

HUME CITY COUNCIL

Agenda Council Meeting

Monday, 24 August 2026 at 7:00pm

**Council Chamber - Hume Global Learning Centre
Broadmeadows**

HUME COMMUNITY VISION 2045:

***A thriving community with a strong sense of
belonging.***

An audio and video recording of this meeting of the Hume City Council will be published to Council's website within two (2) working days.

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HUME CITY COUNCIL

Notice of a

COUNCIL MEETING OF THE HUME CITY COUNCIL

to be held on Monday, 24 August 2026

at 7:00pm

at the Council Chamber - Hume Global Learning Centre Broadmeadows

Attendees:	a: Council	Cr. Carly Moore	Mayor
		Cr. Ally Watson	Deputy Mayor
		Cr. Jarrod Bell	
		Cr. Daniel English	
		Cr. Steve Gagen	
		Cr. John Haddad	
		Cr. Kate Hamley	
		Cr. Naim Kurt	
		Cr. Sam Misho	
		Cr. Jim Overend	
		Cr. Karen Sherry	
	b: Officers	Ms Sheena Frost	Chief Executive Officer
		Ms. Kristen Cherry	Director City Services & Living
		Ms Rachel Dapiran	Director Planning, Places & Delivery
		Ms Ann-Michel Greenwood	Director People, Customer & Communication
		Mr Matthew Irving	Director Assets, Operations & Sustainability
		Mr Fadi Srour	Director Organisational Performance

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their ancestors have been Owners for many thousands of years. The Wurundjeri Woi-wurrung, which includes existing family members of the Gunung-Willam-Balluk clan, are the Traditional Owners of this land. Hume City Council would like to pay respect to the existing family members of the Wurundjeri Woi-wurrung. Hume City Council would like to pay its respects to their Elders, past and present, and Elders from other communities who may be here today.

2. PRAYER

Hume City's religious diversity strengthens and enriches community life and supports the well-being of the citizens of Hume City. Hume City Council acknowledges the importance of spiritual life and the leadership offered by the Hume Interfaith Network (HIN). In recognition of the religious diversity of residents in Hume City Council has invited the HIN to take responsibility for the opening prayer at Council meetings. This evening's prayer will be led by Rezvanieh Newton, from the Baha'i community, on behalf of the HIN.

3. APOLOGIES**4. DISCLOSURE OF INTEREST**

Councillors' attention is drawn to the provisions of the *Local Government Act 2020* and Council's Governance Rules in relation to the disclosure of conflicts of interests. Councillors are required to disclose any conflict of interest immediately before consideration or discussion of the relevant item. Councillors are then required to leave the Chamber during discussion and not vote on the relevant item.

5. CONGRATULATIONS AND CONDOLENCES**6. CONFIRMATION OF MINUTES**

Minutes of the Council Meeting held on 10 August 2026, including Confidential Minutes.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 10 August 2026, including Confidential Minutes, be confirmed.

7. PUBLIC QUESTION TIME**8. OFFICER'S REPORTS**

The Mayor will ask the Councillors and gallery at the commencement of this section, which reports they wish to speak to. These reports will then be discussed in the order they appear on the notice paper.

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9. NOTICES OF MOTION

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9.5	NOM26/30 - Cr Sam Misho - Somerton Road Duplication	302

10. ITEMS TO BE TABLED**11. URGENT BUSINESS****12. DELEGATES REPORTS****13. CONFIDENTIAL ITEMS**

The Meeting may be closed to members of the public to consider confidential items.

RECOMMENDATION:

THAT Council close the meeting to the public pursuant to section 66(2) of the *Local Government Act 2020* to consider the following items:

8.6 Young Leaders Award - Selection**Confidential Attachment:**

Attachment 1. Hume 2026 Young Leaders Awards

The attachments in item 8.6 is confidential in accordance with Section 3(1)(f) of the Local Government Act 2020 because it is Personal information.

The specified grounds apply because winners remain confidential until the award evening in September 2026.

8.8 Contract No. 30 25 3626 - Tyres and Associated Services**Confidential Attachment:**

Attachment 1. Tyre Services Review

Attachment 2. Tyres and Services Pricing

The attachments in item 8.8 is confidential in accordance with Section 3(1)(g(ii))(g(ii)) of the Local Government Act 2020 because it is Would unreasonably expose a business, commercial or financial undertaking to disadvantageWould unreasonably expose a business, commercial or financial undertaking to disadvantage.

The specified grounds apply because this report contains confidential information.

8.9 Contract No. 30 19 3036 - Provision of Open Space Services Auxiliary Works and Consultants Extension**Confidential Attachment:**

Attachment 1. 30 19 3036 - Extension to Contract Contractor Breakdown

The attachments in item 8.9 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is Would unreasonably expose a business, commercial or financial undertaking to disadvantage.

The specified grounds apply because this report contains financial information.

8.10 Contract No. 30 26 3757 - Major Events Contractors Panel**Confidential Attachment:**

Attachment 1. Attachment 1 - Schedule of Rates

Attachment 2. Attachment 2 - Signed Tender Evaluation Matrix

Attachment 3. Attachment 3 - Directors Office Holders Report

Attachment 4. Attachment 4 - Tender Evaluation Report

The attachments in item 8.10 is confidential in accordance with Section 3(1)(h)(h)(h)(h) of the Local Government Act 2020 because it is Confidential

meeting informationConfidential meeting informationConfidential meeting informationConfidential meeting information.

The specified grounds apply because Confidential Pricing Information,
The specified grounds apply because it contains company information.,
The specified grounds apply because sensitive information contained, The
specified grounds apply because sensitive information contained.

14. CLOSURE OF MEETING

**SHEENA FROST
CHIEF EXECUTIVE OFFICER**

21/08/2026

REPORT NO:	8.1
REPORT TITLE:	Response to Artificial Intelligence and Data Centres Parliamentary Inquiry
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Office Of The CEO
FILE NO:	HCC20/226
POLICY:	POL313 Artificial Intelligence Policy
STRATEGIC OBJECTIVE:	SO4.2 An organisation that demonstrates leadership and strong advocacy.
ATTACHMENT:	1. <i>Submission</i>
RELATED PREVIOUS ITEMS	8.10 - Response to NOM25/47 - Cr Naim Kurt - Data Centres in Hume - Council Meeting - 23 Feb 2026 7:00pm 9.1 - NOM26/22 - Cr Karen Sherry - Data Centres - Council Meeting - 10 Aug 2026 7:00pm

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 The Federal Government is undertaking a Parliamentary Inquiry into Artificial Intelligence and data centres
- 1.2 This provides Council with an opportunity to put forward recommendations on how we believe the Federal Government can address the impact that data centres are having on our community.
- 1.3 The attached submission outlines several recommendations that Council has publicly stated in the past and proposes new ways of addressing community concerns with data centre development.

2. RECOMMENDATION:

- 2.1 **That Council endorses the attached submission to be sent to the Inquiry into Artificial Intelligence and data centres**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Local Government Act, 2020.
- 3.2 Hume Planning Scheme

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.

REPORT NO: 8.1 (cont.)

- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- c) The economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
- e) Innovation and continuous improvement is to be pursued.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The human rights relevant to this Report are:

- Right to freedom of thought, conscience, religion and belief (section 14)
- Right to freedom of expression (section 15)
- Right to peaceful assembly and freedom of association (section 16)
- Right to take part in public life (section 18)

The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

There were no costs involved in preparing the submission as it was completed using existing staff resources.

7. OPPORTUNITIES & RISKS:

- 7.1 This review provides an opportunity for Council to outline to the Federal Government the impact that illegal dumping is having in our community.
- 7.2 Should Council choose not to put forward a submission then Council misses an opportunity to ensure our voices are heard in the Australian Parliament.

8. COMMUNITY ENGAGEMENT:

No community engagement was undertaken or is proposed with respect to this submission however community sentiment on the issue was taken into account.

9. DISCUSSION:

9.1 Inquiry into Artificial Intelligence and data centres.

9.1.1 The Standing Committee on Environment and Communications has commenced an inquiry into Artificial Intelligence and data centres. The inquiry was referred on 13 May 2026 with submission closing 1 September 2026.

9.1.2 The Terms of Reference for the Inquiry are as follows:

9.1.2.1. Artificial intelligence and data centres, with particular reference to:

- (a) the effectiveness of existing regulatory frameworks in managing the growth of data centres in Australia, including in relation to existing and

REPORT NO: 8.1 (cont.)

future deals between the Government and global Artificial Intelligence (AI) companies;

- (b) the potential impacts of AI and data centres on Australian communities, industries and the environment, water and energy; and
- (c) any other related matters.

9.2 Council’s Submission

9.2.1 Council’s submission (Attachment 1) outlines the following:

- (a) Data centres are an emerging and increasingly significant form of infrastructure across metropolitan Melbourne, regional Victoria and in other Australian states.
- (b) In Hume City we have several existing data centres with another proposed in Campbellfield on the former Ford factory site. Community interest in their potential impacts, including energy use, water consumption, traffic, employment outcomes and planning controls, has grown as more facilities have been proposed and developed.
- (c) As the tier of government responsible for long-term land-use planning, climate resilience, and community wellbeing, we are deeply concerned that current regulatory settings are not keeping pace with the scale and intensity of this emerging industry and development typology.
- (d) Council seeks the support of the Australian Government to update their expectations on data centre developers, develop clear, transparent, independent messaging on the impacts of data centres, encourage the Victorian Government to introduce a moratorium on future developments and establish an ongoing State/Local Government taskforce and ensure that future approved data centres includes social investment in the local community by developers.
- (e) This will not allay all of the concerns of communities but will demonstrate strong leadership by the Australian Government in ensuring that local communities are being listened to.

9.2.2 To address these challenges, Hume City Council is putting forward a number of recommendations for the Federal Government to consider:

- (a) To amend the Australian Government’s existing Expectations of data centres and AI infrastructure developers policy position to include specific references against all expectations that developers engage with local communities, to ensure they have an opportunity to be heard about proposals
- (b) The Australian and Victorian Governments to provide clear, transparent, independent messaging to communities on the environmental, health, employment and community impacts of data centres.
- (c) The Australian Government mandate that any future data centre developments implement minimum buffer zones based on independent, scientific modelling aimed to prevent any harm or impact on residential areas.
- (d) Support Council’s call for the Victorian Government to introduce a moratorium on approvals for new data centres and expansions of existing data centres until a Victorian Parliamentary Joint Select Committee Inquiry into Data centres has been completed. The Inquiry should include comprehensive public hearings and invite evidence from scientific experts, community organisations, Traditional Owners, local residents, local governments, industry representatives and relevant

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government agencies to consider the cumulative environmental, social and economic impacts of data centres and recommend an appropriate regulatory framework and other initiatives identified through the inquiry process.

- (e) Encourage the Victorian Government to establish a joint State and Local Government Taskforce to develop planning, environmental and infrastructure policy responses for the siting and operation of data centres, including the preparation of planning scheme amendments for public consultation and implementation through regulation and/or legislation following completion of the proposed Parliamentary Inquiry. The work of the Taskforce includes consideration of:
 - (i) Cumulative and place-based strategic assessments; electricity network capacity and energy demand; water supply, water security and catchment health; biodiversity and ecosystem impacts; land use planning and agricultural land protection; clustering and precinct-based development; community amenity and social impacts; economic benefits, including local jobs and skills development; and any additional matters identified through research, consultation and stakeholder engagement.
- (f) That any future data centres approved by any level of Government must include social investment in the local community – “giving back”, including contributions towards local infrastructure, employing local residents or supporting local community programs.

10. CONCLUSION

- 10.1 Data centres are contentious within communities. This is based on known facts – their high electricity and water usage (as reported by both the Australian Government and Victorian Government), low employment outcomes relative to other industries as well as other health and wellbeing concerns.
- 10.2 Hume City Council has listened to the voices in our community. It is evident that these concerns are significant enough for Council to act. We have already called on the Victorian Government to act and now we call on the Australian Government to do the same.
- 10.3 Whilst they are here and more are coming; data centre development must be cognisant of the local communities in which they will be located. The Australian Government can play a role in supporting local communities and that’s what our submission is calling for – strong leadership from our elected representatives in Canberra.

HUME CITY COUNCIL

Response to the Inquiry into Artificial Intelligence and Data Centres



August 2026
hume.vic.gov.au

Advocating for
a better future





This submission reflects Hume City Council's commitment to ensuring that the growth of artificial intelligence and data centre infrastructure is balanced with the needs, expectations and wellbeing of our community. While we recognise the significant economic and technological opportunities these developments present, local residents deserve a meaningful voice in decisions that affect their neighbourhoods and future. We therefore call on the Australian and Victorian Governments to provide stronger leadership, greater transparency, and planning frameworks that place communities at the centre of decision-making.



Mayor of Hume City,
Councillor Carly Moore



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Acknowledgement of Country

Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi-wurrung, including the existing family members of the Gunung-Willam-Balluk clan, as the Traditional Custodians of this land. Council embraces Aboriginal and Torres Strait Islander living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to Elders past and present.

Executive summary

Facilities to support artificial intelligence and data are emerging with proposals for data centres increasing across metropolitan Melbourne, regional Victoria and in other Australian states.

Hume City Council recognises the role of data centres to support the digital economy and has several in operation. As the tier of government responsible for long-term land-use planning, climate resilience, and community wellbeing, we are deeply concerned that current regulatory settings are not keeping pace with the scale and intensity of this emerging industry and development typology.

