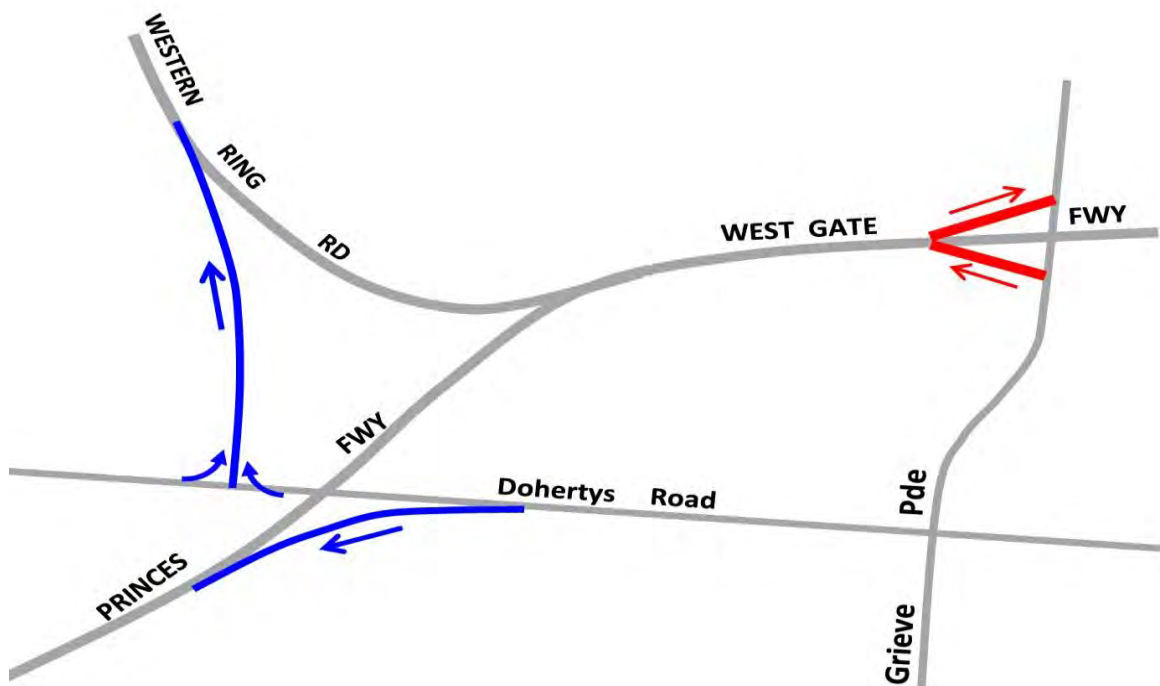


Figure 1. Suggested new Freeway entry/exit ramps (red and blue arrows)

The area bounded by the Freeway, Kyle Road, Blackshaws Road and Millers Road is likely to experience significant traffic and amenity impacts due to the cumulative effect of surrounding development and the WGT Project. This area needs to be critically evaluated to ascertain the impacts to local resident access and connectivity, safety, truck travel requirements and to specifically address the traffic impacts arising from the WGT Project. This assessment would also inform the options for the development of the additional north south connection required for local traffic access and movement.

Residents in the Beevers Street area (located east of Millers Road and immediately south of the Freeway) have only one access/egress (to Millers Road) and due to the proximity to the Freeway off ramp and associated congestion can be very difficult for residents and emergency vehicles accessing properties. HBCC requests provision of a shared path through the disused land along the edge of the Freeway and connecting the State Government land to the west of Beevers Street (that could also be used for emergency vehicle access). Safety concerns exist for cyclists and pedestrians crossing Millers Road at the Freeway interchange to access open space, community and sporting facilities and the Altona Gate Shopping Centre. This problem will be exacerbated by the Freeway widening works and increased traffic volumes proposed with the West Gate Tunnel Project.

A number of remnant VicTrack and VicRoads land parcels exist along the Freeway that are unattractive, fenced off and not well maintained, e.g. Beevers Street Freeway Reserve and Hall Street Spotswood. Residents have requested that this land be improved and where possible opened up for public use, including the land leased by the Italian Social Club to improve local accessibility in the area. On the north side of the Freeway, the existing Lynch Road Reserve will be reduced by the proposed pedestrian overpass ramps, connecting paths and overhead electricity transmission lines and towers. An opportunity exists for the Project to significantly enhance this reserve, in consultation with HBCC, for local community access and use by undergrounding the powerlines and appropriately designed landscaping. Many of these land parcels have the capacity to address community access and connectivity and improve livability.

A number of mature trees along the southern edge of the Freeway provide significant amenity and should be retained where possible or offset with suitable semi mature trees and located in consultation with HBCC.

3.2. Spotswood / South Kingsville Precinct

HBCC has concerns about the West Gate Freeway west bound entry ramp location due to:

- impact on the industrial land and Don McLean Reserve
- noise impacts on local residents
- use of Simcock Avenue and Stephen Street as access roads to the west bound ramp
- safety issues at the Douglas Parade intersection due to poor sight lines.

Refer to Appendix D and E.

Concerns also exist in regard to the traffic impact on Douglas Parade and Hyde Street. The ramps and associated signalisation will create localised congestion with the combined ramps carrying up to 5000 vehicles a day in 2031 including nearly 2000 trucks. Traffic in Hyde Street (between Francis Street and the Freeway) is expected to increase from 15,000 to 22,000 vehicles per day in 2031, including an extra 1850 trucks per day (from 1450 to 3300).

It is suggested that design changes will be required to address this undesirable issue of Freeway access from the local street network, e.g. intersection treatments, parking and local access consideration and truck curfews should be introduced in Spotswood to protect the local area from traffic short cutting through the area. Due to the significant development proposals within Spotswood, including the Scienceworks precinct, together with the Project, critical

evaluation of the impacts on local and through traffic is required to ascertain the issues and opportunities to achieve a functional network.

East bound trucks from the Spotswood industrial area will be required to travel via Hyde/Francis/Whitehall Streets and Footscray Road to the Bolte Bridge due to 24 hour truck bans in Francis Street. Council seeks as a part of the Project, to exempt trucks travelling to and from the Spotswood Industrial Precinct from the proposed Francis Street truck ban, so that they can continue to access the Freeway ramps at Melbourne/Williamstown Road. There are few east/west connections for trucks servicing the Spotswood industrial area to access the Westgate Bridge to travel east. With proposed truck bans to the north of the Freeway the closest east /west roads are Hudsons Road through the Spotswood activity centre and North Road, a residential road located approximately one kilometre south of the industrial precinct.

While HBCC would prefer to support an alternative route that avoids residential properties it considers that removal of the existing benefit to local business of using Francis Street/Docklands Highway to Williamstown Road to access the Freeway places a high risk of these trucks using Hudsons Road. Hudsons Road is not a suitable truck route and with no full time truck ban proposed in Hudsons Road; this would be an attractive alternative option for east bound truck movements. It is estimated that this truck volume would be approximately 250-300 trucks per day, mostly from fuel terminals.

It is acknowledged that a number of (ERP's) exist to reduce impacts on this area, however the proposed construction compound at the northern end of Hall Street, Spotswood and the use of Hall street as a construction traffic route, is not supported due to the environmental, amenity and visual impacts on the Emma McLean Kindergarten.

Following community requests, HBCC recommends that State Government purchase some existing privately owned land in Simcock Avenue (south of the West Gate Freeway) and convert this land to public open space creating links to the Stony Creek Reserve and to Scienceworks Museum. This would provide a legacy to the Spotswood community and assist in offsetting the negative impacts on the local community resulting from the West Gate Tunnel Project.

3.3 Precinct 15 Impacts

3.3.1 Noise Barriers

While the residential noise mitigation improvements over the reference design are welcomed, HBCC believes that they do not go far enough in protecting future residents in Precinct 15 and believes that the noise walls should be extended in this area. Also HBCC supports visual consistency throughout the Freeway corridor. However, the EES proposes that noise walls will be interrupted and discontinued from the southern westbound tunnel to Kyle Road Altona North (adjacent the Brooklyn Terminal Station).

Currently, the Terminal Station is significantly masked by established vegetation along the road verge (with the layered effect of shrub and canopy planting – Cyprus sp.). The widening of the road ways and removal of such vegetation will allow for direct views of Freeway users towards this unsightly facility (particularly impacting on views when exiting the southern tunnel portal). This would provide a negative first impression and arrival experience of the western suburbs. While land use is a key influence on the location of new sound walls, Council believes

that is further opportunities to conceal views towards the Brooklyn Terminal Station with extending the sound walls some additional 500m. Refer to Figure 2.

Additionally, given that there is anticipated residential development is to occur south of the terminal (i.e. Precinct 15), there is merit in extending the sound walls from New Street to Kyle Road.

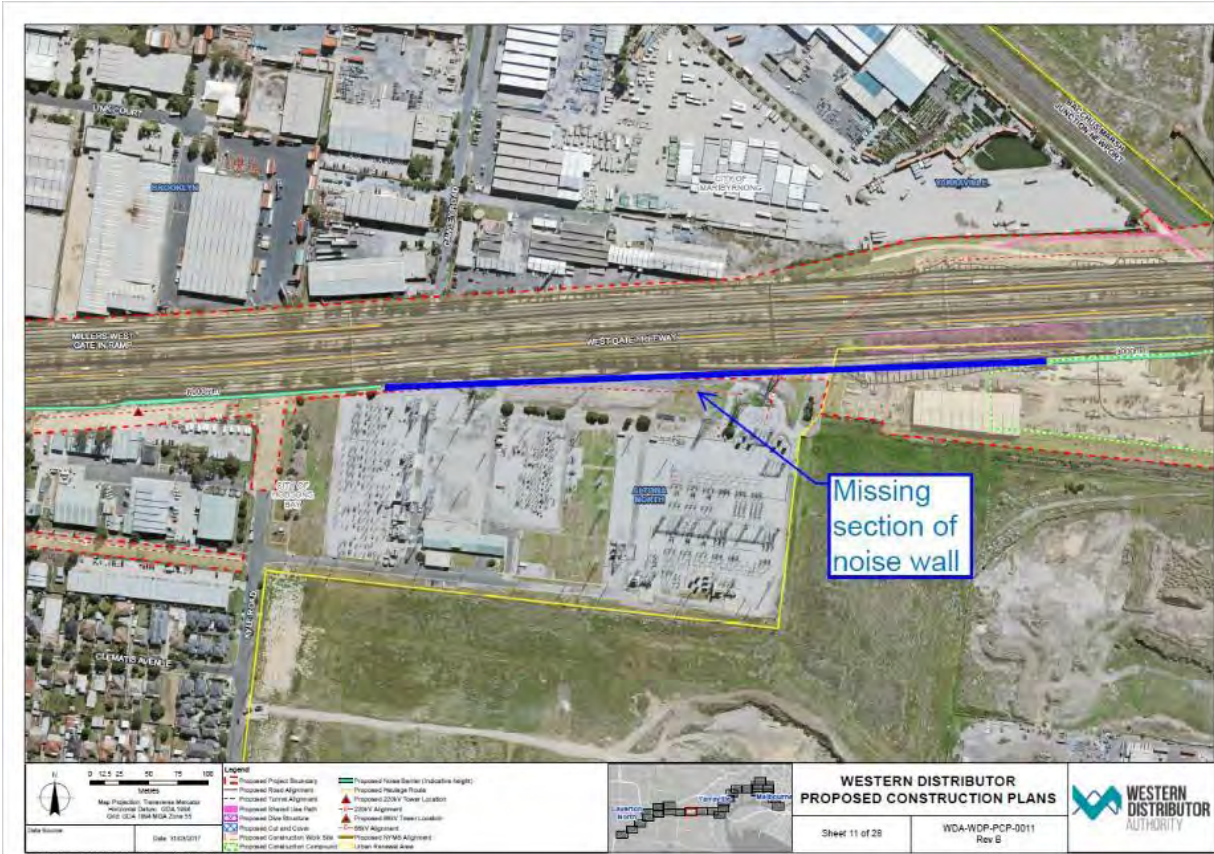


Figure 2. Missing Noise Wall at Precinct 15

3.3.2 New Open Space

The proposed open space south of the southern westbound tunnel portal serves as a service or maintenance area for the WGT and the portal. This is not a preferred location for public open space due to the noise, air quality and visual amenity. It is proposed that a play space would be included within this open space area which would be approximately 300m from the existing Edwards Reserve in South Kingsville. Edwards Reserve play space is a destination play space managed and maintained by Council and subsequently another playground is not justified within close proximity.

There is further opportunity to strengthen the link between the proposed open space and Edwards Reserve through the establishment of a shared path along the railway reserve.

As the open space would effectively serve as a buffer to the Freeway, the proposed open space will not count as part of the open space contribution required for Precinct 15's development. Given the land will be significantly impacted by the Freeway (i.e. noise, visual effects), open space within the P15 land should be located at strategic locations that will best serve the future community for specific functional purposes.

3.3.3. Southern Portal

The Freeway portals will be significant and dominating landmarks within the Freeway and surrounding urban context. The location of the southern portal and ventilation shaft has been proposed to be positioned between two key redevelopment sites (Bradmill and Precinct 15) so it is important to recognise potential impacts to these strategic redevelopment precincts. While the open space is proposed to the south of the portal, it is anticipated that there will be overshadowing effects impacting this public space given the scale of the portal and ventilation shaft (35m – 45m, equivalent to a 12 storey building). It is also critical that effects of reflectivity of the ventilation shaft is considered in the detail design to prevent increased sun glare to both road users and neighbouring properties.

3.3.4. North – South Link

Council seeks as part of the Project, an additional north south connection under the Freeway corridor between the existing Freeway interchanges, to reduce demand on already congested routes specifically Williamstown/Melbourne Road, Millers Road and Grieve Parade. Refer Appendix F. This additional north south connection would assist in managing the additional local traffic volumes as a result of the development of Precinct 15 and 16 and the Bradmill site north of the Freeway. In total and combined with other small scale residential development, these sites are expected to see an additional 5,000 dwellings. The proposal is to establish a local connection providing for passenger vehicles, public transport, pedestrians and cyclists. This connection would also service surrounding public transport connections, enable access to a broad range of recreation, social, economic and educational services and public open space within all of the three key developments.

3.4. Traffic and Transport

3.4.1. Traffic Volumes

The Project is predicted to induce an additional 37,000 vehicles per day onto the West Gate Freeway between Millers Road and Melbourne Road in 2031 (compared to no WGT Project). New tolls along the Freeway, in the tunnels and on the Hyde street ramps combined with the introduction of a total truck ban on existing truck routes to the north of Hobsons Bay create a high level of uncertainty in regard to traffic impacts on the Hobsons Bay community.

Appendix G highlights the key traffic impacts identified by HBCC.

It is noted that the WGT traffic impact assessment has been updated from the reference design, with some slight increases in general traffic in some areas but major increases in trucks in Millers Road north of the Freeway (up to 15,000 trucks/day in 2031).

Table 2 shows the predicted changes in daily traffic numbers and truck numbers in 2031 from the WGT Project traffic modelling report for the EES on roads close to the Freeway compared to if the Project did not proceed.

Table 2: Differences in traffic volumes between the Project and no Project in 2031

Location	Change in daily traffic numbers in 2031 due to Project	Change in daily truck traffic numbers in 2031 due to Project
Millers Road (north of Freeway)	+ 4500	+ 7000
Millers Road (south of Freeway)	+ 600	+ 800
Melbourne Road	+ 800	+ 100
Hyde Street	+ 1500	+ 1500
Douglas Parade	0	+ 700
Simcock Avenue	+ 1500	+ 800
Blackshaws Road (east of Millers Rd)*	+ 600	- 900
Blackshaws Rd (west of Millers Rd)*	- 400	+ 700
Hudsons Road*	- 200	- 300
Grieve Parade (south of Freeway)	+ 600	- 600

*The modelling for the EES assumes that traffic measures (unspecified) will be in place to reduce the number of trucks using these roads. Council seeks clarification on what measures are proposed and how their effectiveness has been evaluated.