Community interest in their potential impacts, including energy use, water consumption, traffic, employment outcomes and planning controls, has grown as more facilities have been proposed and developed.

Council seeks the support of the Australian Government to update their expectations on data centre developers, develop clear, transparent, independent messaging on the impacts of data centres, encourage the Victorian Government to introduce a moratorium on future developments and establish an ongoing State/Local Government task force and ensure that future approved data centres includes social investment in the local community by developers.

This will not allay all of the concerns of communities but will demonstrate strong leadership by the Australian Government in ensuring that local communities are being listened to.



Introduction

The Australian Government recognises the challenges and opportunities created by data centres and the growing digital economy, specifically Artificial Intelligence.

Data centres are a core part of the digital economy and considered critical infrastructure. They support both existing and emerging industries by providing essential infrastructure for online services, cloud computing, and more recently, artificial intelligence (AI).

The Federal Government’s Expectations of data centres and AI infrastructure developers recognises that data centres require significant power, energy and water to operate. This can place pressure on local infrastructure and

raises concerns about the long-term sustainability of resource usage. The regulatory framework needs to be explicit about how this issue will be managed.

As one of Victoria’s largest municipalities and with vast parcels of available industrial land, Hume City is an attractive proposition for data centre developers and along with other parts of the west of Melbourne is becoming a strategic location for data centre developments.

The need to balance nationally important infrastructure with local community expectations and concerns is paramount. Council’s submission talks to how the Australian Government can play its part.



Council's recommendations to the Inquiry

1. To amend the Australian Government's existing Expectations of data centres and AI infrastructure developers policy position to include specific references against all expectations that developers engage with local communities, to ensure they have an opportunity to be heard about proposals
2. The Australian and Victorian Governments to provide clear, transparent, independent messaging to communities on the environmental, health, employment and community impacts of data centres.
3. The Australian Government mandate that any future data centre developments implement minimum buffer zones based on independent, scientific modelling aimed to prevent any harm or impact on residential areas.
4. Support Council's call for the Victorian Government to introduce a moratorium on approvals for new data centres and expansions of existing data centres until a Victorian Parliamentary Joint Select Committee Inquiry into Data centres has been completed. The Inquiry should include comprehensive public hearings and invite evidence from scientific experts, community organisations, Traditional Owners, local residents, local governments, industry representatives and relevant government agencies to consider the cumulative environmental, social and economic impacts of data centres and recommend an appropriate regulatory framework and other initiatives identified through the inquiry process.
5. Encourage the Victorian Government to establish a joint State and Local Government Taskforce to develop planning, environmental and infrastructure policy responses for the siting and operation of data centres, including the preparation of planning scheme amendments for public consultation and implementation through regulation and/or legislation following completion of the proposed Parliamentary Inquiry. The work of the Taskforce includes consideration of:
 - a. Cumulative and place-based strategic assessments; electricity network capacity and energy demand; water supply, water security and catchment health; biodiversity and ecosystem impacts; land use planning and agricultural land protection; clustering and precinct-based development; community amenity and social impacts; economic benefits, including local jobs and skills development; and any additional matters identified through research, consultation and stakeholder engagement.
6. That any future data centres approved by any level of Government must include social investment in the local community – "giving back", including contributions towards local infrastructure, employing local residents or supporting local community programs.



About Hume City

Hume is a place of great contrasts – in geography, economy, background and cultural diversity. Located just 15 kilometres north of the centre of Melbourne, Hume City is one of the fastest growing and most culturally diverse communities in Australia.

Hume’s population is expected to grow to 397,453 by 2041 from its current estimated 250,001 (source: id profile™). Over the next five to twenty years, urban growth, densification of established areas, and related changes in population and household structures will drive an increase in service delivery and infrastructure requirements.

Hume covers an area of more than 504 square kilometres. It stretches 30 kilometres from east to west, and over 22 kilometres from north to south. The southern parts of Hume are represented by well-established suburbs. Expanding out from here are Hume’s rapidly developing new suburbs and employment areas, including the future Metropolitan Activity Centre at Cloverton, 35 kilometres from the city centre.

In the west of the municipality, Sunbury is a well-established town, with heritage places around the centre and new areas that expand in all directions in a spoke and hub development pattern. Separated from the municipality’s east by rural areas that protect the operations of Melbourne Airport, Sunbury is more than 35 kilometres from the CBD.

Hume’s communities are served by major road transit routes including the Tullamarine Freeway, Western Ring Road, Hume Freeway and Calder Freeway. Melbourne Airport, in the south of Hume, is part of a significant industrial area in the south and east of the municipality. Logistics and related businesses in Hume benefit from access to multiple freeway networks in addition to Melbourne Airport.

Residents come from 170 different countries with 40% of all residents born overseas. They speak over 155 languages with 49% speaking a language other than English at home. More than one quarter of the population is aged under 18 years whilst one in nine residents are aged 65 and over.



Response to Terms of Reference

The effectiveness of existing regulatory frameworks in managing the growth of data centres in Australia, including in relation to existing and future deals between the Government and global Artificial Intelligence (AI) companies;

The Australian Government has established two policy positions to help shape their future direction around data centres and Artificial Intelligence:

1. National Artificial Intelligence (AI) Plan
2. Expectation of data centres and AI infrastructure developers

The National AI Plan is anchored in 3 goals:

- Capturing the opportunity
- Spreading the benefits
- Keeping Australians safe

As the steward of the National AI Plan, the government will:

- Provide national leadership and coordination to shape the direction of AI development, adoption, and governance
- Establish the right settings to attract domestic and global investment
- Promote responsible practices to ensure Australians and organisations have the confidence to adopt AI.
- Coordinate action with unions, businesses and civil society to improve workers' standard of living, protect jobs, and ensure the benefits of AI are equitably distributed across Australian society.
- Partner with industry, unions, and the tech sector
- Engage internationally

Under the Expectations of data centres and AI infrastructure developers policy position, the Government has set five expectations:

- Expectation 1 – Prioritising Australia's national interest
- Expectation 2 – Supporting Australia's energy transition
- Expectation 3 – Sustainable and efficient water usage
- Expectation 4 – Investment in Australian skills and workforce
- Expectation 5 – Research, innovation and local capability

Whilst the Government's leadership position on AI and data centres is to be commended, an absence of any recognition of the impacts of data centres on local communities is short-sighted and could contribute to concerns within local communities.

Online discussion without dedicated transparent community engagement can lead to two opposing sides with vastly different messages.

It is recommended that amendments be made to the existing expectations to include specific references against all expectations that developers engage with local communities, to ensure they have an opportunity to be heard about proposals. This must include at a minimum:

- the distribution of information to residential and industrial properties within the proposed suburb and nearby suburbs (within a 5km radius) in multiple languages.
- a dedicated space online to capture community feedback and;
- multiple opportunities (day and night) for the local community to engage in conversations in person with developers in the proposed suburb and nearby suburbs.

Additionally, whilst the Australian Government’s intentions around investing in skills and the workforce through data centres is admirable (Expectation 4), it is important to note that whilst the construction of data centres generates a significant number of short-term jobs, once operational, data centres appear to provide few long-term jobs.

As data centres are highly automated, ongoing employment is mainly limited to technical maintenance, monitoring, and support occupations as well as security jobs. In responding to this it is important that there is transparent messaging on the amount of actual ongoing jobs that will be created through new data centre developments.

The potential impacts of AI and data centres on Australian communities, industries and the environment, water and energy.

Many applications for data centres are fast-tracked through the State Government’s Development Facilitation Program (DFP). Local government and communities are left unable to weigh the merits of siting or design of these facilities - yet they carry long-term social, infrastructure and environmental consequences of decisions not made locally.

This intensifies community concern around data centres within Hume City. This is attributed to whether there are any detrimental impacts (environmental, health and wellbeing, employment and local infrastructure) to local communities.

It is widely known that currently, data centres generate substantial heat, consume large amounts of electricity and water, and contribute significantly to greenhouse gas emissions. Existing environmentally sustainable development (ESD) assessment tools do not adequately measure the resource use or emissions associated with data centres. Tools such as Green Star and Built Environment Sustainability Scorecard (BESS), only assess the building

and do not measure the performance of operations within the building.

Victoria’s planning framework contains no clear definitions, mandatory sustainability standards specific to data centres, and without them, the data centre industry’s growth risks undoing progress already made in reducing the built environment’s carbon footprint.

Electricity usage impacts

Data centres require high levels of electricity to operate intensive computing equipment and cooling systems. Unlike most land uses, which experience daily peaks and troughs in electricity demand, data centres draw power continuously throughout the day. This constant and concentrated demand can place pressure on local electricity networks.

In some areas, the data centre and electricity provider will need to agree on how network upgrades will be undertaken to maintain network capacity and protect electricity reliability.

Global and national forecasts indicate rapid growth in data centre electricity use. A single large Data centre can use as much electricity as 50,000 homes. In Australia, data centres currently account for an estimated 5 percent of national electricity use (around 1,050 MW), with demand expected to rise to 8 percent (2,500MW) by 2030. However, the data centre industry has indicated an intention for major Australian data centres to be using 100 percent renewable energy by 2030.

At the national level, data centres must keep their emissions below set limits, use certified renewable electricity, maintain a high energy-efficiency rating, and aim to run more efficiently by reducing how much extra power they use.

Water usage impacts

Data centres use high volumes of water to operate cooling systems, particularly during periods of extreme heat. This high demand can place pressure on local water supplies, however, as with electricity usage, there are other industry and utilities that have comparable or higher demand including

food and beverage manufacturing, paper and pulp mills, power stations, and textile and fabric production.

New technologies are emerging to reduce water consumption through reuse, recycling and recovery, although it is unclear how successful they will be in reducing demand for drinking water.

As is outlined above data centres must keep their emissions below set limits, however these requirements do not currently measure water efficiency, and no validated third-party tool exists for assessing water usage.

At the end of January 2026, the Victorian Government released their AI Mission Statement. The Mission Statement includes a key action around a coordinated approach noting that "data centres, like all major infrastructure, need energy, water, planning and land allocation. To deliver at the scale and speed required to meet exponential demand, we [Victorian Government] will balance the need for timely access to land, water and energy with the security and sustainability of Victoria's water and energy supply."¹



Given that this is substantiated by the Department of Industry, Science and Research, it further reinforces community's concerns:

"New data centres and AI infrastructure should not place upward pressure on energy prices and should make a positive contribution to Australia's energy transition.

This includes working in coordination with energy regulators and suppliers to:

- secure new and additional clean energy generation and/or storage to offset demand
- cover their share of transmission and distribution infrastructure costs
- minimise their energy demand and emissions by adopting industry-leading efficiency measures and technologies
- improve the overall security and stability of the energy grid, including by enhancing demand flexibility and opportunities for peak-load management and appropriate sharing of consumption data."

Data centres should use innovative, efficient and sustainable solutions to minimise water use. They should engage early and work proactively with water utilities, communities and First Nations peoples to determine appropriate locations and use secure water sources based on local conditions. They should use efficient cooling technologies, and where possible use non-potable water and apply circular water opportunities. To minimise adverse effects, data centres should:

- cover their share of infrastructure and delivery costs
- build resilience into operations to mitigate the impacts of water disruptions, drought and climate change
- provide ongoing transparent reporting about their water usage and efficiency."²

Health and wellbeing impacts

In the absence of clear, transparent, independent messaging on the impacts of data centres from National and State Governments worldwide, fear is elicited from within communities.

Concerns are raised around noise through constant humming, diesel generators in

operation as well as cooling fans which all have the potential to cause physical and mental stress on local residents. As can be seen from the appendices many current and proposed data centres are located in close proximity to existing residential areas.

This is why we are calling on the Australian Government to mandate that any future data centre developments implement minimum buffer zones based on independent, scientific modelling aimed to prevent any harm or impact on residential areas.

Employment impacts

Data centres typically take up large parcels of land and are constructed as "big boxes." It is widely acknowledged that the construction of data centres generates a significant number of short-term jobs.

However, once operational, they yield few permanent, ongoing operational jobs relative to their land use and resource consumption, while potentially placing upward pressure on local utility prices all without a proportional trade-off in local employment.

This problem is greater when data centre campuses (multiple data centres) are created consuming even larger quantities of employment land. This clustering has the potential to significantly reduce job opportunities for local residents, particularly in peri-urban growth areas such as Hume City where the challenge to ensure economic inclusion for residents sits alongside economic growth. It is unknown how data centres will support a sustained economy through substantial ongoing long-term jobs.

The industry claims that data centres can lead to the creation of a broader network of jobs especially those of a high value nature so therefore the 'value add' of a data centre is more significant than the jobs during construction and on site. The industry needs to take responsibility for explaining these broader benefits and providing data and evidence to the community.

The absence of clear, transparent independent messaging on the impacts of data centres on local jobs growth further exacerbates community concerns.

Local infrastructure impacts

Data centres are generally located in commercial and industrial zones where there is reliable access to electricity, water and transport infrastructure. Data centres can compete with other employment development types in these areas; however, they do not compete with land for residential housing.

Data centres can increase demand on local roads, drainage systems, utilities, and emergency services – all already at breaking point in growth areas such as Hume City.

It is for all these reasons that Council has called for the Victorian Government to introduce a moratorium on approvals for new data centres and expansions of existing data centres until a Victorian Parliamentary Joint Select Committee Inquiry into data centres has been completed.

The Inquiry should include comprehensive public hearings and invite evidence from scientific experts, community organisations, Traditional Owners, local residents, local governments, industry representatives and relevant government agencies to consider the cumulative environmental, social and economic impacts of data centres and recommend an appropriate regulatory framework and other initiatives

identified through the inquiry process.

Support is sought from the Australian Government to call on the Victorian Government to introduce that moratorium as well as establish a joint State/Local Government Taskforce to develop planning, environmental and infrastructure policy responses for the siting and operation of data centres, including the preparation

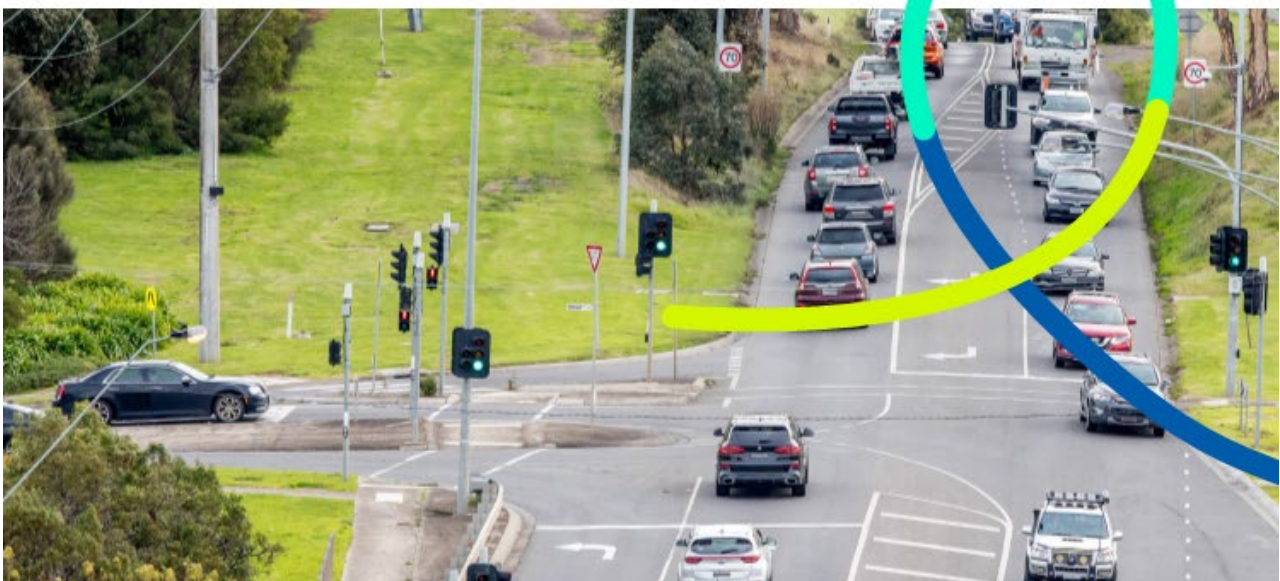
of planning scheme amendments for public consultation and implementation through regulation and/or legislation.

Approvals processes

In some instances, Councils are being asked to approve new data centre developments which provide local communities with a say in planning decisions.

However recently there has been an increase in applications seeking approval from the state government's Development Facilitation Program (DFP) process. This takes decisions away from local communities.

A \$20m development may lead to community concerns and this has triggered Council's recommendation for any new developments to include detailed community engagement with local and surrounding suburbs.



Any other related matters

Giving back

As data centres impact on the environment through high water and electricity usage and deliver low ongoing employment outcomes, Council feels there is a need for data centre developers to “give back” to local communities.

Council proposes that a percentage of the development cost should be reinvested into the community.

This could be through commitments on employment for local residents, contributions towards local infrastructure (such as roads, parks or sports reserves) or support for local community programs.

There have been many local initiatives within Hume City that have set this example – including Visy Cares and The Age Library. It is Councils expectation that this form part of the development approval process for data centres moving forward.

Conclusion

Data centres are contentious within communities. This is based on known facts – their high electricity and water usage (as reported by both the Australian Government and Victorian Government), low employment outcomes relative to other industries as well as other health and wellbeing concerns.

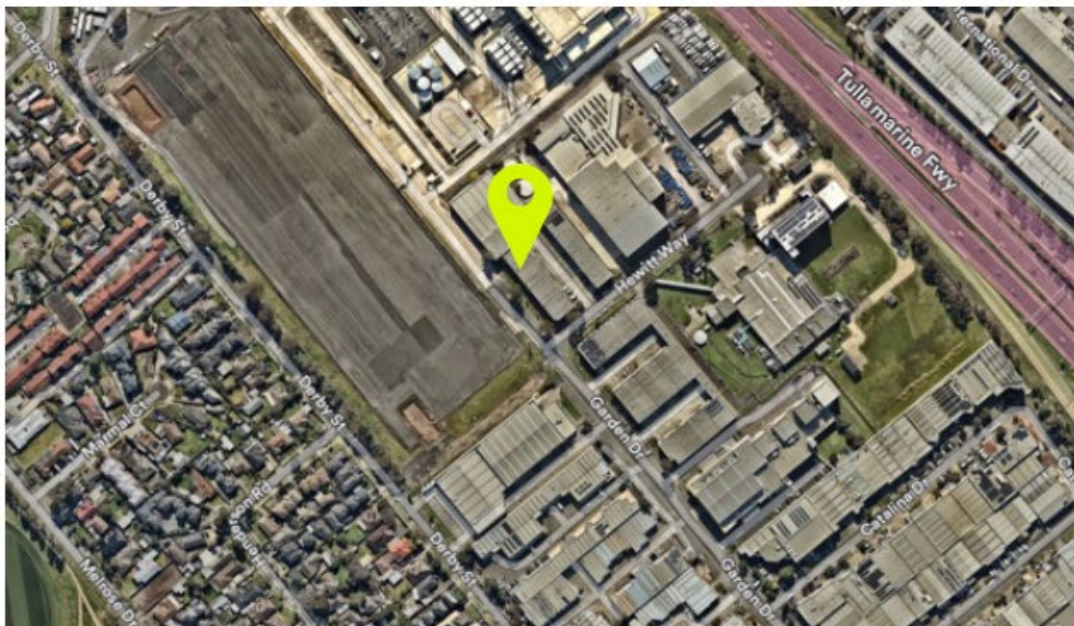
Hume City Council has listened to the voices in our community. It is evident that these concerns are significant enough for Council to act. We have already called on the Victorian Government to act and now we call on the Australian Government to do the same.

Whilst they are here and more are coming; data centre development must be cognisant of the local communities in which they will be located. The Australian Government can play a role in supporting local communities and that’s what our submission is calling for – strong leadership from our elected representatives in Canberra.

Appendices

Data centre in operation

Microsoft, 70-90 Garden Drive Tullamarine

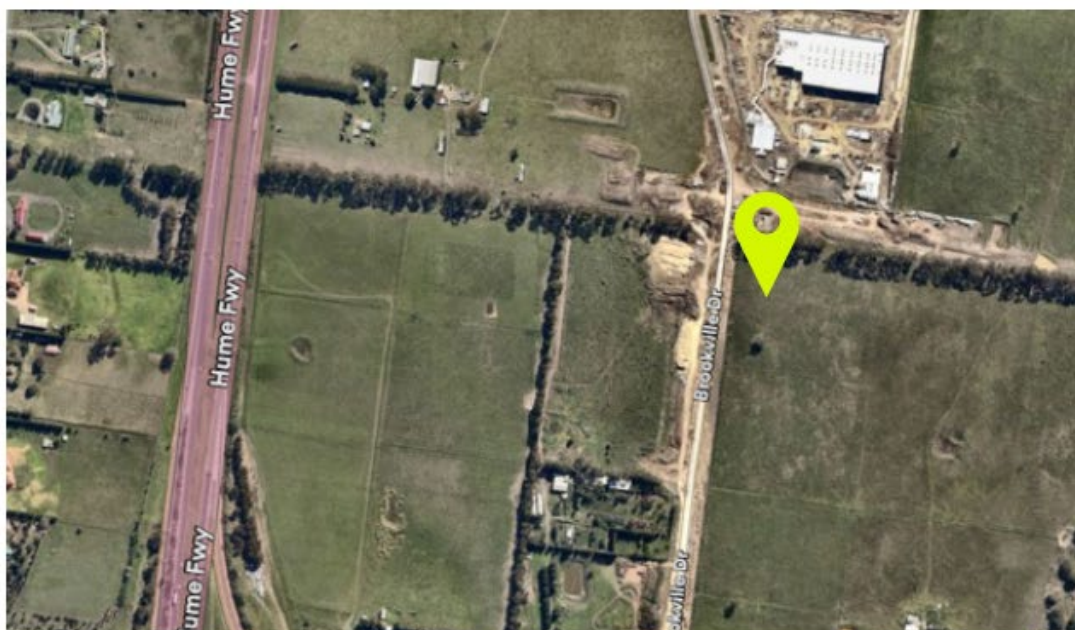


Data centres in early construction stage

Goodman Group, 95A Amaroo Road Craigieburn

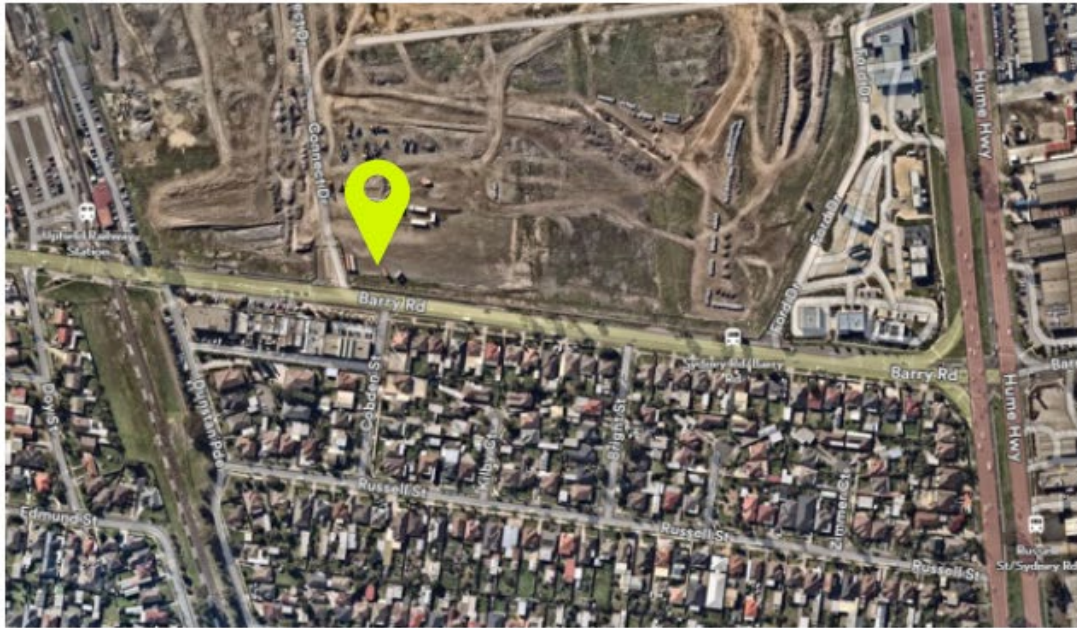


Amazon AWS, 80 Kinloch Court Craigieburn North

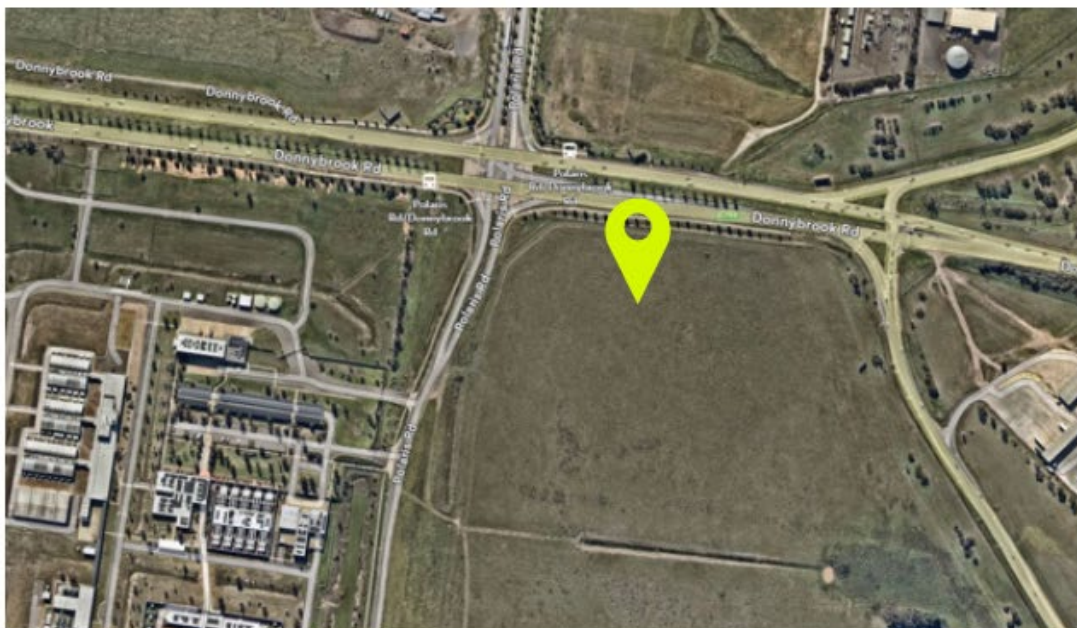


Data centres awaiting approval

Zerra, 300 – 340 Barry Road Campbellfield



Airtrunk, 45 Donnybrook Road Mickleham





Advocating for a better future

For more information, contact our
Government Relations and Advocacy unit at
GovRelations@hume.vic.gov.au

hume.vic.gov.au



REPORT NO:	8.2
REPORT TITLE:	88-90 Brook Street, Sunbury - Development of the land for multiple dwellings
SOURCE:	Henry Dong, Principal Planner (Established Areas)
DIVISION:	Planning, Places & Delivery
FILE NO:	P25582
POLICY:	Hume Planning Scheme
STRATEGIC OBJECTIVE:	SO1.1 Liveable places that are inclusive and accessible
ATTACHMENTS:	1. <i>Recommendation and Conditions</i> 2. <i>Clause 55 & Policy Assessment</i> 3. <i>Locality Plan</i> 4. <i>Assessed Plans</i>