The high predicted increase in the volume of trucks in Millers Road north of the Freeway reflects impacts from the toll avoidance of the first tolling station near Grieve Parade and truck bans in Francis Street, Somerville Road, Moore Street and Buckley Street.

The EES suggests storage requirements on the entry ramps cannot be achieved. This raises questions on capacity and will likely result in increased congestion and delays. It is proposed that capacity constraints at localised locations will be solved by distributing traffic across adjacent ramps if forecast demands are realised and as this is outside the Project, works would need to be undertaken by VicRoads, under a complimentary Project to resolve the issue. This is not satisfactory to HBCC and should be resolved and the impacts mitigated by the WGT Project.

Millers Road exit ramps are proposed to be shortened (westbound by 110m). Given that this ramp currently has queues back to the Freeway during AM peaks and the increased demand that will result from the new truck bans, questions are raised as to its capacity, performance and safety. HBCC does not believe that the traffic impact assessment has adequately addressed entry and exit ramp performance and capacity.

3.4.2. Tolls and Truck Bans

As shown in Table 2, new tolls along the Freeway, in the tunnels and on the Hyde street ramps combined with the introduction of a total truck ban (in conjunction with the Project) on existing truck routes to the north of Hobsons Bay are expected to direct more traffic, particularly trucks, on to some roads in Hobsons Bay.

The WGT Project will impact the existing traffic and truck movements across a much larger area of Hobsons Bay than that modelled and it is suggested that a broader assessment of traffic impacts be undertaken by the WDA and VicRoads in consultation with Council. For example Millers Road, Kororoit Creek Road, Blackshaws Road, Mason Street, Melbourne

Road, Hudsons Road and North Road are all likely to experience higher traffic volumes resulting from toll avoidance and avoiding truck bans.

Due to the high level of uncertainty and risk in regard to traffic impacts on Hobsons Bay, particularly with the new truck tolls along the Freeway and 24 hour truck bans proposed on existing truck routes north of the Freeway, it is recommended that truck bans and curfews be introduced on a number of roads within Hobsons Bay to protect residential amenity.

Council, in its adopted position calls for truck bans on all of Blackshaws Road, Hudsons Road, North Road, High Street, Mason Street, Kororoit Creek Road east of Millers Road and Millers Road between Kororoit Creek Road and Geelong Road as part of the Project. Noting that local businesses with an origin/destination point within these areas would be exempt from the truck bans. Refer to Appendix H.

The tolling price structure will have a major impact on the attractiveness and use of the WGT Project to achieve the Projects desired objectives and reduce the likelihood of toll avoidance and traffic seeking alternative routes through Hobsons Bay. HBCC believes that tolls should be carefully monitored and adjusted as necessary to optimise the WGT Project objectives. This should include toll capping along the West Gate Freeway section and time of day variable tolls to incentivise traffic off roads in residential areas and tolls on the Hyde street ramps set to restrict the ramps being used by general traffic to avoid the tunnel tolls.

3.4.3. Public Transport and Travel Demand Management

Council believes that this Project provides a significant opportunity to help reduce traffic congestion through travel demand management and improved on road public transport priority measures during construction and operation of the Project.

The failure of the Project to significantly enhance public transport opportunities and outcomes along the corridor is considered a key shortcoming in the Project. HBCC has called for dedicated bus lanes and priority measures to assist bus operations and services. Public transport should be prioritised/augmented during construction to assist managing traffic capacity/performance along the Project corridor.

In addition transit lanes should be provided to encourage multi-occupant passenger vehicles on the Freeway.

All proposed new and upgraded active transport linkages should be delivered as early as possible to lead and enhance travel behavior change and deliver improved community health and wellbeing outcomes during construction and in the long term post completion of the Project.

3.4.4. Cycling and Pedestrian Connections

The Tender Design contains a number of cycling and pedestrian upgrades and improvements. Details for the connections to the existing network (including on road cycle paths) requires clarification to ensure that safe and effective connections are made to a high standard. For example a grade separation of Federation Trail at Hyde Street with a seamless connection to the Coastal Bay Trail would provide a safer and more efficient outcome and should be included

in the Project. This should also include an upgrade of the shared use path between the end of Federation Trail and the West Gate bike punt to assist and improve the option for users to cross the river via the punt to access the Fisherman's Bend precinct, thus significantly reducing the travel time and distance.

Council welcomes the inclusion of the Kororoit Creek Trail Stage one as a component of the Project, however details on the Kororoit Creek Trail, including land acquisition and trail specifications are not clear. HBCC requests consistency in design and provision of infrastructure with Stages two and three which will be operational as at 1 August 2017.

Hobsons Bay seeks that the proposed upgrade of Federation Trail west of Millers Road to be a full reconstruction in concrete rather than a resurface of the existing asphalt treatment to provide a more durable and long lasting Shared Use Path (SUP). In consultation with Council, landscaping and public lighting should be included along the upgraded and new alignment of the Trail.

Cyclist and pedestrian safety is imperative. Cyclists and pedestrians using Millers and Melbourne Roads at the Freeway interchanges are currently placed in a high risk environment due to the lack of formal traffic management and minimal capacity. Pedestrians and cyclists deal with the constant problem of trucks and cars queuing over pedestrian crossings. Cyclists and pedestrians experience delays which will be further impacted by this Project due to the additional lanes to cross and predicted increased road traffic. While acknowledging the proposed widening of a short section of path under the Freeway overpass, connections onto the existing network are not well defined in the Project.

The proposed SUP under the Freeway at New Street on the east side of Precinct 15 is welcomed but does not connect well into the existing network. HBCC requests that an additional connection to Edwards Reserve, South Kingsville be included.

The two proposed pedestrian overpass upgrades will provide needed DDA improvements however consideration will be required in the design to ensure current access to the ramps is not compromised and connections are provided to a high standard in consultation with HBCC.

3.4.5 Traffic Management Liaison Group

A proposed EPR requires that a Traffic Management Liaison Group is to be established and to include representatives from agencies nominated by the State. The EPR should be amended to include local government representatives. Also this group must be convened prior to the commencement of any works impacting on road, paths or public transport infrastructure.

3.5. Health and Amenity

3.5.1. Noise

Noise pollution is an underrated environmental issue that affects many people and takes a toll on human health, in both physiological and psychological ways, disturbing sleep, rest, study and communication. Qualitative and quantitative measurements should be applied to the Project considering the impacts on human populations and the long term implications for human health and wellbeing.

Despite the improvements to the extent of noise walls in the Project, noise impacts remain a concern. Construction noise is likely to be high along the corridor. Concerns remain about permissible noise levels during construction (particularly night time) and maximum noise levels at night during operation of the WGT potentially impacting residents sleep and general wellbeing. Noise walls should be provided along the full boundary of the Precinct 15 site and the Hyde Street Reserve and Stony Creek Reserve open space areas.

The Project has been designed to meet VicRoads policy on traffic noise which does not require the protection of open recreational space or proposed urban renewal areas. The policy sets an external noise limit of 63dB LA10 (18h) to protect the inside of noise sensitive buildings. World Health Organisation (WHO) guidelines identify that noise levels of 55dB LAeq (16h) can create serious annoyance for people in outdoor areas and 50dB LAeq (16h) noise can create moderate annoyance. Noise levels near the Freeway in Hobsons Bay are predicted to be as high as 70dB LAeq (18h). HBCC's public realm of parks, places and local streetscapes are very important urban areas for human health. Given the amount of activity that occurs in Hobsons Bay's parks, places and streets along the Freeway corridor, the noise impacts of the Project need to be significantly reduced and mitigation measures be introduced by the Project accordingly.

In 2015 VicRoads commenced a review process to update their traffic noise policy, including a discussion paper and public and stakeholder consultation, with the objective to modernise the policy and approach to road traffic noise in line with international trends. The EES should include some discussion with respect to the policy review or any potential implications should it become enacted policy in the future.

It is stated that traffic generating an increase in noise greater than 2dB (A) would result in an adverse response to sensitive receptors. It is noted that Millers Road north of WGF is predicted to experience a 2.2dB (A) increase and the report suggests limited sensitive receptors in Millers Road. Council is concerned about the significant increase in truck traffic expected to use this section of road (7000 extra trucks) which has residential properties along one side. Noise monitoring should also be undertaken in Geelong Road where increases of truck traffic are predicted and remedial measures introduced to protect residents where levels exceed the targets.

The EES has little reference to peak noise (Lmax), particularly at night time. It would be useful to understand the spread and frequency of high night time peak noise levels as this is a potential contributor to community health impacts through sleep deprivation. Whilst the VicRoads Policy only requires assessment of L18hour (Six am to Midnight), night time levels should also be assessed (as they are in other jurisdictions).

Also, the EES has no reference to ongoing auditory and non-auditory and tonality noise monitoring identified as 'health issues' in WHO publications

HBCC requests that temporary or permanent noise walls be erected prior to the demolition of existing noise walls. This will provide protection from both operation and construction activities associated with the Project.

3.5.2. Air Quality

Council has concerns about the air quality assessment, particularly in regard to particulate matter from diesel vehicle emissions, emissions from the ventilation shaft (and the possible need to provide filtration), impacts along the roads predicted to have high truck volumes and the need to consider ultrafine particles emitted from the Project and impact on public health. Council supports the Spotswood/South Kingsville Residents Group who have raised concerns about worsening air quality impacts on the community resulting from the Project. Specific concerns relate to the Project's lack of monitoring ultrafine air particles given the known public health impacts resulting from these harmful emissions.

The following issues are raised:

- lack of regard to any evidence/data published since 2012. The evidence used throughout the report is not the most recent available
- one of the stated objectives of the report is to “facilitate more health conscious planning” yet the report has failed to consider current world’s best practice mitigation strategies such as tunnel filtration or pollution barriers. A cost benefit analysis offsetting instalment against reduced health expenditure should be incorporated
- a number of appropriate health outcomes have been omitted including strokes, respiratory emergency department admissions in children under five, cognitive impairments, birth outcomes, and diabetes. There are now (since 2012) meta-analyses that provide risk estimates for these health outcomes
- the risk estimate used for lung cancer is too conservative when considering the full body of available evidence (used risk estimates from 1996)
- the population data used is not the most recent or best available
- the health risks have been calculated on air quality data that is potentially outdated
- ground level ozone has been omitted entirely from the health report
- no consideration given to ultrafine particles (it is understood that it’s not possible yet to undertake a quantitative health analysis on ultrafine particles, however precautionary principle should be used and some consideration given to the mitigation strategies)
- in tunnel air quality only considers CO and NO2 in terms of health
- the EES does not consider ‘road side asthma’ as it states there is no evidence available on this to base any estimates on. There is evidence available on this, both domestic and international
- while the EES states that residents adjacent to Francis Street experience improvements, residents adjacent Miller’s Road will have negative impacts from the significant increase in truck traffic from the Project

HBCC calls on the WDA/Transurban to convert the temporary air quality monitoring stations to permanent stations within the EPA monitoring network with monitoring results released to the public via the Air Watch web site.

An EPR should be included that establishes an Air Quality Community Consultative Committee to review and provide advice on the location of the community based monitoring stations; construction and operation environmental management plans, compliance tracking reporting, audit reports or complaints and provide advice on dissemination of monitoring results and other information on air quality issues.

3.6. Physical environment

3.6.1. Spoil Management

It is critical that the Construction and Environmental Management Plan and the traffic management plans identify the locations of appropriate landfill sites for the different types of spoil being removed (such as clean fill and prescribed industrial waste), the transport routes to get to each of the landfill sites, and transport guidelines to facilitate the safe transport of the spoil.

It is recommended that:

- the EES should clearly identify where off-site remediation of Prescribed Industrial Waste, Category A spoil will occur, and how the spoil will be transported there, stored and treated
- the capacity of existing landfill sites in the north and west of Melbourne should be based on approved capacity of these sites only, and should not rely on the capacity of these sites which have not been approved
- the CEMPs for excavation, and transport management plans for the Projects, should be expanded to include;
 - the identification of appropriately licensed landfill sites suitable for the different classes of spoil
 - the identification of transport routes to each of these licensed landfill sites; and
 - guidelines for the transportation of contaminated material to these landfill sites.

It is noted that additional testing and monitoring will be required by the contractor in a number of locations to ensure safe compliance with EPA requirements for earthworks, spoil management, surface water, drainage and wastewater. Given works will be occurring simultaneously along the Project corridor, this must be managed carefully to ensure compliance.

The EES states that compliance with best practice construction controls for managing sediment, stormwater, spills and dewatering activities will be undertaken. However, earthworks are not always undertaken to this standard, and often with insufficient supervision and compliance enforcement.

3.6.2. Surface Water / Drainage

HBCC believes that the EES lacks detail on the management and treatment of surface water from the Project. The document makes reference to some areas of increased flooding risk. The proposed solutions to manage these risks should be provided to Council and the appropriate authorities for comment and consideration. A coordinated approach across the relevant authorities needs to be applied to ensure standards and expectations are managed without assumption of ongoing maintenance responsibilities. Should potential flooding be identified, a revision of the flooding overlays in the Hobsons Bay Planning Scheme will be required at the Project's cost.

It is noted that the drainage model does not factor in major infill development sites such as Precinct 15 and 16 (former Dons Smallgoods and Caltex sites) located south of the Freeway. This is seen as a shortcoming in the design and may underestimate the drainage infrastructure capacity required to meet future demand. The modelling should be reviewed to include all known development sites.

One of the legacy opportunities that could be offered by the Project is to deliver water security for the open spaces, parks and gardens along the corridor.

While Council generally supports integrated water cycle solutions and the treatment of both new and existing road runoff to best practice stormwater management, other impacts such as reduction of functional open space and increased responsibility on Council need to be considered and mitigated. Evidence of functional schemes would need to be provided as a part of the further consultation with Council on such proposals together with confirmation of ongoing management and maintenance arrangements.

Drainage asset condition assessments must be completed for both before and after construction works on Council owned drainage assets impacted by the Project. Any works on these assets must comply with Council requirements. Defects or dilapidation assessments will be required.

Polluted water run-off can have a significant negative impact on downstream waterways and drainage lines, and in a Project of this size could be substantial. Given the location of the western exit portal it is critical that the surface water management issues are well managed, monitored and controlled.

3.6.3. HBCC Infrastructure

The EES has not adequately assessed the Project's impact on the HBCC's road reserve infrastructure. Pursuant to the *Road Management Act 2004*, HBCC is the Municipal Council responsible as the coordinating Road Authority for the management of municipal roads in the municipal district. HBCC is also the Responsible Road Authority responsible for management of the footpaths, nature strips and medians on arterial roads in the municipal district. Works on municipal roads and footpaths, nature strips and medians on arterial roads must be carried out in accordance with HBCC policies and engineering standards. The EPR's should recognise or address the HBCC in its capacity either as the Coordinating Road Authority for municipal roads or as the Responsible Road Authority for road reserve infrastructure on arterial roads. In addition, any municipal roads that are identified to require local area traffic management

treatments to protect the amenity of the local street network impacted by increased traffic resulting from the WGT Project or traffic avoiding the WGT Project tolls will require works to be undertaken which will impact on the road reserve infrastructure in those municipal roads. These works should be recognised in the EES and the costs of these road reserve infrastructure works should be borne by the Western Distributor Authority. In general, Council's road reserve infrastructure that is impacted at these locations to varying degrees includes roadway, kerb and channel, footpath, drainage network including drains, pits and open channels, traffic management devices, street furniture, public lighting and signage assets.

An EPR is required that includes conditions and performance requirements for HBCC roads, drains, kerb and channels, footpaths, street lighting and nature strips. Specifically;

1. All HBCC road reserve infrastructure impacted by the WGT Project must be reconstructed/constructed in accordance with the Council's Engineering design standards. All road reserve infrastructure works must be carried out to the satisfaction of HBCC
2. All altered portions of road (including the provision of footpaths, public lighting, street trees, pavement marking and signage) must be constructed in accordance with plans and specifications first approved by the HBCC
3. All existing HBCC stormwater drainage system impacted by the WGT Project must be upgraded for storms of up to one in 20 years ARI. (or as approved by HBCC).
4. The contractor must demonstrate that the Project will not increase flood levels and frequency of flooding during construction and operation of the WGT Project. This especially applies to the discharge of groundwater and stormwater run-off from the Tunnel and Western Portal that is proposed to be discharged into the Council's storm water system
5. Prior to the Commencement of construction, plans and specifications of all HBCC road reserve infrastructure works and associated works must be submitted to and approved by HBCC
6. All public lighting must be unmetered and energy efficient
7. On completion of the Project, HBCC will require digital (AutoCAD or GIS) and PDF versions of all design and "as constructed" drawings on a USB as well as two hard copies of these drawings for all Council infrastructure impacted by the Project. An inventory of as built asset data for items in the public domain shall be provided in a Microsoft Excel spread sheet format. The data shall list all assets constructed as part of the contract by location with quantities and construction costs for each asset under the care and management of HBCC
8. Operation and maintenance manuals for infrastructure in the public domain shall be of sufficient detail to enable the works to be operated and maintained as intended in the design.

3.6.4. Electricity assets

It is noted that the majority of above ground 220kV electricity towers will be retained. Undergrounding this infrastructure would bring significant amenity benefits to the area. Justification for the retention of the towers above ground should be provided. The removal of this 'benefit' diminishes the acceptability of the overall impacts on Hobsons Bay.

The full impacts of modification to the electricity assets, e.g. relocation of the 220KV towers and undergrounding of the 66KV lines in Brooklyn, Altona North and Spotswood are not well defined. HBCC believes an opportunity exists to underground more of the power lines to improve visual amenity and create improved functionality/use of the land.

3.7. Community Impacts

3.7.1. Sportsgrounds and Open Space

3.7.1.1 WLJ Crofts Reserve.

Hobsons Bay City Council has allocated funds in the 2017-18 Annual Budget to undertake a Masterplan study of the WLJ Crofts Reserve. As is generally acknowledged, the Reserve is now in need of significant works to the playing fields, the pavilion and the cricket practice wickets to make it “fit for future purpose”, improve amenity and minimise risks to users of the facility. The Westgate Tunnel Project will impact the WLJ Crofts Reserve and as such represents a significant factor in master planning considerations. HBCC requests that the two Projects be considered together and seeks to work with the Project Team, and tenant Clubs of the Reserve to get the best possible outcomes from the Masterplan for the WLJ Crofts Reserve.

As identified in SR09, Table 14.1, Section 14.2.5 of the EES, “People use WLJ Crofts Reserve less because increased noise and visual impact make it less attractive or suitable for their activities”. HBCC believes that this is an important issue and should have a greater “Residual risk rating” than the “Low” rating in the EES.

As stated in the EES, the WLJ Crofts Reserve is a heavily used sporting and passive open space facility. The EES estimates that the change to the Reserve will be minimal as there will only be a loss of a strip of land of 282m² (0.3 percent of total area) at the northern edge of the Reserve.

Whilst the area of land lost in the Reserve is small, the land lost is in an area that is important to some activities within the Reserve, particularly the Altona North Cricket Club as the cricket practice wickets are located very close to the northern border of the Reserve. Based on the information currently available it is considered that with the land lost, the construction of new barriers and land temporarily used to build these barriers, and the planting of new trees along the northern border of the Reserve will encroach upon the practice wickets and have adverse short and long term impacts on cricket training activities. The practice wickets are used four afternoons and nights per week, plus on Sunday mornings in the pre-season by men and women and children.

As part of the West Gate Tunnel Project and in conjunction with the Masterplan for the Reserve, the practice wickets should be relocated to a more appropriate area of the WLJ Crofts Reserve.

Since its establishment, there has been a considerable amount of vegetation planted at the Reserve, now providing a pleasant environment for users of the Reserve. While it is of concern that the mature vegetation along the northern side of the Reserve will be removed during the

construction phase of the Project the replanting program presents a real opportunity to vastly improve the landscape of the Reserve, not just the northern edge.

Significant tree planting should be undertaken in appropriate locations throughout the whole Reserve consistent with the new Masterplan. To minimise noise and improve amenity, the landscaping and tree planting should be undertaken as early as possible after Project commencement.

3.7.1.2. Donald W McLean Reserve

D W McLean Reserve is a highly utilised and valued active and passive open space and sportsground area in Spotswood. It is acknowledged that the Project will have an impact on the open space and sports clubs based at Don McLean Reserve (Spotswood Football Club and Spotswood Cricket Club) and the Project may result in the need to relocate some or all of the cricket nets. If this is required consultation with HBCC and the clubs will be required, and may require a review of the current masterplan for the Reserve. Appendix E (attached) shows the key impacts on D W McLean Reserve identified by HBCC.

HBCC seeks further details on the proposed multi-purpose club rooms to accommodate the sporting clubs and West Gate Golf Club. The facility is required to meet HBCC and tenant requirements and must be compatible with the Don McLean Reserve Masterplan. A detailed EPR should be developed that commits the contractor to the standards and quality required.

HBCC notes the EPR's relating to mitigating the construction impacts in this area and expects a high level of monitoring and auditing of EPR compliance by the contractor in this highly used and sensitive area.

3.7.1.3 West Gate Public Golf Course

West Gate Golf Course is a short course on about as small a parcel of land as is practical for golf. The WGT Project presents a significant risk to the ongoing viability of the Golf Club.

It is understood that the golf course will be operational throughout construction except for a short period when the main pylons are being lifted on site for the ramp construction. If the course become unplayable for a significant period compensation would be required to the Club.

It is essential that where practicable the Hyde Street ramps are constructed within the current Freeway reserve and adequate safety netting installed. Holes one, three & eight (putting greens) and four and nine (tee boxes) are potentially affected. The proposed installation of a synthetic tee box on hole nine is likely to be a solution. The first hole which at 100 metres long is currently as short as acceptable and must not be shortened by the Project.

Consideration in the Project should be given to use of water runoff from the ramps to be collected, treated and stored for use on the playing surfaces of the golf course and surrounds.

The Project should include planting of native trees, (suitable for golf courses) to offset vegetation loss adjacent to the golf course and to enhance the property. It is estimated a minimum of 100 new trees could be planted on the golf course.

3.7.2 Business Impacts

Only 12 businesses were interviewed in the West Gate Freeway component. This is considered a very small sample size/representation given that Hobsons Bay alone has more than 6,000 businesses that could potentially be impacted by increased traffic congestion and that the Altona/Laverton Industrial area is one of the largest in Australia. A breakdown of industry/business types in each Project component would assist understanding the range of businesses targeted for interview. For example the Altona Gate Shopping Centre, Petrochemical industries in Spotswood, transport operators (e.g. Toll), Scienceworks, etc.

Many jobs are likely to be displaced/relocated from the eight businesses directly impacted within Hobsons Bay. Also opportunities for direct training and skills development for local employees should be pursued.

The EES makes no attempt to assess any changes in business or property values due to the Project. This is considered a key business impact that should be subject to some comment and assessment in the report. As well as impact to operations as a result of increased traffic, amenity loss, etc.

Tourism uses also exist in the Hyde Street area. Scienceworks in Spotswood is one of Victoria's (and Hobsons Bay's) most popular tourist attractions aimed at families/children with approx. 500,000 visitors a year, with many school children arriving by bus. The additional traffic on Douglas Parade and Simcock Avenue could create access problems and delays to visitors to Scienceworks. Also no safe controlled pedestrian/cycling crossing points exist on Hyde Street/Douglas Parade, between North Road and Francis Street and even if the Simcock Avenue intersection is signalised, nearly two kilometres of Douglas Parade fronting Scienceworks will remain without a controlled crossing. Furthermore, Scienceworks have raised concerns about possible construction impacts of dust, noise and vibration on their facility and on the visiting public.

Council has received comments from a number of businesses in Spotswood expressing concerns on traffic access to their sites by delivery vehicles, customers and visitors resulting from the use of Simcock Avenue and other roads south of the Freeway in Spotswood as an impact from the Project. This is a real potential Project impact on local businesses and EPR's should be provided to mitigate this impact.

Also EPR's should include:

1. Actions that assist in the promotion and marketing to support local retail areas impacted during the construction period such as the Millers Road /Altona Gate Activity Centre and Hudsons Road, Spotswood retail shopping strip.
2. Requirements that the Project encourage local procurement where possible.
3. Provision of local employment and skills training opportunities.

3.7.3 Heritage Impacts

HBCC requires adequate protection of a number of specific heritage features:

- Melbourne Glass Bottle Works amenities building on Simcock Avenue
- Bluestone bridge over Kororoit Creek
- Brooklyn Pump station on Millers Road
- West Gate memorial on Hyde Street.

There is little discussion of the Edwardian staff amenities block on the north side of Simcock Avenue, which is identified in the Hobsons Bay Heritage Study as being significant, as an intact and well resolved example of its style and type (AHC criteria E1 and F1). This building is located on the corner of Simcock Avenue and Douglas Parade and there is potential damage as a result of vibration or ground movement during construction.

Simcock Avenue is currently a local road and the amenities building is easily accessed. The proposal is for Simcock Avenue to become the key access to the Freeway on-ramp. This will physically isolate the building and diminish its accessibility. Lack of access combined with a lack of on-street parking (given that Simcock Avenue will essentially become the Freeway on ramp) will impact on potential future land uses. If the building remains vacant, there is concern that it may be vandalised and fall into disrepair and eventually require demolition. This is both a heritage and amenity issue given the building's gateway location into Hobsons Bay.

The alignment of the Kororoit Creek Trail (Stage One) includes the use of the Bluestone Bridge over Kororoit Creek in Brooklyn. Council seeks protection and upgrade of the bridge as part of the Trail works, including the conservation of the surviving approach roads which are significant as rare examples of early road construction. (AHC criterion F1) and identified in the heritage citation in the Hobsons Bay Heritage Study Revised 2014.

3.7.4 Social Impacts

A number of potential social impacts arising from the Project on adjacent communities have been identified. These include local connectivity, noise and air quality impacts, visual changes, altered access to open space and recreational / community facilities and construction traffic.

Community connectivity and cohesion is dependent on people's ability to participate in family and/or community activities or accessing clubs and networking. Council is committed to improving the social and health and wellbeing outcomes for our communities and has concerns that the Project's predicted impact on noise, air pollution and further reduced access to quality open spaces, services and facilities will diminish these outcomes in some areas such as Brooklyn and Altona North.

Construction activity and temporary lane closures on the West Gate Freeway during construction will impact bus routes. In addition to this cycling lanes will be re-routed and the Altona Train line will be under construction due to the removal of the Kororoit Creek Level Crossing - with bus replacements. Movement in and out of Hobsons Bay will be greatly impacted during this time. In terms of impacts during operation, the Project is doing little to

enhance public transport operation or service improvement and from a social perspective will further entrench car dependency in low socio - economic areas of Melbourne.

Council officers have undertaken preliminary assessment of the visual change due to the loss of vegetation and indicate that the amount of landscape amenity change within the Freeway will be severe. The EES does not sufficiently acknowledge the significant loss/removal of existing vegetation and its resultant effect as experienced within the Freeway corridor. The loss of the amenity planting along the Project corridor and replacement with concrete and asphalt will potentially have a social impact by creating a much harsher and visually intrusive environment and a much wider physical road barrier (four extra traffic lanes and nearly 40,000 extra vehicles per day). While mitigation through new planting is proposed, the availability of suitable space for new planting will be limited due to the widening and impacts of the higher noise

Significant residential amenity impacts including increased noise levels are expected along Millers Road with the extra 7000 trucks predicted as a direct result of the Project. This is a major adverse impact of the Project and should be addressed in the social impact assessment.

Noise level increases during construction and operation will impact on the open space and reserves along the Freeway and should be mitigated by the Project, particularly Don McLean and WLJ Croft Reserves. The West Gate Golf Course will be impacted on through a reduction in playing space because of additional physical infrastructure and overshadowing.

Construction traffic and traffic diversions will impact participation in community activities - clubs will have to move, get smaller due to loss of grounds, and people having to travel further to access clubs - this should be acknowledged and mitigated appropriately. During operation it has been indicated that some areas may experience changes in air quality and emissions. Areas such as Brooklyn already experience excessive poor air quality and this Project could further exacerbate that. There are also sensitive uses around the site including child care centres, kindergartens, aged care facilities and schools, including Bright Steps Child Care Centre and Emma McLean Kindergarten that will need special attention.

HBCC suggests that an EPR be included that requires the contractor to establish a Community Involvement and Participation Plan that assists building social interaction, connectedness and cohesiveness throughout the construction period which could include running community events, festivals, sponsorships of local sporting clubs, and the establishment of community support grants.

3.8 Landscape and Ecology

There is little consideration of the significant contribution trees and vegetation within the Project boundary make to the city through their amenity value, the provision of ecosystem services or the mitigation of the urban heat island effect.

The removal and loss of the existing amenity planting and vegetation within the Project scope is a key concern to HBCC in terms of local amenity loss and urban heat impacts on the adjacent communities. Offset planting, where possible, must occur in appropriate locations close to the Freeway corridor and not in remote locations that deliver no benefit to the communities that will experience the loss.

Council's Vegetation Loss and Offset Opportunities Plan (Appendix I) identifies suitable locations for offset amenity planting along the Freeway corridor which is consistent with Masterplans for Kororoit Creek and Don McLean Reserve and the Draft HBCC Urban Forest Strategy (currently in development). This Plan includes locations of current unused remnant land along the Freeway that could be planted and also references locations identified through Greening the West.

While the commitment to undertake significant replacement planting is acknowledged, consultation with HBCC will be required to identify locations, species selection, maintenance periods and ongoing responsibilities. Also HBCC seeks that planting be undertaken early in the Project to ensure good establishment and growth prior to the Project construction completion.

Community requests have also been made for the Project to convert some of the existing privately owned land along Simcock Avenue to public open space with links to the Stony Creek Reserve and to Scienceworks Museum.

Further clarification on the responsibility of landscape establishment and maintenance of landscaped zones is requested. It is recognised that much of the existing vegetation within the Freeway corridor will be lost and the proposal heavily relies on the 'borrowed' landscape effect. Much of the proposed new landscaping and tree planting is included on Council land and will be extremely onerous for Council to maintain such spaces at a particular standard.

The removal of any tree on HBCC managed land should be in accordance with the HBCC Tree Retention and Removal Policy.

Any tree to be retained should have a Tree Protection Plan in accordance with the Australian Standard AS4970-2009 'Protection of Trees on Development Sites'.

Further information, preferably through an EPR, is required to define how temporary work sites would be adequately reinstated to ensure the long term viability of replacement trees and other vegetation. This EPR should include details of specific soil amelioration reinstatement of suitable growing conditions.

While tree planting will reduce some visual impact, the scale of the infrastructure is vastly different to the capacity for the landscape to absorb the proposed change and for the future land use and topography to accommodate enough tree planting and landscaping to reduce the significant visual impact.

Evidence also needs to be provided that shading from the flyovers and noise barriers will not permanently affect plant growth. Between the flyovers and the existing sound wall, surrounding landscape planting will likely be in shade for the majority of the day, therefore negatively impacting their viability.

3.9 Construction Impacts

The traffic impacts during construction of the Project will be significant and far reaching because of the downgrading and reduced capacity of the Freeway during construction. HBCC anticipates that the extent of these impacts may require changes to traffic signaling on other major arterial roads and a need for travelers make changes to their travel behaviours. This is also seen as an opportunity to support changes that are consistent with objectives within HBCC's transport strategy. The following EPR is suggested:

In advance of construction works, WDA to develop and implement a travel demand management strategy and appropriate tools in consultation with the relevant transport agencies to promote specific transport behaviour changes in response to road, bicycle and pedestrian paths closures/modifications and to reduce traffic congestion around construction sites, particularly in the vicinity of the Millers Road and Melbourne Road interchanges and at Hyde Street. The strategy must be consistent with the WGT Project Community and Stakeholder Engagement Plan.

The proposed temporary diversion of Federation Trail using Millers Road and Francis Street results in significant extra distance and travel time on very busy roads with high truck volumes and is not supported. A safer alternative should be provided.

Key earthworks or construction activities should be carefully managed and coordinated with the Melbourne Metro and Level Crossing Removal projects to ensure that construction traffic minimises impacts to the adjoining communities while also minimising disruptions to businesses and the general travelling public.