Application No:	P25582
Proposal:	Development of the land for multiple dwellings
Location:	88-90 Brook Street, Sunbury
Zoning:	General Residential Zone – Schedule 1
Applicant:	Elrob Investments Pty Ltd C/- Human Habitats
Date Received:	9 October 2023 (amended 19 September 2025)

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Planning approval is sought for the development of the land for multiple dwellings at 88-90 Brook Street, Sunbury. The site is located within General Residential Zone – Schedule 1.
- 1.2 The application was advertised by posting letters to adjoining landowners and occupiers and displaying two notice boards on the property’s frontage. At the conclusion of the advertising period, a total of 18 objections were received, requiring the application to be determined by Council.
- 1.3 The proposal complies with nearly all the *Deem to Comply* Standards within Clause 55 of the *Scheme* and seeks variation to only two Standards pertaining to Tree Canopy (Standard B2-7) and Standard B3-4(Entry). The proposed variations are the only matter in this application where Council has discretion to consider its merits. Despite the variation sought, the proposal continues to meet the objectives of the corresponding standards.
- 1.4 The application has been assessed against the relevant provisions of the *Hume Planning Scheme*, including consideration of the issues raised in the objections. On balance, the proposal is considered to meet the relevant objectives and requirements of the *Hume Planning Scheme* and is recommended that a Notice of Decision to Grant a Planning Permit be issued.

REPORT NO: 8.2 (cont.)

2. RECOMMENDATION:

That Council, having considered the application on its merits and the objections received, resolves to issue a Notice of Decision to Grant a Planning permit for the development of the land for multiple dwellings at 88-90 Brook Street Sunbury, subject to the conditions in Attachment 1.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

This report has been developed in accordance with the *Planning and Environment Act 1987* & *Hume Planning Scheme*.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This Report supports Council is giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.

5. PROPOSAL:

5.1 The proposal is for the development of eight dwellings with associated access, landscaping, parking and private open space. All eight dwellings are proposed to consist of three stories and will be arranged around a shared access running northeast to southwest. This layout results in two rows of attached townhouses.

5.2 On the ground floor, dwellings 1, 2, 3, 6, 7 and 8 each contain a single bedroom with ensuite. Dwellings 4 and 5 do not have bedrooms on the ground floor. On the first floor, each dwelling contains an open plan family, kitchen and meals area, as well as amenities such as powder room and a toilet. On the second floor, dwellings 1, 2, 3, 6, 7 and 8 each contain two additional bedrooms, while dwellings 4 and 5 contain all three bedrooms on this level.

5.3 The proposal has a contemporary architectural design that utilizes a mixed material palette, incorporating claddings and renders with a gable roof form extended to ‘frame’ the upper storey.

5.4 Dwellings 1, 2, 3, 6, 7 and 8 will be provided with a single vehicle garage, as well as an additional car space in tandem. Dwellings 4 and 5 will be provided with a double car garage. Each dwelling will be provided with a private open space in the form of a rear patio and garden.

5.5 Summary table of the development

Site Area	1210.98 square metres
Dwelling Density	1:151 square metres
Site Coverage	51.36% (65% Max)
Permeability	25.08% (20% min)
Garden Area	35.24% (35% required)

6. SITE AND SURROUNDS:

Subject Site

6.1 The subject site consists of two parcels of land and is located at 88-90 Brook Street, Sunbury. The parcels are formally identified as Lot 4 of LP52425 and Lot 5 of LP52425. The site has an area of 1,210.98 square metres and an approximate frontage of 33 metres to Brook Street.

REPORT NO: 8.2 (cont.)

- 6.2 Currently, a single brick dwelling exists on the property along with some vegetation, primarily around the perimeter of the land. There is a gradual slope to the property with the highest elevation existing in the southwest. Access to the site is currently via a single vehicle crossing to Brook Street.
- 6.3 The site is burdened with a 1.8 metre wide easement at the rear of the land.

Surrounding Area

- 6.4 The north interface of the land fronts Brook Street. Across from this a large dwelling exists on the corner of Brook Street and Aitken Street. Further north, the land continues for residential purposes. Approximately 500 metres north of the land is Sunbury Public Recreation Reserve.
- 6.5 Adjoining the site to the east is 92 Brook Street and is currently occupied by a single storey brick dwelling. Approximately 200 metres further east, beyond the residential zone land is the Jackson Creek.
- 6.6 Adjoining the site to the south is 40 Aitken Street, which has been subdivided, and now consists of six double storey dwellings. Approximately 400 metres further south are the Sunbury Park and Shield Street Reserve.
- 6.7 To the west of the site, along Vaughan Street, are several single and double storey dwellings. Further west, the land is primarily zoned for residential purpose. Approximately 1km west of the site is the Sunbury Station, and adjacent to this is the Sunbury Square Shopping Centre, containing several services amenities and anchored by Coles and Woolworths supermarkets.
- 6.8 The subject site is located approximately 39 kilometres northwest of Melbourne CBD via Tullamarine Freeway and is located within the Sunbury / Diggers Rest growth corridor. Located 1 kilometre west of the subject site is Sunbury train station, which provides convenient access to Metropolitan Melbourne, as well as offering V/Line services to regional Victoria. Closer to the site, two bus stops servicing three bus services are located within 400 metres of the site, including bus route 488, 486 and 479. The site is also within proximity to a range of other services including:
- a) Sunbury Square Shopping Centre (1km west)
 - b) Our Lady of Mount Carmel Catholic School (500m north)
 - c) Sunbury College (1.7km north)
 - d) Community Kids Sunbury Early Education Centre (2.5km west)
 - e) Sunbury Day Hospital (1.5km north)

7. PLANNING CONTROLS:

Zone/Overlays

- 7.1 The site is within the General Residential Zone – Schedule 1 under Clause 32.08 of the *Hume Planning Scheme*. The site is not affected by any overlays.

Planning Permit Trigger

- 7.2 Clause 32.08-7 – A planning permit is required to construct two or more dwellings on a lot within the General Residential Zone.

Planning Policy Framework

REPORT NO: 8.2 (cont.)

- 7.3 The following sections of the *Hume Planning Scheme* are relevant to the assessment of this planning permit application and as detailed fully in Attachment 2 to this report:
- 7.3.1 Clause 52.06 - Car parking
 - 7.3.2 Clause 53.18 - Stormwater management in urban Development
 - 7.3.3 Clause 55 - Two or more dwellings on a lot and residential building of three storeys or less.

Aboriginal Cultural Heritage

- 7.4 A small fraction of the site on the northeast corner is located within an area of Aboriginal Cultural Heritage Sensitivity, and the proposal constitutes a high impact activity.
- 7.5 Nevertheless, submission from Tardis Archaeology Heritage Advisors confirms that the subject site has been subject to Significant Ground Disturbance, therefore the proposal is exempt from requirements of a Cultural Heritage Management Plan.

8. REFERRALS:

External Referrals

- 8.1 The application was not required to be referred to any external authorities under Section 55 of the *Planning and Environment Act 1987*.

Internal Referrals

- 8.2 The application was discussed internally with Council’s Traffic and Civil, ESD, Waste, Parks departments. No objections were received from the internal referrals, subject to the inclusion of the relevant conditions.

9. ADVERTISING:

- 9.1 The application was advertised in accordance with Section 52 of the Planning and Environment Act 1987 by posting notices to the adjoining owners and occupiers and displaying two signs on the subject site for a period of 14 days.

Objections

- 9.2 At the end of the advertising period, a total of 18 objections has been received. The following provides a response to the objections raised, noting that a full assessment against the relevant Planning Scheme provisions can be found in Attachment 2 to this report.

Neighbourhood Character

- 9.3 The proposal is considered an appropriate response to neighbourhood character, balancing Council’s objectives to respect the existing and future character of the area.
- 9.4 Clause 55.02 – Neighbourhood Character outlines a number of numerical standards which are considered to address neighbourhood character. When met, Council is unable to consider neighbourhood character policy outside this. Compliance with these standards is considered to address the concerns of the objections.

REPORT NO: 8.2 (cont.)

- 9.5 Given the proposal meets the Neighbourhood Character Standard. Council is unable to consider neighbourhood character policy outside of Clause 55 (with the exception of Canopy Tree Cover, which requires a minor variation to the standard). The *Scheme* therefore deems the proposal to appropriately address those issues raised in the objections, including the ‘look and feel’, streetscape dominance, bulk, setback and building height.

Overdevelopment

- 9.6 State and Local policy specifically seeks to facilitate the growth in Sunbury through intensification of existing residential land. The proposed increased density on the subject site is therefore considered to be appropriate and accords with the policies.
- 9.7 Further, the development complies with nearly all the standard within the Clause 55 of the *Scheme*, further reinforces that the proposal is not an overdevelopment of the land.

Overlooking

- 9.8 With respect to overlooking, the proposal has been designed in compliance with Standard B4-3, limiting views to existing open space and habitable room windows as far as practical. All habitable room windows and secluded private open space areas incorporate fixed external screens to a height of 1.7 metres above the floor level, highlight windows, and sufficient boundary fencing to ensure no overlooking, maintaining the privacy of the neighbouring properties and the future residents of the proposed development.

Overshadowing

- 9.9 The submitted shadow diagrams that denote shadow cast throughout the day is generally within the shadow cast by the existing boundary fences and ensure no more than 75% of the adjoining private open space receives appropriate sunlight in accordance with the Standard B3-6. This ensures that no adjoining properties will be negatively impacted by the proposed development with respect to overshadowing.
- 9.10 In line with Standard B5-2, the applications confirms that this standard has been assessed against the 2026 aerial imagery, demonstrating no solar panels are on immediately abutting dwellings. As confirmed by the shadow diagrams, the solar panels to the west of the site at 33 Vaughan Street, Sunbury are not impacted by the proposed development.

Traffic: Congestion & Parking

- 9.11 The application includes a Traffic Impact Assessment by a traffic engineer, which confirms that the surrounding road network is able to readily accommodate the site traffic and is expected to have a negligible impact on the surrounding transport environment. Further, the application has been reviewed by Council’s traffic engineer, and no objections were raised with respect to this matter.
- 9.12 Regarding car parking concerns, the proposal provides an appropriate response by complying with the statutory car parking rate set out in Clause 52.06 of the *Hume Planning Scheme*, providing a total of 17 car spaces, including one visitor car space.
- 9.13 It is worth noting that Clause 52.06 – Car Parking has been amended in December 2025 through Planning Scheme Amendment VC277 and now requires substantially less car parking. Pursuant to Clause 52.06, the subject site is identified as Category 2 and therefore requires one car parking space per dwelling. As such, the proposal provides an excess of nine car spaces.

REPORT NO: 8.2 (cont.)

Private Open Space

- 9.14 Each dwelling is provided with a private open space ‘podium’ above each garage, in the form of a terrace accessible at first floor. Terraces proposed at least 18.7 square metres with a minimum dimension of three metres, noting the minimum required is 16.5 square metres (15sqm + 1.5sqm where cooling/heating units are located). The proposed private open space meets the standard.

Garden Area

- 9.15 The proposal provides a minimum garden area of 35.24%, exceeding the required 35%.

Ground level entries

- 9.16 It is noted that the application seeks a variation to Standard B3-4 for dwellings 1, 2, 3, 6, 7 and 8. This variation arises directly due to the topography of the site. The subject site has a gradual slope from the highest elevation in the southwest, which necessitates a stepped approach to building entries.
- 9.17 Notwithstanding the variation, the proposal meets the objective of Standard B3-4. The objective is to provide dwellings with a sense of address and identity, shelter, safe design and natural light at the entry. The proposed entries for all dwellings achieve this in the following ways:
- 9.17.1 All entries are visible and easily identifiable from the shared accessway.
 - 9.17.2 All entries are covered and provide weather protection, meeting the 1.44sqm minimum covered area requirement.
 - 9.17.3 All entries include natural light.
 - 9.17.4 No entry is accessed through a garage.
 - 9.17.5 All entries provide a sense of address and a transitional space appropriate to the dwelling.
- 9.18 In considering the decision guidelines, the site’s topography presents a genuine constraint that cannot reasonably be designed around without significant impacts on built form efficiency or the amenity of adjoining properties. The entry arrangement is a considered response to these site conditions and over design achieves the objective of the standard.

Tree Canopy Cover and Landscaping

- 9.19 The proposal seeks a minor variation to the Canopy Tree Cover Standard B2-7. The proposed development provides a total canopy tree coverage of 19% of the site area. One percent short of the required 20%. The variation is considered to be minor and supportable. Details of the assessment are in the section below.

Residential Noise

- 9.20 The proposal is for a residential development in nature, which is consistent with the surrounding land uses. Any noise to be generated from future occupants is expected to be modest and typical to that generated from a residential property. As such, all noise generated is to be residential in nature and are not expected to produce any adverse noise impacts to the area.

REPORT NO: 8.2 (cont.)

Stormwater

- 9.21 The Sustainability Report has been amended post advertising, and errors within the modelled catchment area have been updated to reflect the total area of the site. Nevertheless, the development continues to achieve the overall score of 104% (Blue Factor), exceeds the best practice and accordingly meets the requirement of Standard B5-1.

Metropolitan Planning Level

- 9.22 The objection raised concerns that the Estimated Cost of Development used for MPL purpose may be understated. It should be noted that the MPL was paid at the time when the original application was lodged for the development of eight dwellings, consistent with the current proposal.
- 9.23 It should also be noted that the MPL is administered by the State Government, not local government.

Aboriginal Cultural Heritage

- 9.24 As it has been described in the section above, the proposal is exempt from a Cultural and Heritage Management Plan as the land has been subject to significant ground disturbance.

Property Value

- 9.25 As consistently upheld by VCAT that this is not a valid planning consideration, therefore cannot be considered by Council during the decision making process.

10. ASSESSMENT

- 10.1 The key questions to be answered in this assessment relates to the Deemed to Comply Standards of Clause 55. The only variations being sought relate to Tree Canopy (Standard B2-7) and Standard B3-4 (Entry). All other matters met the Deemed to Comply Standards, and therefore Council does not have discretion on any other matters. The variation in the standards triggers the matter to be determined at a Council meeting. Despite the variation sought, the proposal continues to meet the objectives of the corresponding standards, as detailed below.
- 10.2 It should be noted that in determining applications to which Clause 55 applies, the responsible authority is exempt from and is not required to consider:
- The Municipal Planning Strategy and Planning Policy Framework, unless an applicable decision guideline specifies otherwise.
 - The purpose or decision guidelines of the relevant zone, unless an applicable decision guideline specifies otherwise.
 - The decision guidelines in Clause 65, unless an applicable decision guideline specifies otherwise.

Clause 52.06 Car Parking

- 10.3 The proposed development is consistent with the purpose and requirements of the Clause 52.06 of the Scheme.

REPORT NO: 8.2 (cont.)

- 10.4 The development provides a total of 17 car spaces, including a single car garage and a tandem space for each of dwellings 1, 2, 3, 6, 7 and 8, and a double car garage for dwellings 4 and 5. A visitor car space is also provided along the shared accessway.
- 10.5 As it has been described above, Clause 52.06 has been amended since the lodgement of this application and now requires substantially less car parking for this development.
- 10.6 Pursuant to the current Clause 52.06, the subject site is identified as Category 2 and therefore requires one car space per dwelling, and there is no requirement for the provision of a visitor car space. As such, the proposal provides an excess of nine car spaces.
- 10.7 Overall, the car parking provision and the access arrangement for the proposal are functional and consistent with the requirements of the Clause 52.06 of the *Scheme*.

Stormwater Management in Urban Development

- 10.8 The application provides an appropriate response to the requirements of the Stormwater Management provisions and has supplied a Sustainability Assessment, including a Stormwater Rating Report demonstrating a Blue Factor Rating of 104% (100% required) with the inclusion of rainwater tanks for all dwellings, as well as provision of rainwater garden within the development.
- 10.9 These measures will facilitate water reuse on site and reduce direct stormwater runoff which is consistent with the objectives of the stormwater provisions within the *Hume Planning Scheme*.

Clause 55 – Two or more dwellings on a lot

- 10.10 Clause 55 of the *Scheme* seeks to ensure the residential developments provide reasonable standards of amenity for existing and new residents and encourage the residential development that responds to the site and the surrounding area.
- 10.11 Clause 55 requires a development must meet all of the applicable objectives contained in the Clause. And if a development meets a standard, the corresponding objective is deemed to be met, and the responsible authority is not required to consider the corresponding decision guidelines. Whereas if a development does not meet a standard, the responsible authority must consider the applicable decision guidelines in determining whether the corresponding objective is met.
- 10.12 An assessment of the proposal against the requirements of Clause 55 of the *Scheme* is provided in Attachment 2 of this report.
- 10.13 The proposal complies with nearly all the Standards within the Clause 55, with the exception of Standard B-2 relating to Tree Canopy and Standard B3-4 relating to Entry. The proposal is seeking minor variations to the requirement of these two Standards. Details of the variation and assessment are in the sections below:

Standard B2-7 Tree Canopy

- 10.14 The total site area is 1,211sqm, therefore 20% canopy cover is required, equating to 242.2m². Given the constraints of the Site’s topography, and balancing State and Local Policy objectives for supporting infill development in a well serviced place, the proposal provides a total of 229.5m² of canopy cover, which equates to 19% of the total site area and is 1% short of the required canopy tree cover. This has been achieved through the inclusion of a type A1, A3 and B1 trees.

REPORT NO: 8.2 (cont.)

- 10.15 Site constraints have not enabled the provision of deep soil for all tree types in accordance with the requirements of the standard. Given the constraints, Tree Type A3 and B1 have been provided with adequate deep soil, whilst Tree type A1 and other trees have been provided with smaller soil areas but are still able to support these canopy trees.
- 10.16 While the proposal does not meet the numerical requirements of this standard, it nonetheless meets its corresponding objectives, which seeks to ensure *tree canopy responds to neighbourhood character, reduces visual impact of buildings, preserves existing canopy cover, provides new canopy cover, assist in reducing urban heat, and supports biodiversity and amenity*. The objective is achieved through:
- Two additional trees are proposed in the front setback, along with the retaining of the highest quality tree existing on site.
 - These trees (the largest proposed) comply with deep soil requirement.
 - New trees are proposed to all boundaries to provide additional tree canopy cover.
 - Landscaping is proposed along all boundaries to assist with softening the built forms and the ‘garden setting’ of the site is increased accordingly.
 - The proposal represents a net increase of vegetation and canopy cover currently existing on site.
 - Six trees are proposed to the driveway, coupled with all vegetation proposed seeks to reduce urban heat and increase amenity on site.
 - All species proposed have been selected from Hume City Council recommended species list to ensure landscape outcome aligns with Council biodiversity and climate resilience goals.
- 10.17 As the proposal does not meet the numerical requirements of this standard, the relevant decision guidelines within this Standard must be considered, and relevantly, the decision guidelines refer to any neighbourhood character objective, policy or statement that is applicable to the subject land. This consideration is limited to that regarding tree canopy and landscaping objectives set out in the neighbourhood character policy.
- 10.18 The subject site is within Precinct 4 of Map 1 (Sunbury Township Neighbourhood Character Precincts) under Clause 15.01-5L. The proposal is found to be consistent with this policy objectives and strategies set out in the policy. Full details of response to the policy strategy can be found in the Attachment 2.

Standard B3-4

- 10.19 Standard B3-4 requires that each dwelling and each residential building has a ground level entry door that:
- Has a direct line of sight from a street, accessway or shared walkway.
 - Is not accessed through a garage.
 - Has an external covered area of at least 1.44 square metres with a minimum dimension of least 1.2 metres over the entry door.
- 10.20 The proposal is largely compliant, providing front door entries with direct line of sight from a street, accessway or shared walkway, accessibility from shared accessway or street, and external covered area of at least 1.44 square metres with a minimum dimension of at least 1.2 metres over the entry door.

REPORT NO: 8.2 (cont.)

- 10.21 Dwelling 4 and 5 comply with the standard, however dwellings 1, 2, 3, 6, 7 and 8 requires variation given entry is not provided at the ground level, instead, the entry is provided via stair due to the site topography.
- 10.22 The proposal has been designed in this way to appropriately manage the topography of the site. While not meeting the requirements of the Standard, the proposed entrances meet the corresponding objective, providing dwellings with a sense of address, also providing weather protection, safe design and natural light through meeting all other aspects of the Standard.
- 10.23 In terms of the relevant decision guidelines, this is deemed appropriate considering:
- Entry is visible and easily identifiable from streets and other public areas.
 - Entry provides shelter, a sense of address and a transitional space around the entry.

11. CONCLUSION

- 11.1 As detailed above, the application has been assessed against the relevant provisions of the *Hume Planning Scheme*. The development is generally consistent with the relevant purposes relating to urban environment, sustainable development, and residential development.
- 11.2 The proposal generally satisfies the objectives and standards of Clause 55 (Two or more dwellings on a lot) and Clause 52.06 (Car Parking) of the *Scheme*. Subject to conditions, the proposal can demonstrate a site responsive design and with a limited impact on the amenity of the surrounding properties and the character of the area.
- 11.3 The objections received during the public notification have been given due regard in the assessment process.
- 11.4 It is recommended that the application be supported and that a Notice of Decision to Grant a Planning Permit be issued subject to conditions.

Attachment 1 – Recommendation and Conditions

That Council, having considered the application on its merits and the objections received, resolves to issue a Notice of Decision to Grant a Planning Permit for the development of the land for multiple dwellings at 88-90 Brook Street, Sunbury, subject to the following conditions:

1. The development shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.
2. Once the approved development has started, it must be continued and completed to the satisfaction of the responsible authority except with the prior consent of the responsible authority.
3. Before development allowed by this permit is occupied, landscaping works as shown on the endorsed plan(s) must be completed to the satisfaction of the responsible authority.
4. Any new dwelling allowed by this permit must not be connected to a reticulated gas service (within the meaning of clause 53.03 of the relevant planning scheme). This condition continues to have force and effect after the development authorised by this permit has been completed.
5. The landscape area(s) shown on the endorsed plan(s) must be planted and maintained to the satisfaction of the Responsible Authority and once landscaped must not be used for any other purpose. Maintenance must include the removal of weeds and the replacement of any dead plants in accordance with the endorsed landscape planting schedule.
6. Any structure or landscaping within visibility splays of driveway (2.0m along front boundary & 2.5m into property) must be no greater than 900mm in height.
7. During construction the development must be managed so that the amenity of the area is not detrimentally affected, including through the:
 - a. transportation of materials, goods or commodities to or from the subject land;
 - b. appearance of any building, works or materials;
 - c. emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d. presence of vermin; or
 - e. in any other way.

8. Any equipment required for refrigeration, air-conditioning, heating and the like must be located on the subject land or premises and/or must be suitably insulated for the purpose of reducing noise emissions, to the satisfaction of the Responsible Authority.
9. Areas set aside for the parking of vehicles together with the aisles and access lanes must be properly formed to such levels that they can be utilised in accordance with the endorsed plan(s) and must be drained and provided with an all-weather seal coat. The areas must be constructed, drained and provided and maintained in a continuously useable condition to the satisfaction of the Responsible Authority.
10. Vehicle access to and from the subject land from any roadway or service lane must be by way of a vehicle crossing constructed in accordance with Council's Vehicle Crossing Specifications to suit the proposed driveway(s) and the vehicles that will use the crossing(s). The location, design and construction of the vehicle crossing(s) must be approved by the Responsible Authority after first obtaining a road opening permit from Council.
11. All external materials, finishes and paint colours are to be to the satisfaction of the responsible authority.
12. Stormwater from all paved area must be retained within the property and drained to the sites underground stormwater system.
13. The stormwater management solutions shown on the endorsed plans must be installed and maintained to the satisfaction of the Responsible Authority.
14. Any cut or fill must not interfere with the natural overland stormwater flow.
15. No polluted and / or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during construction.
16. No street trees are to be removed or relocated as part of this development without the prior written approval of the Responsible Authority. Any street trees approved to be removed and/or replaced are to be removed and/or replaced by Council at the owner's or developer's expense. The developer must contact Council's parks department prior to removal of any street trees.
17. Tree protection fencing and Tree Protection Zone (TPZ) signage must be installed around all trees to be retained within the nature strip.
18. All tree protection measures must comply with Hume City Council Standard Drawing SD430 – Tree Protection Zone.
19. All environmental sustainable design (ESD) commitments outlined within the endorsed Development Plans and Sustainable Design Assessment Report (SDA) titled 'Clause 55.05

Sustainability Report, report No. 2024-3739-55.05' dated 8th December 2025 and located at 88-90 Brook Street, Sunbury, 3429, must be installed to the satisfaction of the Responsible Authority. Where alternative ESD initiatives are proposed to those specified in the plan, the Responsible Authority may vary the requirements of plan if requested in writing, subject to the development achieving equivalent (or greater) ESD outcomes in association with the development.