Management of spoil must ensure that dust is controlled including when stock piling and on site storage of spoil and for permanently placed fill. Haulage routes for excavated material must avoid residential and sensitive areas and not impact significantly on public traffic.

Council will expect that compliance reporting for amenity issues (noise, vibration, air quality impacts etc.) will be publicly reported during the construction and commissioning phases of the Project. A clear comparison between baseline conditions in open space areas adjacent to the Project and conditions post construction is required.

Possible impacts on open space and reserves during the construction phase of the Project relate to land occupation, noise, dust, site access and contaminated material. As many of these spaces are built on old tip sites HBCC is concerned about contaminated material that may be discovered or disturbed during the construction works. EPR's must be strengthened to ensure works on these sites are managed appropriately to EPA requirements. Re-construction

of open space and public realm needs to occur through a process that involves consultation with relevant Councils and affected stakeholders.

Another area of concern to HBCC is the potential damage to assets in the reserves and open spaces – in particular the practice wickets, the playing ovals, the surrounding areas, the existing landscaping and internal roads.

Construction traffic and traffic diversions will impact participation in community activities - clubs will have to move, get smaller due to loss of grounds, and people having to travel further to access clubs - this should be acknowledged in the report and mitigation measures identified. Impacts will also be felt in roads proposed for haulage routes Blackshaws Road, Buchanan Street, Simcock Avenue, Hall Street, and New Streets during construction.

The closest train station for many Altona North residents is Newport and Spotswood however public transport services are not adequate to service these rail stations and car parking is at capacity. The Altona railway line is a single track and the quality of service is poor. Level crossing removals will also be happening during this time so services will be replaced with a bus service. The bus route for residents to get to the city uses the West Gate Freeway which will also be disrupted during construction e.g. temporary lane closures on the West Gate Freeway during construction and impacts to bus routes. In addition to this cycling lanes will be re-routed and the Altona Train line will be under construction due to the removal of the Kororoit Creek Level Crossing (buses will be used as a replacement). Movement in and out of Hobsons Bay will be greatly impacted during this time.

During construction, the Project proposes little to enhance public transport operation or service improvement and from a social perspective this will further entrench car dependency in low socio - economic areas of Melbourne.

The EES requires construction transport management plans to be prepared by the contractors. The traffic management plan will need to identify how traffic generated from the construction of the Project will be dealt with, including the identification of construction traffic routes, and mitigation measures such as the hours of operation of construction traffic.

Construction compounds have the potential to impact on abutting sensitive land uses. It is requested that the proposed construction compound on the Socobell site (i.e. north end of Hall St and adjacent to West Gate) with construction vehicles using Simcock Ave and Hall St as a haulage route be reconsidered given potential adverse impacts on Emma McLean Kindergarten. Also the proposed compounds at 2 Watson Street and on the Lynch Street Reserve abut residential properties and will require suitable mitigation measures to protect residents from noise, air and visual impacts.

4. Conclusion

This HBCC submission highlights a range of issues and opportunities identified through Councils review and assessment of the EES which will be further expanded upon during the formal panel hearing.

The recommendations and requested measures outlined in this submission, combined with processes detailed in the Environmental Management Framework of the EES, EPR requirements and proposed Incorporated Document are considered to facilitate the best possible results for this major project.

Council anticipates that the successful conclusion of the EES process should result in a refined and further improved set of EPRs together with further refined robust Planning Scheme Amendment Documentation that will address issues and deficiencies that have been identified in the EES documentation as outlined in this submission.

The Incorporated Document that forms part of the Planning Scheme Amendment and the conditions in the Environmental Management Framework should be strengthened to ensure that delivery of the Project to the highest standards is ensured, including recommended changes to the Project EPR's in Section 4.1.

Hobsons Bay City Council requests that the Inquiry and Advisory Committee require the Western Distributor Authority to revise the EES to take into account the matters raised in this submission and recommend to the Minister for Planning that the Project be changed in accordance with this submission.

4.1 Summary of recommended changes to Environmental Performance Requirements

EES Evaluation Objective	EPR Code	Recommended Changes
Health, amenity and environmental quality	AQP1	Design and implement the tunnel ventilation system to meet the best practice and design criteria requirements of the SEPP (State Environmental Planning Policy) for air quality management that includes an air pollution reduction and control system.
	AQP4	Include Ultrafine Particulate Matter (UFPM) in the monitoring and assessment of ambient air quality
	New EPR	An EPR should be included that establishes an Air Quality Community Consultative Committee to review and provide advice on the location of the community based monitoring stations; construction and operation environmental management plans, compliance tracking reporting, audit reports or complaints and provide advice on dissemination of monitoring results and other information on air quality issues
	New EPR	Undertake a detailed air quality assessment (including monitoring of UFPM) of the surface roads (such as Millers Road) that are predicted to experience increased traffic volumes from the Project and develop remedial measures to prevent breaches of the SEPP intervention levels.
Social, Business, Land Use, Public safety and Infrastructure	BP1	<p>Add to proposed EPR:</p> <p>Undertake dilapidation surveys within 50m of any Project works or the Project Boundary, whichever is the greater, and any other significant assets that may be affected prior to commencement of construction, The surveys must include photographic and video recording of Council's assets with appropriate identification and marking of existing damage, and must be undertaken by independent qualified assessors of existing infrastructure, buildings and structures.</p> <p>Establish an independent mediation process for the assessment of claims to operate up to five years post commencement of full Project operation. All damage to Council property due to the Project must be 'made good' at the contractor's expense.</p> <p>Reinstate public open spaces, vegetation cover and facilities disturbed by temporary works to the satisfaction of the land manager.</p>
	BP3	<p>Add to proposed EPR:</p> <p>Amenity and noise impacts to abutting residential properties e.g. Lynch Road reserve must be minimised, including no works between 10pm and 7am, prevention of dust and light spill into adjacent properties.</p>

EES Evaluation Objective	EPR Code	Recommended Changes
	New EPR	The contractor is to establish a Community Involvement and Participation Plan that assists building social interaction, connectedness and cohesiveness throughout the construction period which could include running community events, festivals, sponsorships of local sporting clubs, and the establishment of community support grants. A community grant program should operate during construction of the Project to fund community support activities and small capital works targeting community, sporting and recreation facilities as defined in the social impact assessment.
	New EPR	Any impact on HBCC assets or infrastructure is to be minimised and in accordance with conditions and performance requirements for HBCC roads, drains, kerb and channels, footpaths, street lighting and nature strips described in section 3.6.3 of this submission.
	New EPR	Impacts on HBCC assets and infrastructure within Reserves, sporting grounds or open spaces, including relocation or renewal are to be in accordance with the conditions and requirements outlined in section 3.7.1 of this submission.
Cultural Heritage	CHP7	Kororoit Creek area should be included in the heritage interpretation strategy for the Project due to its Aboriginal cultural heritage.
Waste Management	CSP4	<p>Include in EPR:</p> <p>Develop and implement measures for odour management during the excavation, stockpiling and transportation, including:</p> <ul style="list-style-type: none"> • Identifying the areas of contamination that may pose an odour risk; • Periodic monitoring of the aesthetics of the material excavated and proposed for transportation; and • Segregation and odour emissions assessment with appropriate monitoring equipment if odorous material is identified.
Biodiversity	EP7	Include - The location of any offsets should be undertaken in consultation with the relevant council and aim to be as near as possible to the area where the loss has occurred. Offset planting should be undertaken as early as possible in the Project and maintained to ensure good establishment by Project operation.
Health, Amenity and Environmental Quality	GGP2	Include a requirement to report publically annually on Project emissions
	NVP1	Apply the noise limits on all levels of Category A and B building. Include in Local Road definition - Geelong Road, Blackshaws Road, Melbourne Road and Douglas Parade. All of these roads will experience higher traffic/truck volumes with the Project. Near road noise impacts will extend beyond 100m from the interchange with the Freeway. The assessment and mitigation

EES Evaluation Objective	EPR Code	Recommended Changes
		measures should be considered along the full lengths of the Local Roads that will be impacted by the increased traffic from the Project.
	New EPR	Design for the following limits on noise levels for Open space: Open space criteria (passive) 63dB LA10(15h). Open space criteria (active) 63dB LA10(15h)
	New EPR	Measure noise from the tunnel ventilation system on commencing road operation and monitor noise from the tunnel ventilation system to verify compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Publish reports confirming compliance testing results and take remedial action as soon as practicable if noise level targets are not met.
	New EPR	Undertake real time vibration and noise monitoring to demonstrate compliance with limits and publish these results. Take remedial action as soon as possible if limits are not met.
	New EPR	New noise barriers to be constructed as early as practicable in the Project and where possible, prior to the removal of the existing barriers.
Hydrology and Water Quality	SWP11	Changes to flooding in HBCC resulting from the Project will require the contractor to update (at its cost) flood maps in the Hobsons Bay Planning Scheme.
Transport Capacity and Connectivity	TP3	Second dot point to include Melbourne Road and Hyde Street/Douglas Parade. Ninth dot point – Construction Traffic routes on local roads e.g. New Street should not be used for construction purposes at night (between 10pm and 7am)
	TP7	The EPR should be amended to include local government representatives. Also this Group must be convened prior to the commencement of any works impacting on road, paths or public transport infrastructure.
	New EPR	In advance of construction works, WDA to develop and implement a travel demand management strategy and appropriate tools in consultation with the relevant transport agencies to promote specific transport behaviour changes in response to road, bicycle and pedestrian paths closures/modifications and to reduce traffic congestion around construction sites, particularly in the vicinity of the

EES Evaluation Objective	EPR Code	Recommended Changes
		Millers Road and Melbourne Road interchanges and at Hyde Street. The strategy must be consistent with the WGT Project Communications and Community Engagement Plan
	New EPR	<p>That a Traffic Study be undertaken by Western Distributor Authority and VicRoads (in consultation with HBCC) that considers the full predicted impacts of the West Gate Tunnel Project on Hobsons Bay and identifies a range of adequate mitigation measures to be implemented by the Project given that the West Gate Tunnel Project will:</p> <ul style="list-style-type: none"> • introduce new road tolls along the Freeway, in the tunnels and on the Hyde street ramps • introduce 24 hour truck bans on existing truck routes to the north of Hobsons Bay • induce an additional 37000 vehicles per day and 7000 trucks into the corridor (compared to no Project) • create a high level of uncertainty and risk in regard to traffic impacts on Hobsons Bay.
	New EPR	That a Local Area Traffic Management Plan be undertaken in Altona North (the area bounded by the Freeway, Kyle Road, Blackshaws Road and Millers Road) to adequately address the traffic impacts arising from the WGT Project.
	New EPR	That a Local Area Traffic Management Plan be undertaken for the Spotswood area to adequately identify and address the traffic impacts arising from the WGT Project.

5. Appendices

- A.** Hobsons Bay City Council Adopted Position and Recommendations and Projects Requirements – Principles, Objectives and Performance Measures
- B.** Table of Comparison between Tender Design and Councils Adopted Position
- C.** Summary of Community Comments on Council's Position
- D.** Spotswood Precinct Impacts – Assessment of southern Hyde Street ramp
- E.** Assessment of Hyde Street ramp on Don McLean Reserve and Westgate Golf Course
- F.** Precinct 15 North – South Link Possible Options
- G.** West Gate Freeway Corridor Impacts
- H.** Recommended Truck Routes and Bans in Hobsons Bay
- I.** Vegetation Loss Assessment and Offset Opportunities

Appendix A



Hobsons Bay City Council's

Adopted Position
and Recommendations

Western Distributor Project

August 2016

**HOBSONS
BAY CITY
COUNCIL**



Council's adopted recommendations

Adopted 23 August 2016

The Council's Interim Position on the Western Distributor Project has been updated following the community feedback. The following colour coding applies to represent the changes made to the Interim Position to develop the Hobsons Bay City Council Position on the Western Distributor Project August 2016:

- Same item and no changes made
- Item in Interim Position modified.
- New item

Hobsons Bay City Council Position Western Distributor Project August 2016

That Council:

1. ■ Notes the feedback from the Hobsons Bay community on the state government's Western Distributor Project (Project).
2. ■ As a result of the community consultation, and pending further information and the completion of the Environmental Effects Statement (EES), adopts an updated Hobsons Bay Council position, specifically this resolution in full and the Council document titled – Hobsons Bay Project Requirements – Principles, Objectives and Performance Measures for the Western Distributor Project – and advocates they be included in the EES.
3. ■ Continues to advocate for the provision of an additional cross city transport corridor from the Western Ring Road to the Eastern Freeway as envisaged in the 2008 East West Link Needs Assessment (Eddington Study).
4. ■ Supports the long tunnel option on the basis that it appears to impose less direct impact on the community and is integrated into the existing West Gate Freeway corridor.
5. ■ Advocates for an option to be included in the EES for both ramps to be located north of the West Gate Freeway ensuring appropriate protection and enhancement of the Stony Creek environs.

Traffic and Transport

6. Reinforces to the Project team that existing traffic congestion on Hyde Street and Douglas Parade will be exacerbated by two new ramp connections onto Hyde Street and innovative traffic solutions at these intersections as part of the Project is essential to keep local traffic moving.
7. Advocates on behalf of local industry and urges the Project team to reconsider the use of Simcock Avenue given the significant potential access and egress issues for current business and including the potential for traffic conflict with on-ramp traffic.
8. Ensures the Project introduces other strategies to mitigate adverse traffic impacts on Hobsons Bay through toll and truck ban avoidance.
9. Seeks as part of the Project, an additional north south connection across the freeway corridor between the existing freeway interchanges, to reduce demand on already congested routes specifically Williamstown/Melbourne Road, Millers Road and Grieve Parade.
10. Seeks as a part of the Project to implement truck bans on Blackshaws Road, Hudsons Road, High Street, Mason Street and Kororoit Creek Road (east of Millers Road) with the purpose to mitigate toll avoidance in the truck only tolled section of the Westgate Freeway from Grieve Parade to Melbourne/Williamstown Road. Noting that local businesses with a destination point within these areas would be exempt from these truck bans.
11. Seeks as a part of the Project to exempt trucks travelling to and from the Spotswood Industrial Precinct, from the proposed Francis Street truck ban so that they can continue to access the freeway ramps at Melbourne/Williamstown Road.
12. Reinforces to the Project team that the existing freeway interchanges at Melbourne/Williamstown Road, Millers Road and Grieve Parade are already congested and the Project must consider improvements to capacity and access for all vehicles entering and exiting the freeway at these interchanges and other key points.
13. Advocates to the Project team to include freeway access ramps at the intersection of Dohertys Road to allow: west bound access to the freeway from Dohertys Road; north bound access to the Western Ring Road from Dohertys Road and south bound access to Dohertys Road from the Western Ring Road.
14. Advocates to the Project team to construct the 1 kilometre missing link section of the Kororoit Creek Trail, north of the Princes Highway to connect with the existing section within Wyndham City to south of Grieve Parade to connect with the trail to be built jointly by Toyota Motor Corporation of Australia and Hobsons Bay City Council by July 2017.
15. Advocates to incorporate the further construction of the Federation Trail as part of the Project as a continuous off road shared path from Fogarty Avenue to the Coastal Bay Trail and upgrade the existing condition of the Federation Trail west of Millers Road.
16. Advocates for improved public transport priority measures and enhanced cycling and pedestrian connections at strategic points along and across the freeway corridor particularly at the interchanges.



Amenity and Community Wellbeing

17. Continue to reinforce to the Project team the need for durable, high quality, attractive and effective sound walls, barriers and lighting to protect the amenity of residents, open space, facilities and future residential development sites (e.g. Precinct 15) along the entire Project corridor through Hobsons Bay, including adoption of the high standard of quality as demonstrated by the best examples within metropolitan motorway networks.
18. Advocates that the applicable noise objective for modifications to the existing West Gate Freeway alignment including access lanes to the southern tunnel portal entrance and freeway widening, interchange connections and Hyde Street ramps will have a noise level target below 63 dB(A) as referenced in the VicRoads Traffic Noise Reduction Policy 2005.
19. Requires that the Project team mitigate impacts as a result of the Project for local residents through any loss of amenity along the Project corridor.
20. Receive assurance that all steps will be taken to mitigate the impacts associated with the Project during construction on the amenity of local residents, open space and the transport network.
21. Highlights to the Project team that the on-ramp south of the freeway will likely shorten the 9th tee of the Westgate Golf Course to a point that the viability of the golf course is at risk.
22. Requires that the Project team mitigate pollution emissions, noise and any loss of open space or facilities for the Emma MacLean Kindergarten as a result of the Project.
23. Requires that the Project team mitigate loss of or impact to open space and club facilities specifically for the Spotswood Football Club and Spotswood Cricket Club based at Don MacLean Reserve.
24. Requires that the Project team mitigate any loss to existing open space and functionality for community use and enjoyment specifically the Stony Creek Reserve, The Avenue Reserve, Lynch Road Reserve and WLJ Crofts Reserve.
25. Ensure the Project replaces any vegetation and tree canopy removed or adversely impacted by the proposal.
26. Request the Project team seeks confirmation from other land managers such as VicRoads and VicTrack of their intentions for remnant land adjacent to or in the vicinity of the Project so as to maximise opportunities to improve the amenity or the functionality of these sites consistent with the Council's position on the Project.
27. Advocates for the incorporation of water sensitive design and construction, including water harvesting for roadside landscaping, open space and recreation sports ground irrigation.

Council adopted recommendations

Adopted 23 August 2016

Other

28. Requests the proposed details and alignment for the undergrounding of power lines:
 - a. be released to the public as soon as possible
 - b. avoids residential streets
 - c. minimises impacts to residents, infrastructure and open space
 - d. ensures that the sites previously occupied by above ground power structures be optimised to improve residential amenity and functionality, and
 - e. ensures that all new above ground infrastructure is appropriately designed and screened to minimise impacts on residents and open space.
29. Advocates for the inclusion of social procurement provisions within the tender documents that strengthen the local economy through the creation of local jobs and sourcing of services and goods from local businesses.
30. Publish Council's August 2016 position for public and stakeholder access noting that further community consultation and engagement will continue over the life of the Project.

Item Deleted:

A: Provide in principle support to the objectives of the Western Distributor Project to reduce congestion on the West Gate Freeway and to provide an alternative connection for the West Gate corridor to the city and the northern suburbs.



Hobsons Bay Project Requirements Principles, Objectives and Performance Measures

for the Western Distributor Project

Adopted August 2016

Principle 1

An efficient, integrated and sustainable transport network outcome

Hobsons Bay Objectives

for the Western Distributor Project

Maintain or improve efficiency of travel for all modes of transport (pedestrian, cycling, public transport and vehicle)

Maintain and improve access and connectivity throughout Hobsons Bay and surrounding areas

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 1.1 Reduce congestion and travel times, particularly on key routes such as Douglas Parade / Hyde Street, Millers and Melbourne Roads, during and after construction
- 1.2 Promote and increase mode share (public transport, cycling and walking), particularly to offset impacts during construction
- 1.3 Facilitate efficient movement for truck traffic from industrial areas, particularly Spotswood and the Altona North Industrial precinct
- 1.4 Reduce truck traffic in residential areas using a combination of strategies such as truck curfews and physical modifications to key routes such as Hudsons Road and Blackshaws Road
- 1.5 Maintain and improve existing pedestrian, cycling and vehicle access and connections
- 1.6 Allow for and deliver new pedestrian and cycling connections that are safe and functional i.e. connect to the existing network
- 1.7 Allow for new, cross-freeway north-south vehicle connections in Hobsons Bay
- 1.8 Improve Hobsons Bay access to the CBD and the Port
- 1.9 Have measures to prevent rat-running through Hobsons Bay streets
- 1.10 Create direct, accessible, safe and user friendly pedestrian and cycling connections that are well integrated with surrounding destinations and connections and built to relevant international best practice.
- 1.11 Ensure that on road public transport reliability is improved.

Principle 2

Positive livability, amenity
and community wellbeing
outcomes

Hobsons Bay Objectives

for the Western Distributor Project

Protect and improve the quality of life of the Hobsons Bay community

Avoid or mitigate risks to public health and safety

Achieve no net loss of open space area, functionality and amenity

Reduce noise and air quality impacts

Stimulate economic growth and tourism

Mitigate impacts to recreation and community services and facilities

Protect amenity and avoid impacts to adjacent properties and public spaces

Achieve high quality design outcomes

Conserve and celebrate local character and cultural values

Successfully establish and maintain landscapes

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 2.1 Avoid open space impacts or provide suitable alternatives that are directly accessible to the local community and fit for purpose
- 2.2 Demonstrate that all potential public health and safety risks have been identified and put agreed mitigation and protection measures in place
- 2.3 Avoid impacts to community and recreation facilities or provide agreed mitigation measures or alternatives to current day standards that are directly accessible to the local community
- 2.4 Create local jobs and improve access to employment for Hobsons Bay residents both during and after construction
- 2.5 Improve access to and awareness of tourist destinations within Hobsons Bay
- 2.6 Mitigate noise impacts to standards that are to international best practice
- 2.7 Achieve no net loss of tree canopy cover and green infrastructure
- 2.8 Identify expected increases in urban heat from loss of canopy cover and increased hard surfaces and provide immediate and long-term mitigation measures within affected areas
- 2.9 Identify air quality impacts and mitigate to EPA standards both during and after construction
- 2.10 Ensure contaminated material and air emissions are managed to EPA requirements
- 2.11 Avoid overshadowing of adjacent properties and open space
- 2.12 Avoid compulsory acquisition of residential properties
- 2.13 Protect or improve views from adjacent properties and public spaces
- 2.14 Conserve heritage values and be sympathetic to the character of the local area in the urban design response
- 2.15 Ensure that remnant land along the Project corridor in Hobsons Bay be landscaped and accessible to the public where possible



Principle 3

An environmentally responsible project

Hobsons Bay Objectives

for the Western Distributor Project

Reduce Greenhouse emissions

Minimise water use and improve the quality of receiving waters

Use alternative, renewable energy sources wherever possible

Protect ecological and habitat values

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 3.1 Quantify expected emissions using Greenhouse modelling as per the guidelines developed for major road projects
- 3.2 Demonstrate that Greenhouse emissions will be mitigated during construction and in the long term
- 3.3 Include best practice pollution control measures to protect floodplains and receiving waters
- 3.4 Use materials and products that are renewable or minimise energy consumption
- 3.5 Protect significant flora, fauna, habitats and ecological systems
- 3.6 Utilise best practice environment management plans and construction techniques, for example: weed, silt and dust management

Principle 4

A genuine commitment
to consult with the
community

Hobsons Bay Objectives

for the Western Distributor Project

Ensure that the design and delivery of the Western Distributor respects and considers and reflects the views of the Hobsons Bay community.

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 4.1 Consult and engage genuinely with all affected stakeholders throughout the life of the project
- 4.2 Ensure adequate time and information is provided for proper consideration and formulation of a response
- 4.3 Provide sufficient information in a clear format upon which to formulate a response
- 4.4 Ensure transparency of information, decisions and processes throughout the project life

Principle 5

A value for money
outcome

Hobsons Bay Objectives

for the Western Distributor Project

Ensure that the planning, construction and maintenance of the Western Distributor project does not incur additional costs to ratepayers

Ensure that the Western Distributor project makes good economic sense and stated objectives can be achieved

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 5.1 Demonstrate to community that the project represents the best option available to government to meet the relevant policy objective
- 5.2 Ensure that performance indicators for the tender are reviewed and endorsed by the Technical Reference Group
- 5.3 Ensure that maintenance and management of landscapes and structures are undertaken at no cost to ratepayers
- 5.4 Utilise quality materials and finishes to reduce maintenance requirements

Principle 6

Planning for future growth

Hobsons Bay Objectives

for the Western Distributor Project

Ensure that the Western Distributor does not compromise optimal outcomes for future development in Hobsons Bay.

Performance Measures

against which Hobsons Bay will assess the Western Distributor project

The Project will:

- 6.1 Allow sufficient room for construction of future vehicle, pedestrian and cycling connections
- 6.2 Provide sufficient capacity/ traffic management to ensure traffic from new development is not adversely impacted
- 6.3 Provide innovative solutions to manage increased traffic demand and congestion, particularly at the freeway interchanges at Melbourne Road and Millers Road.
- 6.4 Ensure that future growth options are not compromised

Appendix B

Comparison between Council's August Adopted Position and the Environmental Effects Statement (EES)

The following table cross references the West Gate Tunnel Project EES and the Tender Design (released on Monday 29 May 2017) against Council's August 2016 endorsed Western Distributor Project Position indicating the status of each item based on the following:



Items Addressed (5)











Items Partially addressed (11)








Items Not included (10)



	Council Adopted Position	WGT Tender Design and EES	Comment	
1.	Supports the long tunnel option on the basis that it appears to impose less direct impact on the community and is integrated into the existing West Gate Freeway corridor.	The long tunnel option was included in the Reference Design and is integrated into the freeway corridor. The tender design provides a longer west bound tunnel within the West Gate Freeway, which moves the westbound exit further away from existing homes.	The tender design west bound tunnel and portal location will result in less direct air and noise impacts on the Spotswood/South Kingsville community. An area of public open space is proposed by the project in the northern section of Precinct 15 to provide a buffer to future residential development and to accommodate project infrastructure for the tunnel (for maintenance and access to services).	
2.	Advocates for an option to be included in the EES for both ramps to be located north of the West Gate Freeway ensuring appropriate protection and enhancement of the Stony Creek environs.	Both the Reference and Tender Designs locate ramps to the north and south of the Freeway.	Concerns remain about the west bound ramp location due to: <ul style="list-style-type: none"> • impact on the industrial land and Don McLean Reserve • noise air emission impacts on local residents • use of Simcock Avenue and Stephen Street as access roads to the west bound ramp • safety issues at the Douglas Parade intersection 	

3.	Reinforces to the Project team that existing traffic congestion on Hyde Street and Douglas Parade will be exacerbated by two new ramp connections onto Hyde Street and innovative traffic solutions at these intersections as part of the Project is essential to keep local traffic moving.	Traffic signals are proposed at the two access points to the ramps on Hyde Street.	Concerns remain about the traffic impact on Douglas Parade / Hyde Street. The ramps and associated signalisation will create localised congestion with the ramps carrying up to 5000 vehicles a day in 2031 including nearly 2000 trucks. Traffic in Hyde Street (between Francis Street and the freeway) is expected to increase from 15,000 to 22,000 vehicles per day in 2031, including an extra 1850 trucks per day (from 1450 to 3300).	
4.	Advocates on behalf of local industry and urges the Project team to reconsider the use of Simcock Avenue given the significant potential access and egress issues for current business and including the potential for traffic conflict with on-ramp traffic.	No treatment proposed in Simcock Avenue to mitigate potential impacts.	It is suggested that design changes will be required to address this undesirable issue of freeway access from the local street network, e.g. intersection treatments, parking and local access consideration and truck curfews introduced in Spotswood to protect the local area from through truck traffic.	
5.	Ensures the Project introduces other strategies to mitigate adverse traffic impacts on Hobsons Bay through toll and truck ban avoidance.	Requirement that traffic in selected streets will be monitored. Local area traffic management works to be undertaken in consultation with Council.	The introduction of a new truck toll along the freeway combined with the project introducing a total truck ban on current truck routes to the port north of the freeway will likely displace many trucks onto roads in Hobsons Bay. It is considered that proposed monitoring is not sufficient to address this issue and that a firm commitment to address adverse traffic impacts on HB when trigger levels are reached is required.	
6.	Seeks as part of the Project, an additional north south connection across the freeway corridor between the existing freeway interchanges, to reduce demand on already congested routes specifically Williamstown/Melbourne Road, Millers Road and Grieve Parade.	No new north south road connections. New cycling/pedestrian links under the freeway provided at New Street, Altona North (Precinct 1S) and at Hall Street, Spotswood.	The road tunnel option under the freeway at New Street is effectively removed due to the longer west bound West Gate tunnel. However a possibility to connect New Street along the southern side of the freight rail line (VicTrack land) or Kyle Road (west boundary of Precinct 1S) to Cawley Road, Brooklyn (north of the freeway) may be available in the long term.	

7.	Seeks as a part of the Project to implement truck bans on Blackshaws Road, Hudsons Road, High Street, Mason Street and Kororoit Creek Road (east of Millers Road) with the purpose to mitigate toll avoidance in the truck only tolled section of the Westgate Freeway from Grieve Parade to Melbourne/Williamstown Road. Noting that local businesses with a destination point within these areas would be exempt from these truck bans.	No truck bans in Hobsons Bay. 24 hour truck bans to be introduced on current truck routes in Yarraville and Footscray, including Francis Street, Somerville Road, Buckley Street and Moore Street.	Refer point 5 above.	
8.	Seeks as a part of the Project to exempt trucks travelling to and from the Spotswood Industrial Precinct, from the proposed Francis Street truck ban so that they can continue to access the freeway ramps at Melbourne/Williamstown Road.	No exemption proposed for local trucks.	East bound trucks from the Spotswood industrial area will be required to travel via Hyde/Francis/Whitehall and Footscray Road to the Bolte Bridge due to 24 hour truck bans in Francis Street.	
9.	Reinforces to the Project team that the existing freeway interchanges at Melbourne/Williamstown Road, Millers Road and Grieve Parade are already congested and the Project must consider improvements to capacity and access for all vehicles entering and exiting the freeway at these interchanges and other key points.	Some minor enhancements proposed at Millers Road and Melbourne Road interchanges to slightly improve capacity at these interchanges. Modelling indicates that all the interchanges will operate at Level of Service C or D (within required parameters).	The efficient and safe operation of the freeway interchanges will be critical to ensure traffic access and egress to/from the arterial roads is not constrained and local congestion is minimised. Uncertainty remains on the potential performance of the Millers Road interchange given the very high predicted truck traffic likely to use the interchange to access the freeway.	
10.	Advocates to the Project team to include freeway access ramps at the intersection of Dohertys Road to allow: west bound access to the freeway from Dohertys Road; north	Not included.	The project scope does not include provision for additional ramps at Grieve Parade or at Dohertys Road to improve north south connectivity to the M80 from the Altona North industrial precinct.	

	bound access to the Western Ring Road from Dohertys Road and south bound access to Dohertys Road from the Western Ring Road.			
11.	Advocates to the Project team to construct the 1 kilometre missing link section of the Kororoit Creek Trail, north of the Princes Highway to connect with the existing section within Wyndham City to south of Grieve Parade to connect with the trail to be built jointly by Toyota Motor Corporation of Australia and Hobsons Bay City Council by July 2017.	The design and construction of this section of the Kororoit Creek Trail, including land acquisition and appropriate connections to the surrounding network is included in the design.	Specific requirements, including land acquisition and trail specifications consistent with Stages 2 and 3 (currently being constructed by Council) are yet to be resolved.	
12.	Advocates to incorporate the further construction of the Federation Trail as part of the Project as a continuous off road shared path from Fogarty Avenue to the Coastal Bay Trail and upgrade the existing condition of the Federation Trail west of Millers Road.	Included in the design. The trail is grade separated from Williamstown Road but not at Hyde Street where pedestrians/cyclists will cross at the new signalised access ramps.	A preferred outcome would have included a grade separation at Hyde Street with a seamless connection to the Coastal Bay Trail. Design detail, including specifications for the upgrade of the western section requires clarification.	
13.	Advocates for improved public transport priority measures and enhanced cycling and pedestrian connections at strategic points along and across the freeway corridor particularly at the interchanges.	Public transport priority measures not included. Some journey time reductions may occur due to reduced road network congestion, up to four minutes compared to a 2031 no project network. Cycling and pedestrian connections provided at a number of locations along the corridor.	The failure of the project to significantly enhance public transport opportunities and outcomes along the corridor is considered a key shortcoming in the project. HBCC called for dedicated bus lanes and priority measures to assist bus operations and services. In addition transit lanes should be provided to discourage single occupant passenger vehicles.	