20. Prior to the occupation of the development, an ESD Confirmation Report must be provided to the Responsible Authority by a qualified Environmental Sustainable Design Consultant confirming that all ESD commitments, provisions, recommendations and requirements of the endorsed Development Plans and SDA Report titled 'Clause 55.05 Sustainability Report, report No. 2024-3739-55.05' dated 8th December 2025 and located at 88-90 Brook Street, Sunbury, 3429, have been installed and/or constructed to the satisfaction of the Responsible Authority. The ESD Confirmation Report must include information for all ESD commitments made in the endorsed plans and endorsed SDA Report.
21. The Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD) and the Stormwater Management Solutions detailed within the endorsed SDA Report, and endorsed Development Plans, must be installed and maintained throughout the operational life of the development to the Satisfaction of the Responsible Authority.
22. This permit will expire if one of the following circumstances applies:
 - the development is not started within three years of the date of this permit; or
 - the development is not completed within six years of the date of this permit.

The responsible authority may extend the periods referred to if a request is made in writing:

- before or within six months after the permit expiry date, where the use or development allowed by the permit has not yet started.
Or
- within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Permit Notes:

1. If a request for an extension of commencement/completion dates is made out of time, the responsible authority cannot consider the request and the permit holder will not be able to apply to VCAT for a review of the matter.
2. Prior to commencement of any works within the road reserve or require alteration/connection to the Council's drainage assets in the road reserve, an 'Application form for Consent to work within a Hume City Council Road Reserve' is required to be submitted to Council to obtain a permit to carry out the works.

3. Any structure built over an easement requires Council and relevant service authorities’ approval.
4. An “Application for Stormwater Legal Point of Discharge: **Multi-unit Drainage Investigation**” is required for this development (fees apply). Plans to be submitted to Council’s Civil Design section for assessment. This will determine if an on-site detention system, upgrading of Council’s existing drainage pipes or new drainage pipes are required by the owners/developers.
5. An “Application for Stormwater Legal Point of Discharge: R133 Legal Point of Stormwater Discharge” is required to be submitted to Council with the above Drainage Investigation application.
6. There is a 1.83 wide drainage easement, which runs along the rear boundary of the property. According to Council plans, Council’s 225mm dia. stormwater pipe is located within this easement of the property.
 - a. Approval for building works within an easement is required from Council and any other authorities in which the affected easement is vested.
 - b. The construction of a permanent garage, carport or structure within an easement is not permitted.
 - c. The building or building work (including footings) is not permitted to encroach over or within 500mm of Council’s asset within an easement.
 - d. The footings of any buildings or building work within the easement must have a minimum founding depth not less than 200mm below the invert level of any Council drainage pipe or asset within the easement.
 - e. Rainwater tanks and/or raingardens are not to be located within the easement.
 - f. Avoid planting trees over easement. Shrubs are recommended.
 - g. Internal drainage assets within the easement parallel to Council’s asset are to be minimum 500mm clear horizontally edge to edge from Council’s asset.
7. A stormwater pit is located within the rear corner of the property within the easement.
 - a. Council’s access to pits must be maintained for the purpose of inspecting, maintaining, or repairing Council assets.
 - b. Structures and concrete surfaces are not to be constructed over pits.
 - c. Modification to pits is not permitted.
 - d. 500mm clearance required around all sides to any Council’s stormwater pits located within the property boundary.
 - e. No cut to occur within 500mm of pits.
 - f. Pits must be flush to ground level and not to be covered by any means.

ATTACHMENT 2 – CLAUSE 55 ASSESSMENT

Please note that only variations sought for Standard B2-7 would afford the objector right of appeal under Section 82(1) of the Act

Clause	Standard	Is Standard fully met?	Does an objector have a right of appeal?	Complies / Variation required
Standard B2-1 Street setback (Clause 55.02-1)	Walls of buildings are set back from streets: - At least the distance specified in a schedule to the zone if the distance specified in the schedule is less than the distance specified in Table B2-1; or - If no distance is specified in a schedule to the zone, the distance specified in Table B2-1. Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard.	Yes	No If the standard is met	Complies Dwelling is set back 6 metres from the front boundary
Standard B2-2 Building height (Clause 55.02-2)	The maximum building height does not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land. If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height does not exceed 9 metres, unless the slope of the natural	Yes	No If the standard is met	Complies No maximum building height is set out in the schedule. The maximum building height is 7.05 metres

	ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height does not exceed 10 metres.			
Standard B2-3 Side and rear setbacks (Clause 55.02-3)	A new building not on or within 200mm of a boundary is set back from side or rear boundaries in accordance with either B2-3.1 or B2-3.2. Standard B2-3 is met if the building is setback in accordance with either B2-3.1 or B2-3.2, rather than needing to comply with both of these provisions: • B2-3.1: The building is setback at least 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. • B2-3.2: If the boundary is not to the south of the building, the building is setback at least 3 metres up to a height not exceeding 11 metres and at least 4.5 metres for a height over 11 metres. If the boundary is to the south of the building, the building is setback at least 6 metres up to a height not exceeding 11 metres and at least 9 metres for a height over 11 metres between south 30 degrees west to south 30 degrees east. Sunblinds, verandahs, porches, eaves, facias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services	Yes	No If the standard is met	Complies The proposal is compliant with the side and rear setback requirements of B2-3

	may encroach not more than 0.5 metres into the side and rear setbacks. Landings that have an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the side and rear setbacks.			
Standard B2-4 Walls on boundaries (Clause 55.02-4)	A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot does not abut the boundary for a length that exceeds the greater of the following distances: • 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or • The length of existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot. A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary. A building on a boundary includes a building set back up to 200mm from a boundary. The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary does not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.	Yes	No If the standard is met	Complies No walls are proposed on property boundaries.

Standard B2-5 Site coverage (Clause 55.02-5)	The site area covered by buildings does not exceed: - The maximum site coverage specified in a schedule to the zone; or - If no maximum site coverage is specified in a schedule to the zone, the percentage specified in Table B2-5. If the maximum site coverage is specified in a schedule to a zone, it must be greater than the percentage specified in Table B2-5.	Yes	No If the standard is met	Complies The proposed development is compliant with the site coverage requirements of this standard. The proposed site coverage is 51.36%, less than the maximum 65% allowed in a General Residential Zone.
Standard B2-6 Access (Clause 55.02-6)	The width of accessways or car spaces (other than to a rear lane) does not exceed: 33 per cent of the street frontage; or 40 per cent of the street frontage if the width of the street frontage is less than 20 metres. The number of access points to a road in a Transport Zone 2 or a Transport Zone 3 is not increased. The location of a vehicle crossover or accessway does not encroach the tree protection zone of an existing tree, that is proposed to be retained in a road by more than 10 per cent.	Yes	No If the standard is met	Complies The access proposed is three metres wide. The number of access points is not reduced, rather, the existing access is replaced. The proposed crossover will encroach the TPZ of a tree within the nature strip. However, the encroachment is 4.6% and less than 10%, therefore compliant.
Standard B2-7 Tree canopy (Clause 55.02-7)	Provide a minimum canopy cover as specified in Table B2-7.1. Existing trees to be retained meet all of the following: Has a height of at least 5 metres,	No	Yes If the standard is not met.	Variation Required The total site area is 1211m², therefore 20% canopy cover is required, equating to 242.2m². Given the constraints of the Site's topography, the proposal provides a tree canopy cover of 19% of the site area, which is 1% short of what is required.

	• Has a trunk circumference of 0.5 metres or greater at 1.4 metres above ground level, • Has a trunk that is located at least 4 metres from proposed buildings. The minimum canopy cover is met using any combination of trees specified in Table B2-7.2. Existing trees that are retained can be used in calculating canopy cover. Provide at least one new or retained tree in the front setback and the rear setback. Trees are located in either: • An area of deep soil as specified in Table B2-7.2; or • A planter as specified in Table B2-7.2. Any tree required to be planted under this standard must be of species to the satisfaction of the responsible authority, having regard to the location and relevant geographic factors.		The shortfall of 1% is considered to be insignificant, and despite the shortfall, the proposal nonetheless meets the corresponding objective of this clause, which seeks to ensure <i>tree canopy responds to neighbourhood character, reduces visual impact of buildings, preserves existing canopy cover, provides new canopy cover, assist in reducing urban heat, and supports biodiversity and amenity</i>. The objective is achieved through: • Two additional trees are proposed in the front setback, along with the retaining of the highest quality tree existing on site. • These trees (the largest proposed) comply with deep soil requirement. • New trees are proposed to all boundaries to provide additional canopy cover. • Landscaping is proposed along all boundaries to assist with softening the built forms and the ‘garden setting’ of the site is increased accordingly. • The proposal represents a net increase of vegetation and canopy cover currently existing on site. • Six trees are proposed to the driveway, coupled with all vegetation proposed seeks to reduce urban heat and increase amenity on site. • All species proposed have been selected from Hume City Council recommended species list to ensure landscape outcome aligns with Council biodiversity and climate resilience goals.
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Standard B2-8 Front fences (Clause 55.02-8)	A front fence within 3 metres of a street is: - The maximum height specified in a schedule to the zone, or - If no maximum height is specified in a schedule to the zone, the maximum height specified in Table B2-8.	Yes	No If the standard is met	Complies No front fence is proposed
Standard B3-1 Dwelling diversity (Clause 55.03-1)	Developments include at least: - One dwelling that contains a kitchen, bath or shower, bedroom and a toilet and wash basin at ground floor level for every 10 dwellings. - One dwelling that includes no more and no less than 2 bedrooms for every 10 dwellings. - One dwelling that includes no more and no less than 3 bedrooms for every 10 dwellings.	Yes	No Irrespective of whether the standard is met or not.	Not Applicable The proposal includes eight dwellings only; therefore, this standard is not applicable.
Standard B3-2 Parking location (Clause 55.03-2)	Habitable room windows with sill heights of less than 3 metres above ground level are setback from accessways and car parks by at least: 1.5 metres; or - If there is a solid fence with a height of at least 1.5 metres between the accessway or car park and the window, 1 metre; or 1 metre where window sills are at least 1.5 metres above ground level.	Yes	No Irrespective of whether the standard is met or not.	Complies No habitable room faces a common car park or shared accessway. Those car spaces in front of a habitable room window are private and belong to the residents of the building with habitable room.

	This standard is met if an accessway or relevant car parking space is used exclusively by the resident of the building with the habitable room.			
Standard B3-3 Street integration (Clause 55.03-3)	Where a development fronts a street, a vehicle accessway or abuts public open space: - Passive surveillance is provided by a direct view from a balcony or a habitable room window to each street, vehicle accessway and public open space. - The total cumulative width of all site services to be located within 3 metres of a street, do not take up more than 20 per cent of the width of the frontage and are screened from view from the street or located behind a fence. Screens or fences are to provide no more than 25 per cent transparency. Lighting is provided to all external accessways and paths. Mailboxes are provided for each dwelling and can be communally located.	Yes	No Irrespective of whether the standard is met or not.	Complies Windows are proposed to the street to ensure passive surveillance to the street and vehicle accessway. No services are proposed to Brook Street. Lighting is provided at stairs of Dwellings 2, 3, 6 and 7 to ensure the internal accessway is well lit. Mailboxes are communally located at the front of the site to Brook Street
Standard B3-4 Entry (Clause 55.03-4)	<u>Dwellings (other than a dwelling in or forming part of an apartment development) and residential buildings</u> Each dwelling and each residential building has a ground level entry door that: - Has a direct line of sight from a street, accessway or shared walkway. - Is not accessed through a garage.	No	No Irrespective of whether the standard is met or not.	Variation Required The proposal is largely compliant, providing front door entries with direct line of sight from a street, accessway or shared walkway, accessibility from shared accessway or street, and external covered area of at least 1.44 square metres with a minimum dimension of at least 1.2 metres over the entry door. Dwelling 4 and 5 comply with the standard, however dwellings 1, 2, 3, 6, 7 and 8 requires variation given

	- Has an external covered area of at least 1.44 square metres with a minimum dimension of least 1.2 metres over the entry door. <u>Apartment development and residential building with a shared entry</u> An apartment development and each residential building has: - A ground level entry door, gate or walkway with a direct line of sight from a street, accessway or shared walkway. - An external covered area of at least 1.44 square metres with a minimum dimension of least 1.2 metres over the entry door to the building. - Shared corridors and common areas have at least one source of natural light and natural ventilation.			entry is not provided at the ground level, instead, the entry is provided via stair due to the site topography. The proposal has been designed in this way to appropriately manage the topography of the site. While not meeting the requirements of the Standard, the proposed entrances meet the corresponding objective, providing dwellings with a sense of address, also providing weather protection, safe design and natural light through meeting all other aspects of the Standard. In terms of the relevant decision guidelines, this is deemed appropriate considering: - Entry is visible and easily identifiable from streets and other public areas. - Entry provides shelter, a sense of address and a transitional space around the entry
Standard B3-5 Private open space (Clause 55.03-5)	A dwelling or residential building has private open space of an area and dimensions specified in a schedule to the zone. If no area or dimension is specified in a schedule to the zone, a dwelling or residential building has private open space with direct access from a living area, dining area or kitchen consisting of: An area of 25 square metres of secluded private open space, with a minimum dimension of 3 metres width; or	Yes	No	Complies Each dwelling is provided with a private open space 'podium' above each garage, in the form of a terrace accessible at first floor. Terraces proposed at least 18.7 square metres with a minimum dimension of three metres, noting the minimum required is 16.5 square metres (15sqm + 1.5sqm where cooling/heating units are located). The proposed private open space meets the standard.