			Design detail for the cycling and pedestrian connections to the existing network (including on road cycle paths) requires clarification.	
14.	Continue to reinforce to the Project team the need for durable, high quality, attractive and effective sound walls, barriers and lighting to protect the amenity of residents, open space, facilities and future residential development sites (e.g. Precinct 15) along the entire Project corridor through Hobsons Bay, including adoption of the high standard of quality as demonstrated by the best examples within metropolitan motorway networks.	Additional sound walls are included compared to the Reference Design. This is largely in response to the Project noise level target change to 63 dB(A) for residential areas. Walls are now proposed along the full length of the northern boundary of Donald W McLean Reserve and WLJ Crofts Reserve, and approximately 25% of the precinct 15 site. Heights of walls are generally higher than existing walls and will vary depending on location to a maximum height of 8.75 m.	Whilst sound walls are not proposed along the entire corridor, significant changes have been made to reduce noise impacts on existing residents and areas of public open space. Precinct 15 is soon to become a major residential precinct and should be fully protected from noise impacts from the project. Further consideration will be required on the site specific locations and potential for creating overshadowing or microclimates due to rain and sun shading.	
15.	Requires that the Project team mitigate impacts as a result of the Project for local residents through any loss of amenity along the Project corridor.	Initial design details suggest a high standard of quality and materials with an attractive appearance. Environmental performance requirements have been established to minimise adverse impacts.	Traffic impacts remain a key concern, particularly with the project predicted to induce an additional 37,000 vpd onto the West Gate Freeway (compared to no WGT project) in 2031. New tolls along the freeway, in the tunnels and on the Hyde street ramps combined with the introduction of a total truck ban on existing truck routes to the north of Hobsons bay create a high level of uncertainty in regard to traffic impacts on the Hobsons Bay community.	
16.	Receive assurance that all steps will be taken to mitigate the impacts associated with the Project during construction on the amenity of local residents, open space and the transport network.	An Environmental Management Framework that includes Environmental Performance Requirements are designed to mitigate the impacts associated with the Project during construction. The majority of work will be undertaken from within the freeway corridor, however worksites are proposed at Grieve parade	Details on the location and size of the construction compounds together with specific haul routes have not been finalised so some uncertainty remains on construction activity impacts. Traffic diverting around the worksite is likely to result in increased traffic congestion on roads in Hobsons Bay.	

		(Urban Forest Reserve), the end of New Street, Altona North and Hall Street, Spotswood.		
17.	Advocates that the applicable noise mitigation for the Western Distributor Project will have a noise level target below 63 dB(A) as referenced in the VicRoads Traffic Noise Reduction Policy 2005.	A noise level target below 63 dB(A) has been adopted for sensitive receptors such as residential zones. Does not include provision for noise mitigation for open space or urban renewal zones.	The decision to improve the noise level target for the project from 63 dB(A) to 68 dB(A) is welcomed. Concerns remain about permissible noise levels during construction (particularly night time) and maximum noise levels at night during operation of the WGT. Also noise walls should be provided along the full boundary of the Precinct 15 site and the Hyde Street Reserve and Stony Creek Reserve open space areas.	
18.	Highlights to the Project team that the on-ramp south of the freeway will likely shorten the 9 th tee of the Westgate Golf Course to a point that the viability of the golf course is at risk.	Whilst the Westgate Golf Course will be impacted, commitments have been made that it will be able to continue to operate during construction and long term impacts will be minor. Some improvements to the existing course and facilities will be provided including use of artificial grass in areas overshadowed by structures.	Mitigation works will be undertaken to ensure impacted areas can remain functional. Details on proposed improvements to the existing course and facilities are yet to be provided and confirmed. Potential benefits could include access to water collected and treated by the project, landscaping, infill tree planting, replacement of bridge over Stony Creek, clubrooms and storage shed upgrades.	
19.	Requires that the Project team mitigate pollution emissions, noise and any loss of open space or facilities for the Emma MacLean Kindergarten as a result of the Project.	The EES impact assessment claims that the Kindergarten will be no worse off as a result of the Project. The relocation of the west bound tunnel portal 1.2 km to the west of the original site near Melbourne Road should improve air quality in the Spotswood area. Additional noise walls provide improved noise level outcomes for the kindergarten and surrounding residents.	It is suggested that further evaluation of the air quality assessment will be required, particularly in regard to particulate matter from diesel vehicle emissions. Noise impacts during construction remain a concern, particularly as the Project proposes a construction compound in Hall Street.	
20.	Requires that the Project team mitigate loss of or impact to open space and club facilities specifically for the Spotswood	A small strip of land along the northern edge of Donald McLean Reserve is required for construction and permanent acquisition for Hyde Street on ramp.	The tender design has reduced the impacts on the Don McLean Reserve by moving the works slightly north.	

	Football Club and Spotswood Cricket Club based at Don MacLean Reserve.	This would not significantly affect ongoing recreational activities at the reserve. The northern section of the reserve where works would occur would be replanted and landscaped. The existing cricket nets may require relocation. A new shared club room will be provided for the cricket, football and golf clubs. New planting proposed in the reserve and the golf course.	Details on proposed improvements to the existing facilities are yet to be provided and confirmed.	
21.	Requires that the Project team mitigate any loss to existing open space and functionality for community use and enjoyment specifically the Stony Creek Reserve, The Avenue Reserve, Lynch Road Reserve and WLJ Crofts Reserve.	<p>Part of the Hyde Street Reserve is required to construct the Hyde Street off-ramp and new shared user path and bridge across Stony Creek. An additional shared use path on the Eastern side of the rail line would improve north-south connectivity for the local area.</p> <p>This site would be restored post construction with landscaping and tree planting.</p> <p>A small strip of land along the northern border of the WLJ Crofts Reserve in Altona North (0.3 per cent of the reserve) would be required permanently for the project.</p> <p>Just over one third of the Lynch Road</p>	<p>The Environmental Performance Measures (EPR's) for the Project require consultation with Hobsons Bay City Council and identification of appropriate alternatives/ compensation for the loss of open space managed or owned by Council.</p> <p>Details on proposed improvements to the existing reserves are yet to be provided and confirmed.</p>	✓

		<p>Reserve would be required permanently for road widening.</p> <p>The Avenue Reserve will be landscaped and a new park of approximately three hectares created adjacent to the southern portal to the north of Precinct 15.</p>		
22.	Ensure the Project replaces any vegetation and tree canopy removed or adversely impacted by the proposal.	<p>It is estimated that the maximum loss of planted vegetation in the West Gate Freeway component will be approximately 2400 trees.</p> <p>The proposed landscape strategy stipulates that every canopy tree removed during construction would be replaced by three trees.</p> <p>This would result in the replacement of around 2350 advanced trees (up to 2.5 metres in height), 12550 tube stock trees and a significant number of understory plantings in the West Gate Freeway component. A canopy tree is defined as any tree with a radius exceeding one metre.</p> <p>The replacement plantings would focus on a number of areas in the West Gate Freeway component, including the riparian areas on Kororoit Creek, the riparian and terrestrial areas around Stony Creek, improvement of open space at the northern end</p>	<p>Whilst the commitment to undertake significant replacement planting is acknowledged, consultation with HBCC will be required to identify locations, species selection, maintenance periods and ongoing responsibilities. Also HBCC seeks that planting be undertaken early in the project to ensure good establishment and growth prior to the project construction completion.</p>	

		of the New Street Quarry (South Kingsville) and the creation of new open space.		
23.	Request the Project team seeks confirmation from other land managers such as VicRoads and VicTrack of their intentions for remnant land adjacent to or in the vicinity of the Project so as to maximise opportunities to improve the amenity or the functionality of these sites consistent with the Council's position on the Project.	The design identifies the majority of available land parcels along the project corridor for upgrade and landscaping treatment.	Some additional opportunities for landscaping, connections and urban amenity and functionality improvement remain, for example at Hyde Street/ Simcock Avenue and Federation Trail/ Coastal Bay Trail connection. Ongoing maintenance and management responsibilities of all sites impacted by the project located outside the freeway reservation are yet to be resolved.	✓
24.	Advocates for the incorporation of water sensitive design and construction, including water harvesting for roadside landscaping, open space and recreation sports ground irrigation.	The design identifies some indicative water detention at Kororoit Creek north of the Freeway, at Stony Creek near Hyde Street and Hyde street Reserve north of the Freeway.	Details on the drainage and surface water management are scant. No provision appears to have been made for water harvesting and treatment for roadside landscaping, open space and recreation sports ground irrigation, notwithstanding that ongoing management responsibilities would need to be resolved with such treatments.	✗
25.	Requests the proposed details and alignment for the undergrounding of power lines: <ul style="list-style-type: none"> • be released to the public as soon as possible • avoids residential streets • minimises impacts to residents, infrastructure and open space 	Undergrounding of 220 KV power lines have not been included however some existing overhead 66 KV lines near the Brooklyn Terminal will be placed underground. The design includes the conversion of some of the existing power pylons to monopoles which have a reduced footprint.	It is unfortunate that the unsightly large transmission towers will remain however undergrounding much of the 66KV lines will provide some visual improvement. Also monopoles proposed to replace some of the existing transmission towers will likely reduce the visual impact.	✓

	<ul style="list-style-type: none"> ensures that the sites previously occupied by above ground power structures be optimised to improve residential amenity and functionality, and ensures that all new above ground infrastructure is appropriately designed and screened to minimise impacts on residents and open space. 			
26.	Advocates for the inclusion of social procurement provisions within the tender documents that strengthen the local economy through the creation of local jobs and sourcing of services and goods from local businesses.	The contract will include requirements under the Victorian Industry Participation Policy (VIIPP) to require the contractor to provide opportunities for local suppliers. In addition CPB/John Holland have indicated that partnering arrangements will be entered into with local trainers and recruitment agencies for disadvantaged groups.	The EES documents do not address social procurement or local employment opportunities. An EPR should be included that specifically addresses this.	

Appendix C

Western Distributor Interim Position Consultation Feedback Summary

Interim Position Item	Extract of Submission Comments (Edited for reporting purposes).
<p>A. Provide in principle support to the objectives of the Western Distributor Project to reduce congestion on the West Gate Freeway and to provide an alternative connection for the West Gate corridor to the city and the northern suburbs.</p>	<ul style="list-style-type: none"> • <i>Keep up the position and please keep us in the loop.</i> • <i>There are many flaws I see with the WD project which far outweigh the benefits, and are largely prejudicial to the community of Spotswood.</i> • <i>Does it save motorists time/money? I would suggest not.</i> • <i>Exactly where is the benefit of the WD and Hyde St ramps to the Spotswood and Hobsons Bay community? There is none!</i> • <i>From the information provided by the Transurban consortium and government I cannot see any benefit for residents of Hobson Bay with the western distributor</i> • <i>I can concur that I support the stance tabled by Cr Angela Altair on 14th June 2016. I do however wish for the council to table a new motion and position given that Transurban and the State Government did not consult on 'option 6'. Council's position should be adjusted given the huge impact the reference design will have on Spotswood and South Kingsville.</i> • <i>Just like Melbourne City Council, Hobsons Bay should oppose the western distributor project in its entirety. If the 2 councils stand united then perhaps we have a chance of saving Spotswood/South Kingsville from this terribly ill-conceived project.</i>
<p>B. Continue to advocate for the provision of an additional cross city transport corridor from the Western Ring Road to the Eastern Freeway as envisaged in the 2008 East West Link Needs Assessment (Eddington Study).</p>	<ul style="list-style-type: none"> • <i>The only project that would ease traffic congestion and assist greater Melbourne is the disbanded East-West Link.</i>
<p>D. Support the provision of ramps directly to Hyde Street immediately north of the West Gate Freeway (Option 2 modified), subject to appropriate protection and enhancement of the Stony Creek environs.</p>	<ul style="list-style-type: none"> • <i>As there is a more suitable buffer between residential on the north of the bridge, it is the obvious place for the ramps, not adjacent to the playing fields, homes, and child care.</i> • <i>The ramp to the south of the bridge takes dangerous goods trucks and other heavy vehicle traffic extremely close to residential dwellings, kindergarten and the Spotswood community's only sporting ovals and open green space.</i> • <i>The Reference Design proposes a new access ramp that will significantly increase traffic movements on Simcock Avenue.</i> • <i>We have one decent Sporting facility and park in Spotswood being the Football Ground the ramps being so close and maybe taking some of this space will impact our sporting community and younger families in this area.</i> • <i>The Kindergarten is the best in the Western Suburbs with wonderful teachers and a real sense of community. The ramps being so close with fumes, etc. will impact the children and families that live nearby.</i> • <i>The ramps going into Hyde Street, will in fact increase traffic as trucks avoid this and will turn off and head down Hudsons Road and Hall Street causing great danger to our families and</i>

Western Distributor Interim Position Consultation Feedback Summary

	<p><i>community as the Hall Street, Hudsons Road and Simcock Avenue roads are in disgraceful condition and need major repairs and new traffic lights and speed humps to prevent this.</i></p> <ul style="list-style-type: none"> • <i>Moving trucks off the streets of Maribymong into Stony Creek and Don McLean reserve is not solving the problem - just shifting it into our neighbourhood.</i> • <i>At the very least I think that Option 2 should be considered as alternative option and also go through the Environmental Effects Statement process.</i> • <i>Option 2 (Modified) forgets about Bicycle Rider Commuters who ride On-Road on Hyde St. use Hyde St to the City. For this reason we have been advocating for The LONG Tunnel with Option 5 for the ramps to the Westgate Freeway, where local Trucks can use Simcock Avenue for access.</i>
<p>F. Ensure high standard sound attenuation measures are installed on any flyover across the freeway to protect Hobsons Bay residents from excessive</p>	<ul style="list-style-type: none"> • <i>The Hyde Street access is the issue that concerns us the most. The issue with these are noise and exhaust brakes. We get trucks at the top of the Westgate that then engage exhaust brakes for the next 1km downhill which radiates noise for an unbelievable distance, particularly on the weekends.</i> • <i>The noise issue for residents south of the Bridge seems to be more of an issue as the weather patterns have changed - we get a lot more Northerly wind so noise off the bridge and elevated fly over's will be more prevalent.</i> • <i>Noise abatement should seek to also address the existing Westgate ramp as part of this program.</i>
<p>H. Freeway lighting be improved to protect the amenity of local residents.</p>	<ul style="list-style-type: none"> • <i>The West Gate Freeway lights are far too excessive for their purpose. And have no shade from the residents' properties. It is never EVER dark at my house.</i>
<p>I. Seek as part of the Project, capacity improvements for north south transport links at the freeway interchanges including: Melbourne Road; Millers Road and Grieve Parade.</p>	<ul style="list-style-type: none"> • <i>Analysis of traffic flow should investigate improving the safety of Douglas/Hyde, and where possible, seek to reduce already significant traffic volumes on Williamstown Rd.</i> • <i>Millers Road, Melbourne Road, Grieve Parade and Old Geelong Road are all suitable candidates for dedicated bus lanes and high-quality bus services. I am very concerned by the language used by Council in their interim position around 'optimizing' these roadways and seeking 'capacity improvements' on these roads as part of the project.</i> • <i>Council should be seeking to reserve space on these roads for public transport services rather than expanding road capacity to funnel traffic onto a new toll-road.</i>
<p>J. Seek as part of the Project, new and enhanced local traffic, walking and cycling connections across the freeway corridor between the existing freeway interchanges, for local traffic and transport movement and to reduce demand on already congested</p>	<ul style="list-style-type: none"> • <i>Grieve Parade should be promoted to be the main ramp access to freeway for truck traffic during and after construction, so trucks don't go through the residential areas. This will minimize the air, noise and dust pollution in these already heavily polluted suburbs.</i> • <i>Council must be more unequivocal about ensuring this project doesn't prejudice the operation of existing public transport routes or prejudice the development of future public transport routes.</i>

Western Distributor Interim Position Consultation Feedback Summary

<p>routes e.g. Melbourne Road, Millers Road and Grieve Parade.</p>	<ul style="list-style-type: none"> • <i>New found capacity on east-west routes must be dedicated to public transport and cycling, this may mean the reallocation of space current used for traffic lanes to walking, cycling and public transport modes.</i>
<p>K. Exempt trucks travelling to and from the Spotswood Industrial Precinct, from the proposed Francis Street truck ban so that they can continue to access the freeway ramps at Williamstown Road.</p>	<ul style="list-style-type: none"> • <i>Only access to Westgate Bridge (to travel east) will be from Melbourne Rd Spotswood Due to curfews in Yarraville</i>
<p>L. Implement truck bans on Blackshaws Road, Hudsons Road, High Street, Mason Street and Kororoit Creek Road (east of Millers Road) with the purpose to mitigate toll avoidance in the truck only tolled section of the Westgate Freeway from Grieve Parade to Melbourne Road.</p>	<ul style="list-style-type: none"> • <i>How will we be protected from rat run trucks avoiding tolls coming down Hudson's rd. or Hall Street?</i> • <i>Curfews and restrictions are required in Spotswood to keep trucks off residential streets and stop toll avoiders. This is nonnegotiable!!!</i> • <i>I agree with the council's position, and strongly support the need to address in a coordinated plan, the control of trucks in the area around the Westgate. This must include removal of trucks from Hudson road.</i> • <i>I strongly support the implementation of a truck ban on Blackshaws Road. Trucks are already using this route and causing significant delays for local residents trying to depart Newport each morning. This will only be exacerbated further by toll-avoiding trucks in future in addition to the significantly increased residential traffic.</i> • <i>Make the trucks go up Francis St. to Melbourne Road and ban them from Millers road.</i> • <i>We would like to see the draft position paper wording amended so that it exempts local truck traffic that is required to support the refinery's, and other local business', operations and which uses approved VicRoads truck routes.</i>
<p>M. Ensure the Project introduces other strategies to mitigate adverse traffic impacts on Hobsons Bay through toll and truck ban avoidance.</p>	<ul style="list-style-type: none"> • <i>The reduction of lanes from four to three will create a bottle neck and will not cater to current demand let alone the urban sprawl in Weribee and Point Cook areas etc. One break down in the three lane section will create a grid lock that makes the current Westgate traffic flow look good.</i>
<p>N. Incorporate the construction of the Federation Trail as part of the Project as a continuous off road shared path from Fogarty Avenue to the Coastal Bay Trail and upgrade the existing Trail west of Millers Road.</p>	<ul style="list-style-type: none"> • <i>Hyde St at Simcock Ave. This is an extremely dangerous intersection for cyclists due to limited visibility throughout the bend under the bridge, the speed of motorists and no clear cycling paths. This needs to be fixed, especially with the introduction of the Hyde St ramps which will severely increase heavy vehicle traffic along Hyde St.</i>
<p>O. Incorporate the construction of the Kororoit Creek Trail from north of the</p>	<ul style="list-style-type: none"> • <i>Yes, because there's no safe way for bike crossing between Brooklyn and Altona North.</i>

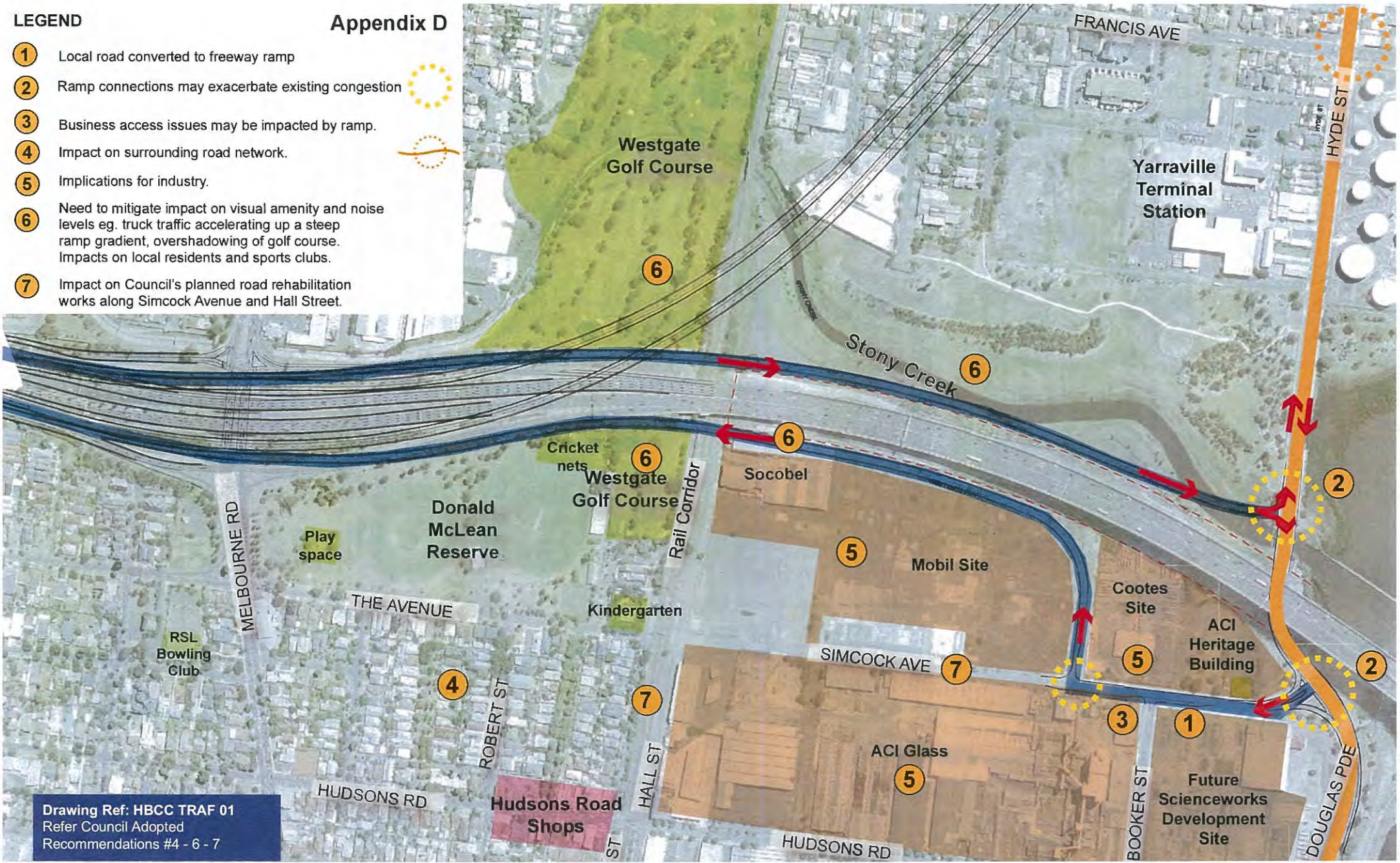
Western Distributor Interim Position Consultation Feedback Summary

<p>Princes Highway to Grieve Parade as part of the Project.</p>	
<p>Q. Receive assurance that all steps will be taken to mitigate the impacts associated with the Project during construction on the amenity of local residents, open space and the transport network.</p>	<ul style="list-style-type: none"> • <i>How will construction noise be managed - It's likely this project will have night works to meet the schedules -Sleeping with pile driving operations is not much fun.</i> • <i>There should be no loss of any public space in Hobson Bay. I play golf at the Westgate golf club and this project would destroy one of the few public courses left in the west. I walk regularly through the reserve and stony creek and I do not want to see any loss of green space</i> • <i>I am concerned that during construction of the Western Distributor, the current bicycle commute routes via Douglas Parade/Hyde Street to the Docklands trail may be compromised.</i>
<p>S. Seek a commitment from the Project that any impact or loss to existing open space and its functionality for community use and enjoyment, specifically Stony Creek Reserve, West Gate Golf Course, Don McLean Reserve, The Avenue Reserve, Lynch Road Reserve and WLJ Crofts Reserve will be offset or otherwise minimised and mitigated or where required fully compensated.</p>	<ul style="list-style-type: none"> • <i>The rather loose statements in relation to compensation for loss of sporting grounds at the Donald McLean reserve are not good enough - it's hard enough to get kids into sport and part of the local community - putting a freeway ramp through a popular football ground is not going to help.</i>
<p>2. Seek that the State Government prepare an EES that encompasses the social, environmental and economic impacts that may arise from more than one option.</p>	<ul style="list-style-type: none"> • <i>How will tunnel exhaust stacks be positioned and treated? The Transurban information to date seems to skip over this, what are the effects of concentrated stack emission on residents. The west already suffers from respiratory related issues.</i> • <i>How would council protect the health of residents in Melbourne's most polluted suburb, Brooklyn, and those living along the freeway (Altona North, Spotswood, South Kingsville etc.) are not exposed to further risk in this project?</i>
<p>Other</p>	<ul style="list-style-type: none"> • <i>I have been over the options that were originally put forward by the western distributor and have been involved in the local community group in relation to this project. I was dismayed when the reference design came out and disappointed that they ignored our local community voice and did not factor in our concerns. I am equally annoyed that every news report on this project harps on about how wonderful the community consultation has been but I feel that they are only listening to one side of the community. I am disheartened and feel this project will go ahead regardless of what we as a community say or do.</i>

LEGEND

- ① Local road converted to freeway ramp
- ② Ramp connections may exacerbate existing congestion
- ③ Business access issues may be impacted by ramp.
- ④ Impact on surrounding road network.
- ⑤ Implications for industry.
- ⑥ Need to mitigate impact on visual amenity and noise levels eg. truck traffic accelerating up a steep ramp gradient, overshadowing of golf course. Impacts on local residents and sports clubs.
- ⑦ Impact on Council's planned road rehabilitation works along Simcock Avenue and Hall Street.

Appendix D



Drawing Ref: HBCC TRAF 01
 Refer Council Adopted
 Recommendations #4 - 6 - 7



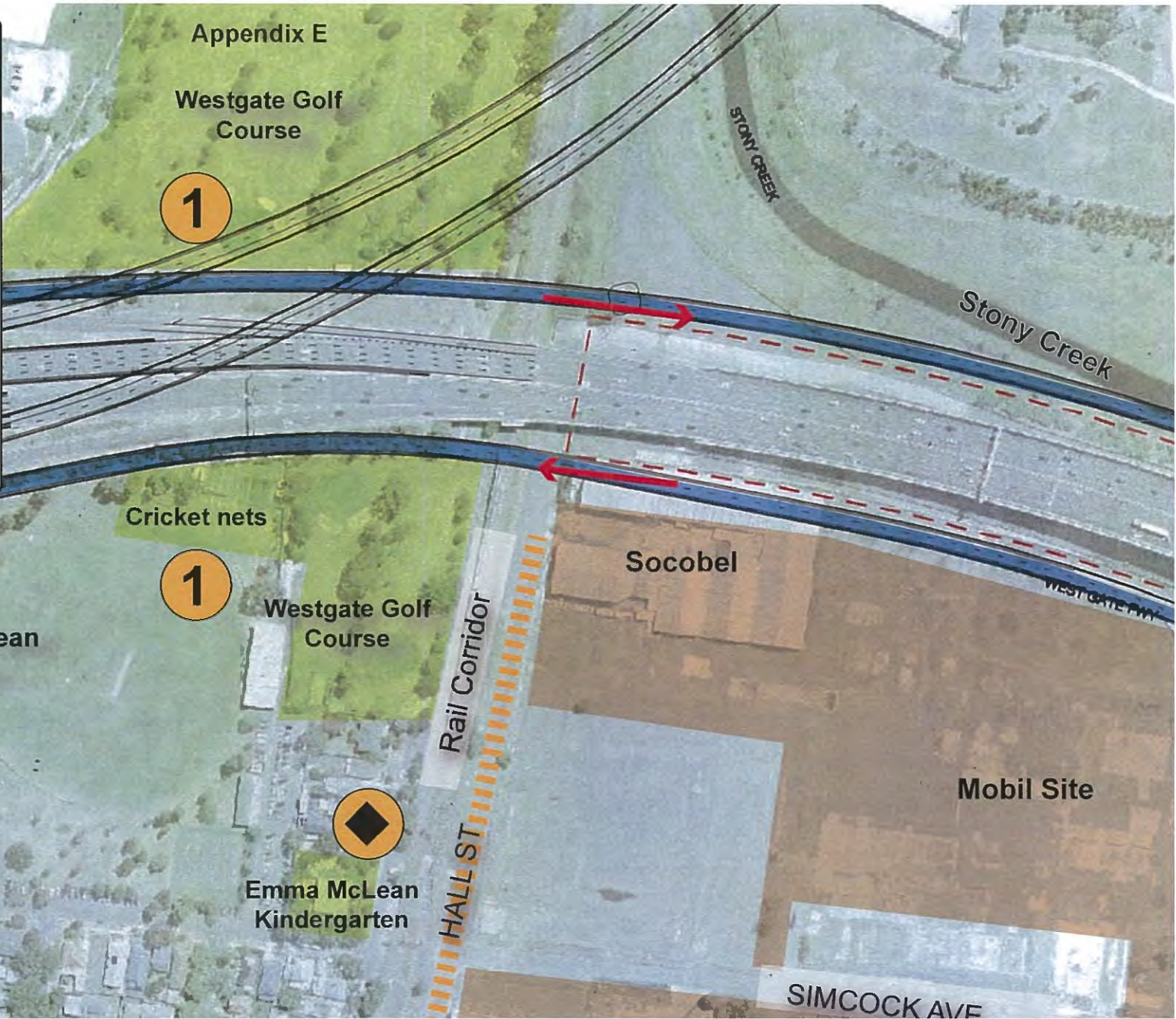
1 Impacts and loss of public open space potentially affected by proposed ramps. Impacts on Spotswood Cricket Club and Spotswood Fototball Club.

Southern Ramp reduces length of the 9th hole golf course to 80m (loss of 30m).

Northern ramp will result in the loss of 30-40m of the Golf Course.

◆ Ramps will be 20m closer towards existing kindergarten with associated impacts of noise and air pollution.

||||| Depending on eastern Simcock Ave connection, more traffic will need to travel west.