	• A balcony with at least the area and dimensions specified in Table B3-5; or • An area on a podium or similar of at least 15 square metres, with a minimum dimension of 3 metres width; or • An area on a roof of at least 10 square metres, with a minimum dimension of 2 metres width. If the area and dimensions of the private open space or secluded private open space is specified in a schedule to the zone; • The area and dimensions specified in the schedule must be 25 square metres or less; and • The area and dimensions specified for a podium, balcony or an area on a roof must be less than the area and dimensions specified in this standard. If a cooling or heating unit is located in the secluded private open space or private open space the required area is increased by 1.5 square metres. Where ground level private open space is provided an area for clothes drying is provided.			Cooling and heating units are not located in the secluded private open space, and ground level private open space is not proposed.
Standard B3-6 Solar access to open space (Clause 55.03-6)	The southern boundary of secluded private open space is set back from any wall on the north of the space at least (2 + 0.9h) metres, where ‘h’ is the height of the wall.	Yes	No Irrespective of whether the standard is met or not.	Not applicable No southern private open space is proposed.

Standard B3-7 Functional layout (Clause 55.03-7)	Bedrooms: - Meet the minimum internal room dimensions specified in Table B3-7.1; and - Provide an additional area of at least 0.8 square metres to accommodate a wardrobe. Living areas (excluding dining and kitchen areas) meet the minimum internal room dimensions specified in Table B3-7.2.	Yes	No	Complies Bedrooms proposed are at least 3 metres by 3 metres, with at least one bedroom per dwelling in excess of this requirement, compliant with main bedroom standards Given that all the proposed dwellings include 2 or more bedrooms, each requires a living area with a minimum width of 3.6 metres and minimum area of 12m². All living areas proposed are well in excess of this requirement
Standard B3-8 Room depth (Clause 55.03-8)	The depth of a single aspect habitable room does not exceed 2.5 times the ceiling height measured from the external surface of the habitable room window to the rear wall of the room. The depth of a single aspect, open plan, habitable room may be increased to nine metres if all the following requirements are met: - The room combines the living area, dining area and kitchen; and - The kitchen is located furthest from the window; and - The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level, this excludes where services are provided above the kitchen; and - An overhang extends no more than 2m beyond the window of the single aspect habitable room.	Yes	No	Complies The depth of the single depth aspect habitable rooms does not exceed 2.5 times the ceiling height at any point. Dwelling1: Ground Floor (2.44 m ceiling height, max allowable depth 6.1m) Bedroom: 3m x 3.53m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: 6.05m x 6.9m Second Floor (2.6 m ceiling height, max allowable depth 6.5m) Bed 2: 3m x 3m Master: 3.18m x 3.5m Retreat: 3.54m x 2.7m Dwelling2:

	In Clause 55.03-8 a single aspect habitable room is a habitable room with windows on only one wall.			<i>Ground Floor (2.44m ceiling height, max allowable depth 6.1m)</i> Bedroom: 3m x 3m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: dual aspect Second Floor (2.6m ceiling height, max allowable depth 6.5m) Bed 2: 3.05m x 3.27m Bed 3: 3.44m x 3.6m Dwelling 3: <i>Ground Floor (2.44m ceiling height, max allowable depth 6.1m)</i> Bedroom: 3m x 3.3m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: dual aspect Second Floor (2.6m ceiling height, max allowable depth 6.5m) Bed 2: 3.29m x 3.045m Bed 3: 3.6m x 3.44m Dwelling 4: <i>First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m)</i> Living area: 5.59m x 6.14m Second Floor (2.6m ceiling height, max allowable depth 6.5m) Bed 1: 3.65m x 3m Bed 2: 3m x 3m Bed 3: 3m x 3m
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				Dwelling 5: First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: 5.59m x 6.14m Second Floor (2.6m ceiling height, max allowable depth 6.5m) Bed 1: 3.4m x 3m Bed 2: 3m x 3m Bed 3: 3m x 3.045m Dwelling 6 Ground Floor (2.44m ceiling height, max allowable depth 6.1m) Bed 1: 3m x 3m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: dual aspect Second Floor (2.6m ceiling height, max allowable depth 6.5m) Bed 3: 3.29m x 3.045m Master Bed: 3.44m x 3.6m Dwelling 7 Ground Floor (2.44m ceiling height, max allowable depth 6.1m) Bedroom: 3m x 3m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: dual aspect Second Floor (2.6m ceiling height, max allowable depth 6.5m)
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				Bed 3: 3.26m x 3.05m Master Bed: 3.44m x 3.6m Dwelling 8 Ground Floor (2.44m ceiling height, max allowable depth 6.1m) Bedroom: 3m x 3.53m First Floor (2.7m ceiling height, max allowable depth 6.75m, however, where living area, dining and kitchen is combined 9m) Living area: dual aspect Second Floor (2.6m ceiling height, max allowable depth 6.5m) Master: 3.18m x 3.5m Bed 2: 3.03m x 3m Retreat: 3.45m x 2.85m
Standard B3-9 Daylight to new windows (Clause 55.03-9)	<u>Dwelling (other than a dwelling in or forming part of an apartment development)</u> A window in an external wall of the building is provided to all habitable rooms. Habitable rooms in a dwelling have a window that faces: • An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot; or • A verandah provided it is open for at least one third of its perimeter; or • A carport provided it has two or more open sides and is open for at least one third of its perimeter. <u>Dwelling in or forming part of an apartment development</u>	Yes	No	Complies All habitable room windows are provided facing an outdoor space clear to sky (with dimension of at least 3 m2, and width of 1 metre).

	A window in an external wall of the building is provided to all habitable rooms. Where daylight to a bedroom is provided from a smaller secondary area within the bedroom, the secondary area is to have: • A minimum width of 1.2 metres. • A maximum depth of 1.5 times the width, measured from the external surface of the window. • A window clear to the sky.			
Standard B3-10 Natural ventilation (Clause 55.03-10)	<u>Dwelling (other than a dwelling in or forming part of an apartment development)</u> Dwellings have openable windows, doors or other ventilation devices in external walls of the building that provide: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same size. The breeze path is measured between the ventilation openings on different orientations of the dwelling. <u>Dwelling in or forming part of an apartment development</u>	Yes	No Irrespective of whether the standard is met or not.	Complies Compliant breeze paths are demonstrated on the plans where paths proposed are a minimum of 5 metres and maximum of 10.7 metres.

	At least 40 per cent of dwellings have openable windows, doors or other ventilation devices in external walls of the building that provide: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same size. The breeze path is measured between the ventilation openings on different orientations of the dwelling.			
Standard B3-11 Storage (Clause 55.03-11)	<u>Dwelling (other than a dwelling in or forming part of an apartment development)</u> Each dwelling has exclusive access to at least 6 cubic metres of externally accessible storage space. <u>Dwelling in or forming part of an apartment development</u> Each dwelling has exclusive access to storage at least the total minimum storage volume that is specified in Table B3-11.	Yes	No Irrespective of whether the standard is met or not.	Complies 6m ³ of storage space is provided in each garage.
Standard B3-12 Accessibility for apartment developments (Clause 55.03-12)	At least 50 per cent of dwellings in or forming part of an apartment development have: • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main	Yes	No Irrespective of whether the standard is met or not.	Not Applicable The proposal is not for an apartment development.

	bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table B3-12.			
Standard B4-1 Daylight to existing windows (Clause 55.04-1)	Buildings opposite an existing habitable room window provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot. Walls or carports more than 3 metres in height opposite an existing habitable room window are set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window. Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.	Yes	No If the standard is met	Complies All walls are setback at least 1 metre clear to the sky, with a minimum area well in excess of 3m². Setback from Habitable Room Window (HRW) as follows: <u>86 Brook Street HRW</u> • The wall opposite the HRW is 6.7 metres in height (Dwelling 3), as such, a setback of 3.35 metres is required. • A setback of 5.5 metres is provided. <u>92 Brook Street HRW</u> • The wall opposite the HRW is 6.87 metres in height (Dwellings 6 & 7), as such, a setback of 3.44 metres is required. • A setback of a minimum of 8.3 metres is proposed. <u>2/40 Aitken Street HRW</u>

				- The wall opposite the HRW is 7 metres in height (Dwelling 5), and as such, a setback of 3.5 metres is required. - A setback of 5.2 metres is provided.
Standard B4-2 Existing northfacing windows (Clause 55.04-2)	Where a north-facing habitable room window of a neighbouring dwelling or small second dwelling is within 3 metres of a boundary on an abutting lot: - A new building is to be set back from the boundary by at least 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. This setback is to be provided for a distance of at least 3 metres from the edge of each side of the window. - For new buildings that meet the Standard B2-3.2 setback, the building is setback at least 6 metres up to a height not exceeding 11 metres and at least 9 metres for a height over 11 metres between south 30 degrees west to south 30 degrees east. This setback is to be provided for a distance of at least 3 metres from the edge of each side of the window. For this standard a north-facing window is a window with an axis perpendicular to its surface oriented from north 20 degrees west to north 30 degrees east.	Yes	No If the standard is met	Not Applicable The nearest north facing habitable room window on an adjoining land is located more than 3 metres away from the boundary.
Standard B4-3 Overshadowing secluded open	The area of secluded private open space that is not overshadowed by the new development is greater than:	Yes	No	Complies

space (Clause 55.04-3)	50 per cent, or 25 square metres with a minimum dimension of 3 metres, whichever is the lesser area, for a minimum of five hours between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling or small second dwelling is less than the requirements of this standard, the amount of sunlight will not be further reduced.		If the standard is met	The submitted shadow diagrams that denote shadow cast throughout the day is generally within the shadow cast by the existing boundary fences and ensure no more than 75% of the adjoining private open space receives appropriate sunlight in accordance with the Standard B3-6. This ensures that no adjoining properties will be negatively impacted by the proposed development with respect to overshadowing.
Standard B4-4 Overlooking (Clause 55.04-4)	In Clause 55.04-4 a habitable room does not include a bedroom. A habitable room window, balcony, podium, terrace, deck or patio is located and designed to avoid direct views into the secluded private open space of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views are measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level. A habitable room window, balcony, terrace, deck or patio that is located with a direct view into a habitable room window of an existing dwelling or small second dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio: Is offset a minimum of 1.5 metres from the edge of one window to the edge of the other; or	Yes	No Irrespective of whether the standard is met or not.	Complies The proposal has been designed in compliance with Standard B4-3, limiting views to existing open space and habitable room windows as far as practical. All habitable room windows and secluded private open space areas incorporate fixed external screens to a height of 1.7 metres above the floor level, highlight windows, and sufficient boundary fencing to ensure no overlooking, maintaining the privacy of the neighbouring properties and the future residents of the proposed development. Furthermore, the proposed landscaping for the site also incorporates additional screening vegetation and canopy trees to be located along the sites shared boundaries.

	- Has sill heights of at least 1.7 metres above floor level; or - Has fixed, obscure glazing in any part of the window below 1.7 metre above floor level; or - Has permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent; or - Has fixed elements that prevent the direct view, such as horizontal ledges or vertical fins. Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard. Screens used to obscure a view are: - Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels. - Permanent, fixed and durable. - Designed and coloured to blend in with the development. This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.			
Standard B4-5 Internal views (Clause 55.04-5)	In Clause 55.04-5 a habitable room does not include a bedroom.	Yes	No Irrespective of whether	Complies No habitable room windows proposed overlook private open space of another dwelling.

	Within the development, a habitable room window, balcony, terrace, deck or patio that is located with a direct view into the secluded private open space of another dwelling: • Is offset a minimum of 1.5 metres from the edge of the secluded private open space; or • Has a sill height of at least 1.7 metres above floor level; or • Has a fixed, visually obscure balustrade to at least 1.7 metre above floor level; or • Has permanently fixed external screens to at least 1.7 metres above floor level; or. • Has fixed elements that prevent the direct view, such as horizontal ledges or vertical fins. Direct views are measured at a height of 1.7 metres above floor level and within: • A 45 degree horizontal angle from the edge of the new window or balcony. • A 45 degree angle in the downward direction. Screens provided for overlooking are no more than 25 per cent transparent. Screens may be openable provided that this does not allow direct views as specified in this standard.		the standard is met or not.	
Standard B5-1 Permeability and stormwater management (Clause 55.05-1)	The site area covered by the pervious surfaces is at least 20 percent of the site. The development includes a stormwater management system designed to:	Yes	No	Complies 25.08% permeability is proposed on site. The Sustainability Design Assessment also includes a STORM assessment demonstrating a Blue Factor

	- Meet the best practice quantitative performance objectives for stormwater quality specified in the Urban stormwater management guidance (EPA Publication 1739.1, 2021) of: - Suspended solids 80% reduction in mean annual load. - Total phosphorus and Total Nitrogen 45% reduction in mean annual load. - Litter 70% reduction of mean annual load. Note: A certificate generated from a stormwater assessment tool including Stormwater Treatment Objective - Relative Measurement (STORM), Model for Urban Stormwater Improvement Conceptualisation (MUSIC) or an equivalent product accepted by the responsible authority may be used to demonstrate the performance objectives for stormwater quality are met. - Direct flows of stormwater into treatment areas, garden areas, tree pits and permeable surfaces, with drainage of residual flows to the legal point of discharge.		standard is met or not.	score of 104%, which means the proposed development meets the standard that is considered best environment practice for Blue Factor. The proposal also incorporates Water Sensitive Urban Design (WSUD) initiatives demonstrating the Stormwater Management Strategy including rainwater tanks and a rain garden.
Standard B5-2 Overshadowing domestic solar energy systems (Clause 55.05-2)	Any part of a new building that will reduce the sunlight at any time between 9am and 4 pm on 22 September to an existing domestic solar energy system on the roof of a building on an adjoining lot be set back from the boundary to that lot by at least 1 metre at 3.6 metres above ground level, plus 0.3 metres for every metre of building height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.	Yes	No Irrespective of whether the standard is met or not.	Complies No solar panels are on the immediately abutting dwellings. As confirmed by the shadow diagrams, the solar panels to the west of the site at 33 Vaughan Street, Sunbury are not impacted by the proposed development.