Drawing Ref: HBCC ACW 01
 Refer Council Adopted
 Recommendations #21 - 22 - 23





- ①**
- 1A Requires underpass of West Gate Freeway connecting Kyle Road with Cawley Road
 - 1B Creates undesirable industrial/ commercial/ residential traffic interface
Currently there is no controlled intersection treatment with Francis St/ Cawley Rd
 - 1C Unmade section of Kyle Road would need to be constructed

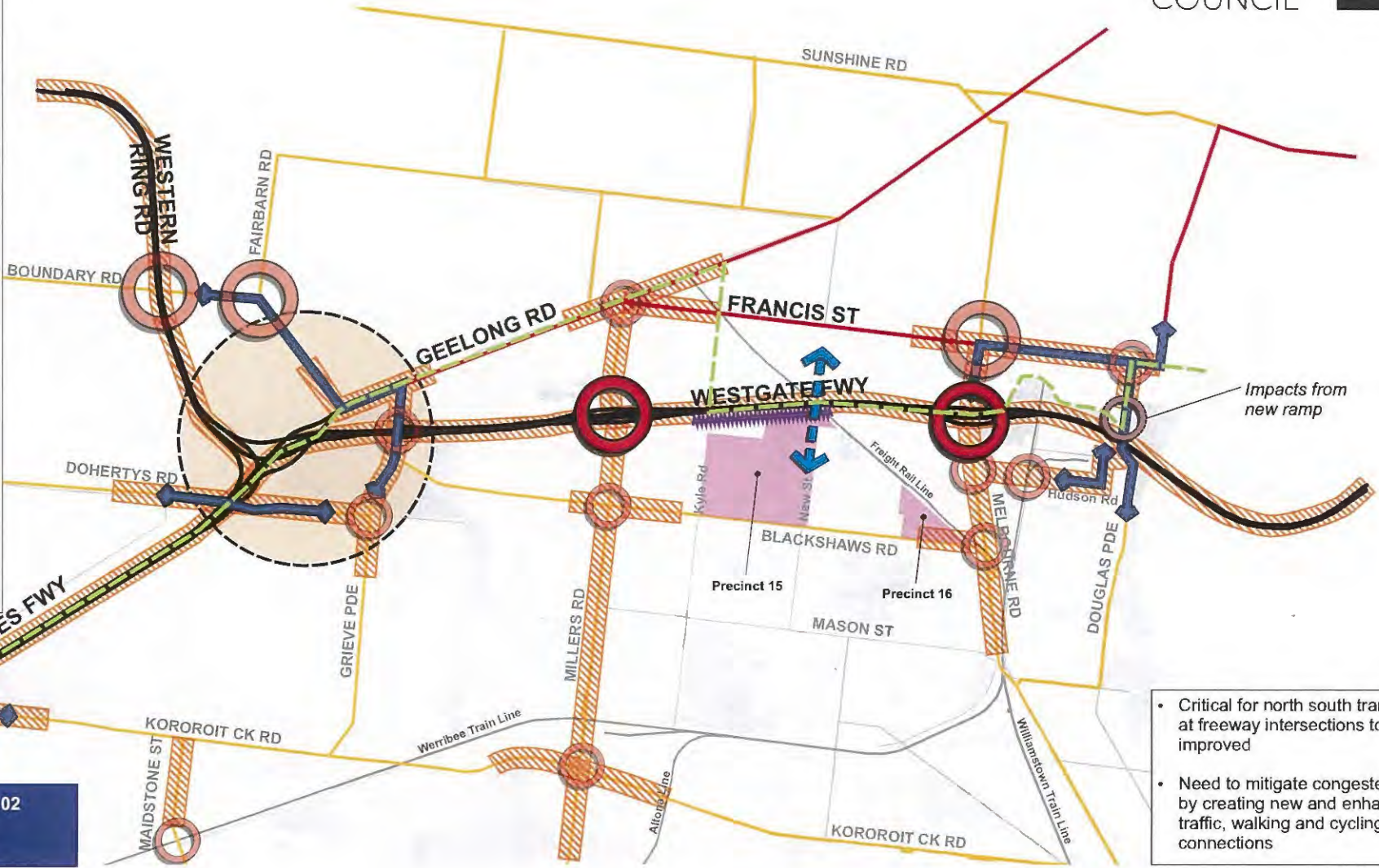
- ②**
- 2A Requires underpass of rail line to connect New Street with The Avenue
 - 2B Gas line location to be identified
 - 2C Provides a link to Fogarty Avenue and "McIvor Road" (unconstructed road adjacent to the Bradmill redevelopment) that will be signalised at Francis Street creating safe access to an arterial road

- ③**
- 3A Road alignment along the west edge of railway line connecting to Cawley Road and Francis Street.
 - 3B Creates undesirable industrial/ commercial/ residential traffic interface
Currently there is no controlled intersection treatment with Francis St/ Cawley Rd

Appendix G West Gate Freeway Corridor Impacts

KEY

-  VicRoads - Freeway
-  VicRoads - Arterial Road (named Highway)
-  VicRoads - Arterial Road
-  Intersection Congestion
-  Local Freight Movement
-  New Local Access Provision Required (for all modes)
-  Congested Roads
-  Municipal Boundary
-  Noise walls required
Need to mitigate noise and amenity impacts
-  Intersection congestion and upgrade



Drawing Ref: HBCC TRAF 02
Refer Council Adopted Recommendations #9 - 12





- Critical for north south transport links at freeway intersections to be improved
- Need to mitigate congested routes by creating new and enhanced local traffic, walking and cycling connections



Appendix H



Disclaimer:
Cadastral Information sourced from Department of Sustainability & Environment
Planning Scheme Information (if shown) supplied by Department of Planning & Community Development.
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This map has been provided for information only.
It is the users responsibility to ensure the accuracy and appropriateness of the data shown on this map for the intended purpose.

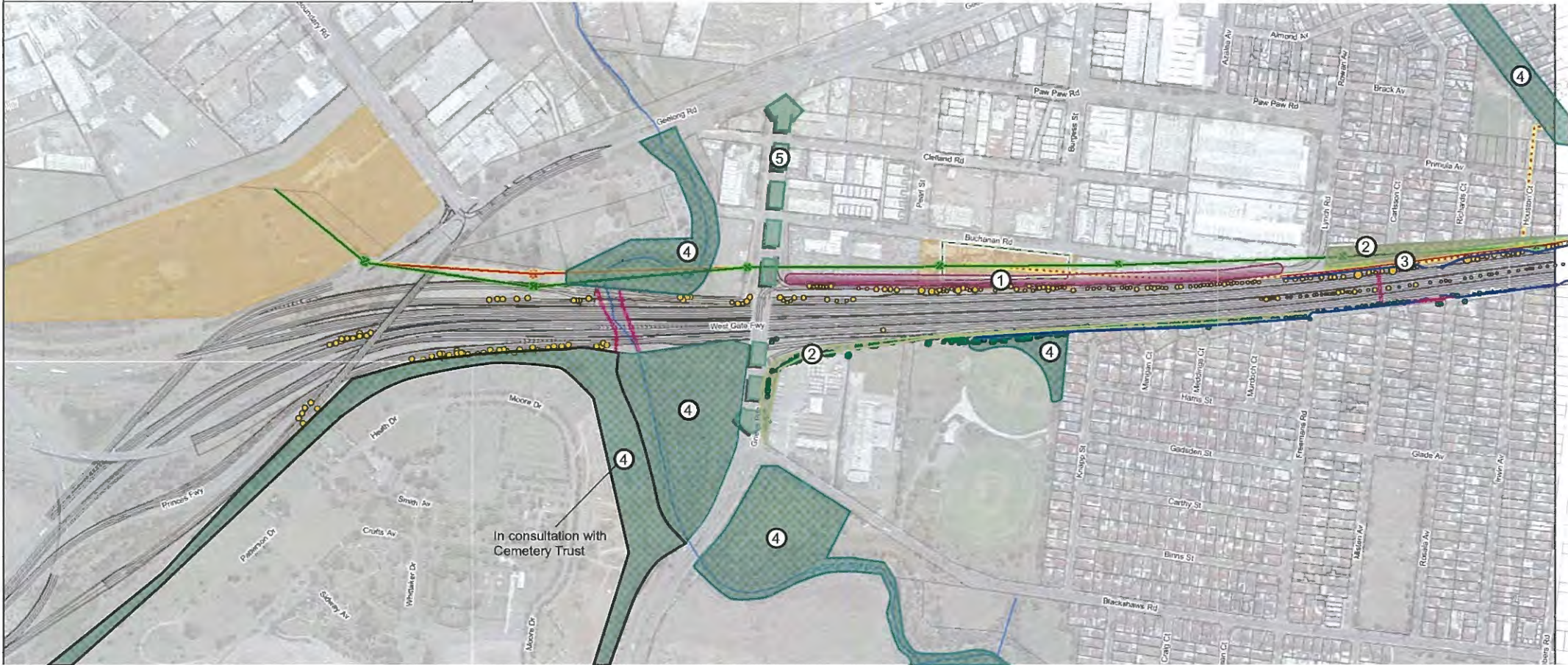
-  Proposed WGT EES Truck Route
-  HBCC Preferred Truck Route (via Grieve Pde) Short Term
-  HBCC Adopted Position Recommended Truck Bans
-  HBCC Preferred Truck Route (via Cawley Road) Long Term (New connection to West Gate Freeway)

Recommended Truck Routes and Bans in Hobsons Bay

Appendix I (1)



KEY	
	Location of existing soundwall to be replaced
	Possible new noise wall location
	Possible loss of canopy cover/ trees
	Possible retention of canopy cover/ trees
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges with other visual treatments)
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges / embankments and open space with canopy vegetation)
	DIRECT Opportunities to offset urban heat (north side adjacent to freeway)
	INDIRECT Opportunities to offset loss of visual amenity and air quality impacts (nearby open space)
	INDIRECT Opportunities to offset urban heat (nearby roadways)












Plan based on Dwg: WD EES Project Description Appendix 1 - Map Book
Princes Freeway - Houston Court

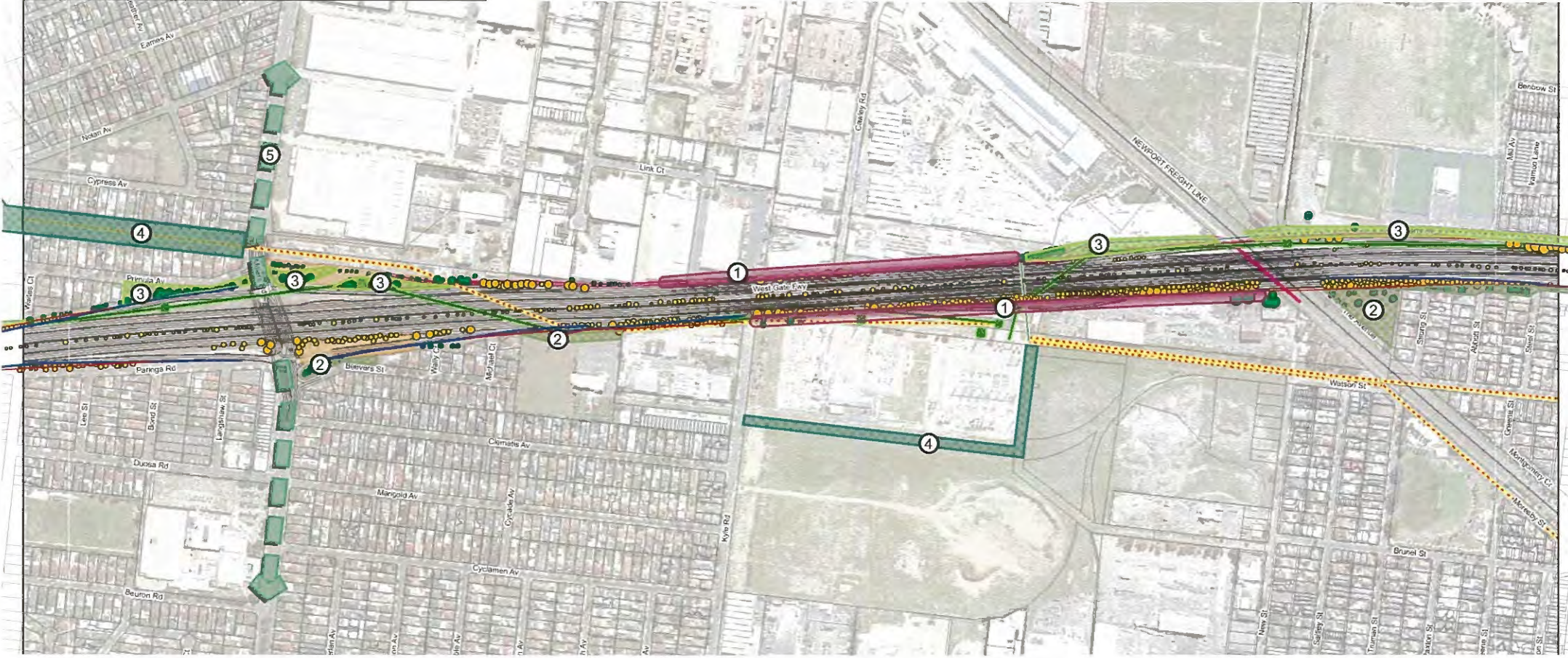
Vegetation Loss Assessment and Offset Opportunities

**WESTERN DISTRIBUTOR
HOBSONS BAY CITY COUNCIL**



Appendix I (2)

KEY	
	Location of existing soundwall to be replaced
	Possible new noise wall location
	Possible loss of canopy cover/ trees
	Possible retention of canopy cover/ trees
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges with other visual treatments)
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges / embankments and open space with canopy vegetation)
	DIRECT Opportunities to offset urban heat (north side adjacent to freeway)
	INDIRECT Opportunities to offset loss of visual amenity and air quality impacts (nearby open space)
	INDIRECT Opportunities to offset urban heat (nearby roadways)












Plan based on Dwg: WD EES Project Description Appendix 1 - Map Book
Waites Court - Steel Street

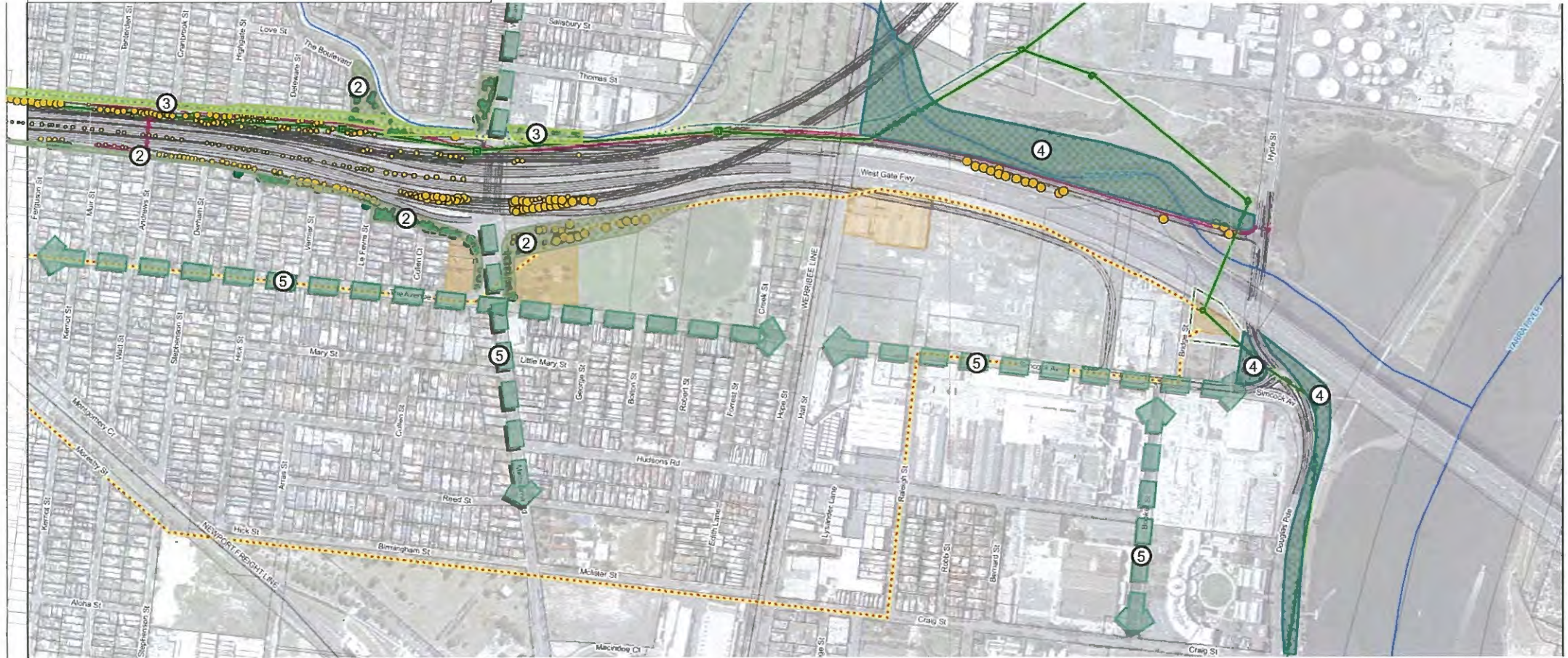
Vegetation Loss Assessment
and Offset Opportunities

**WESTERN DISTRIBUTOR
HOBSONS BAY CITY COUNCIL**



Appendix I (3)

KEY	
	Location of existing soundwall to be replaced
	Possible new noise wall location
	Possible loss of canopy cover/ trees
	Possible retention of canopy cover/ trees
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges with other visual treatments)
	DIRECT Opportunities to offset loss of visual amenity (immediately adjacent road verges / embankments and open space with canopy vegetation)
	DIRECT Opportunities to offset urban heat (north side adjacent to freeway)
	INDIRECT Opportunities to offset loss of visual amenity and air quality impacts (nearby open space)
	INDIRECT Opportunities to offset urban heat (nearby roadways)



Plan based on Dwg: WD EES Project Description Appendix 1 - Map Book
 Ferguson Street - Westgate Freeway Bridge

Vegetation Loss Assessment and Offset Opportunities

**WESTERN DISTRIBUTOR
 HOBSONS BAY CITY COUNCIL**