	This standard applies to an existing building in a Township Zone, General Residential Zone or Neighbourhood Residential Zone. In Clause 55.05-2 domestic solar energy system means a domestic solar energy system that existed at the date the application was lodged.			
Standard B5-3 Rooftop solar energy generation area (Clause 55.05-3)	In Clause 55.05-3 rooftop solar energy area means an area provided on the roof of a dwelling to enable the future installation of a solar energy system. An area on the roof is capable of siting a rooftop solar energy area for each dwelling which: • Has a minimum dimension of 1.7 metres. • Has a minimum area in accordance with Table B5-3. • Is oriented to the north, west or east. • Is positioned on the top two thirds of a pitched roof. • Can be a contiguous area or multiple smaller areas. • Is free of obstructions on the roof of the dwelling within twice the height of each obstruction (H), measured horizontally (D) from the centre point of the base of the obstruction to the nearest point of the rooftop solar energy area. Obstructions located south of all points of the rooftop solar energy area are not subject to the horizontal distance requirements.	Yes	No Irrespective of whether the standard is met or not.	Complies The proposed development plan demonstrates adequate rooftop solar energy generation areas for each dwelling. In line with table B5-3, each dwelling is provided with a minimum of 26m² of solar energy area, with a minimum dimension of 1.7m.

	This standard does not apply to apartments and residential buildings.			
Standard B5-4 Solar protection to new north-facing windows (Clause 55.05-4)	North facing windows are shaded by eaves, fixed horizontal shading devices or fixed awnings with a minimum horizontal depth of 0.25 times the window height.	Yes	No Irrespective of whether the standard is met or not	Complies Eaves are provided to all north facing windows. Windows proposed are 1.5 metres, or 1.2 metres in height; as such eaves are required to be 0.37m and 0.3m wide respectively. As such, eaves of 0.37m and 0.6m are proposed.
Standard B5-5 Waste and recycling (Clause 55.05-5)	<u>Dwelling (other than a dwelling in or forming part of an apartment development)</u> The development includes an individual bin storage area for each dwelling, or a shared bin storage area for use by each dwelling, of at least the applicable area, depth and height specified in Table B5-5.1. If the development includes a shared bin storage area: - The shared bin storage area: - Is located within 40 metres of a kerbside collection point. - Includes a tap for bin washing. - There is a continuous path of travel free of steps and obstructions from dwellings to the bin storage area.	Yes	No Irrespective of whether the standard is met or not	Complies Bin storage is allocated in the garage of each dwelling. Bin storage areas proposed are 1.8m ² , with a minimum depth of 1 metre, and minimum height of 1.8 metres.

	Where access is provided for private bin collection on the land the design of access ways must allow the vehicle to enter and exit in a forward direction. Each dwelling includes an internal waste and recycling storage space of at least 0.07 cubic metres with a minimum depth of 250 millimetres. <u>Dwelling in or forming part of an apartment development</u> The development includes a shared bin storage area for use by each dwelling of at least the applicable area, depth and height specified in Table B5-5.2. Enclosed bin storage areas are ventilated by: • Natural ventilation openings to the external air with an area of at least 5 per cent of the area for bin storage area; or • A mechanical exhaust ventilation system. A tap and drain is provided to wash bins. A continuous path of travel is provided from each dwelling to bin storage areas. Each dwelling includes an internal waste and recycling storage space of at least 0.07 cubic metres with a minimum depth of 250mm.			
Standard B5-6 Noise impacts (Clause 55.05-6)	Mechanical plant, including mechanical car storage and lift facilities are not located immediately adjacent to bedrooms of new or existing dwellings or small second dwellings, unless a solid barrier is in place to provide a line of sight	Yes	No Irrespective of whether	Complies The proposal does not include any mechanical plant.

	barrier to transmission of noise and the location of all relevant bedrooms.		the standard is met or not	
Standard B5-7 Energy efficiency for apartment developments (Clause 55.05-7)	Dwellings in or forming part of an apartment development located in a climate zone identified in Table B5-7 do not exceed the maximum NatHERS annual cooling load. Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).	Yes	No Irrespective of whether the standard is met or not	Not Applicable The proposal is not for an apartment building.

ATTACHMENT 2 – RESPONSE TO SUNBURY TOWNSHIP NEIGHBOURHOOD CHARACTER PRECINCTS

Please note that consideration of this policy is limited to that regarding tree canopy and landscaping strategies, as this is the only variation (Standard B2-7) sought that prompted the requirement of considering this neighborhood policy within the *Hume Planning Scheme*.

Policy	Response
General Strategies	
Maintain and enhance the garden setting of dwellings and the openness of the streetscapes.	The proposal provides a 6 -metre vegetated setback between built form and the property boundary to Brook Street. This includes 3 canopy trees within the front setback (with maximum 6 -8 metres heights). Landscaping is proposed to all boundaries, including 6 canopy trees to side fences. To further enhance garden setting on Site, trees are also proposed to the internal accessway. As such, through providing 14 additional trees on Site, in addition to shrubs and groundcovers, the proposal seeks to soften built form and in turn, ensure the vegetated setting on Brook Street is enhanced. In terms of neighbourhood character, the proposed landscape outcome is considered to provide a net increase of native vegetation on Site and in the wider area. When considering the prevailing character of the area, the proposal has not only been designed with respect to policy, but to provide above and beyond what is existing. As such, it is considered that the proposal enhances the vegetated nature of the street and dwelling within wider Sunbury.
Reflect the existing rhythm of spacing between dwellings.	The proposal appropriately considers the existing rhythm and spacing of the streetscape, where this portion of Brook Street (between Vaughan Street and Aitken Street) is predominately comprised of one dwelling per lot. Whilst the proposal represents an increase in density on Site, this is not uncommon. Further, the proposal presents two dwellings to the Street with the same spacing as that existing in the area, maintaining the existing rhythm of spacing between dwellings.

	In terms of landscape rhythm, 1 -3 canopy trees are generally evident in the front setback of dwellings in the precinct. As such, the proposal provides 3 canopy trees within the front setback is consistent with the existing landscape theme in this precinct.
Ensure that new buildings and extensions do not dominate the streetscape.	As aforementioned, only two dwellings will interface the streetscape, consistent with the existing dwelling spacing in the area. Further, whilst the development does reach three storeys, the dwellings only appear to be two storeys from Brook Street. With the provision of three canopy trees within the Brook Street setback, it further softens the perception of the built form bulk.
Provide trees and shrubs in landscaping.	As mentioned above, the proposal provides a 6 -metre vegetated front setback and landscaping to all boundaries. Landscape includes the provision of trees and shrubs.
Sunbury Preferred Character Strategies	
Limit site excavation and impact on the natural slope of the site.	Due to the contour constraints of the land, site excavation has been limited to what was required to facilitate the development. The amount of excavation is considered to be appropriate in this case. Nevertheless, Council is exempt from consider this particular policy as the development complies with relevant requirements pertaining heights, setback etc. And consideration of this policy is limited to that regarding tree canopy and landscaping strategies, as this is the only variation sought that prompted the requirement of considering the neighborhood policy within the Hume Planning Scheme.
Retain existing vegetation, especially on steeply sloping sites.	The proposal retains the highest canopy tree within the front setback, which is consistent with the strategy of retaining existing vegetation.

	Whilst the proposal does seek to remove existing vegetation, it does not do so unreasonably. In order to retain the vegetated character of the area, there is provision for generous replacement landscaping, including trees and scrub, within all setbacks and throughout the site. To this point, trees removed do not require a permit, are generally low in retention value, in poor - fair condition and non -native. As such, proposed native plantings will provide a net increase in suitable, healthy and native plantings on site.
For development in precincts 1 and 4, set second storeys back from front and side facades.	The proposal has been designed so that the second storey of units interfacing Brook Street appears to be setback from the front façade. Likewise, the second storeys are also setback from side boundaries, with patio areas located to the sides of units. Nevertheless, Council is exempt from consider this particular policy as the development complies with relevant requirements pertaining heights, setback etc. And consideration of this policy is limited to that regarding tree canopy and landscaping strategies, as this is the only variation sought that prompted the requirement of considering the neighborhood policy within the Hume Planning Scheme.

Attachment 3 – Locality Plan (88-90 Brook Street, Sunbury)



architectural drawings are shown for information purposes only.
After the plans and elevations for full details.



A PERSPECTIVE VIEW A



B PERSPECTIVE VIEW B

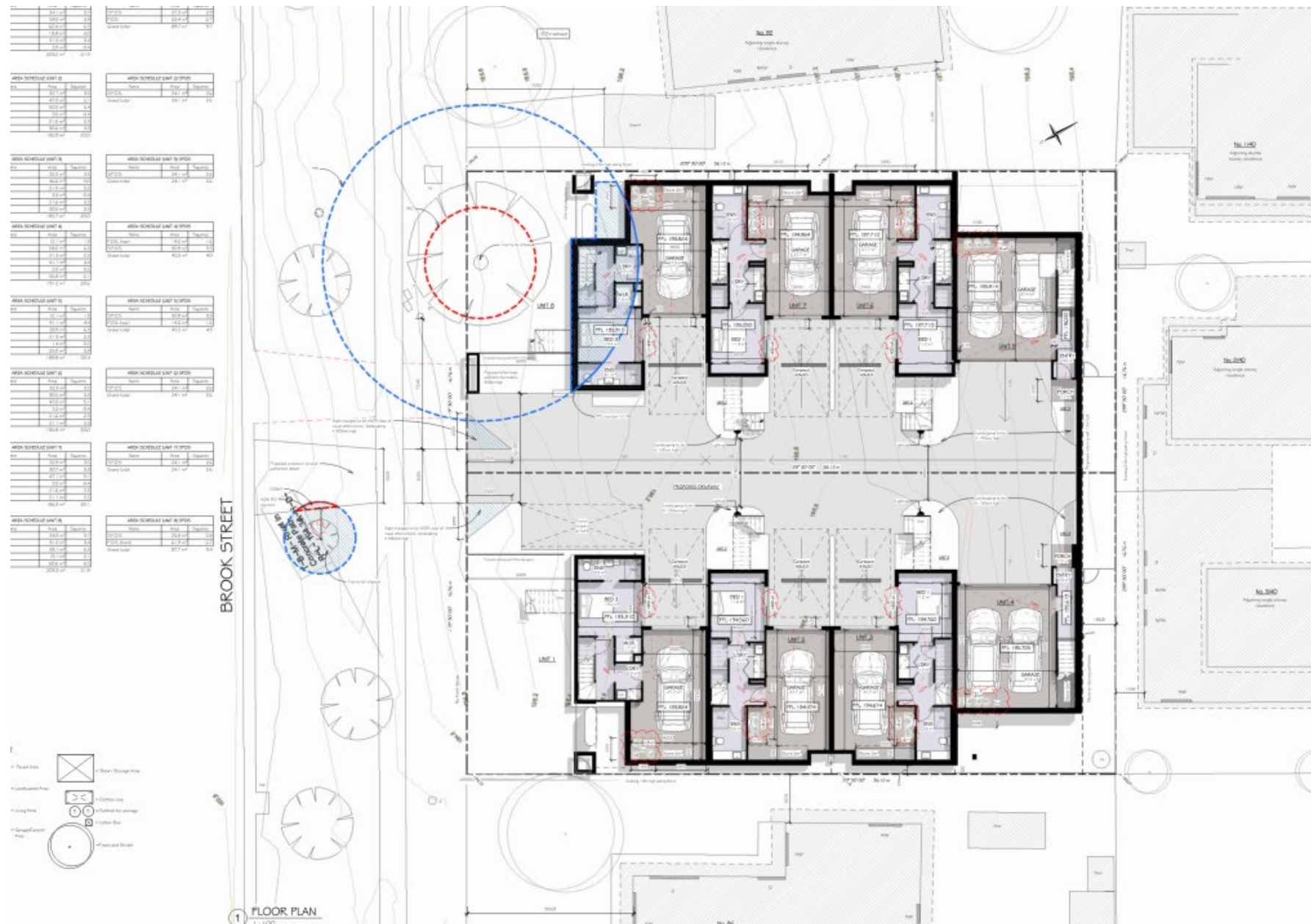


C PERSPECTIVE VIEW C

TR02	Design Response	19 May 2025		
TR03	Plan Plan	19 May 2025	A	On
TR04	Plan Plan	19 May 2025	A	On
TR05	Plan Plan	19 May 2025		
TR06	Elevations	19 May 2025	A	On
TR07	Elevations	19 May 2025	A	On
TR08	Elevations	19 May 2025		
TR09	Shadow Diagrams	19 May 2025		
TR10	Shadow Diagrams	19 May 2025		
TR11	Shadow Diagrams	19 May 2025		
TR12	Shadow Diagrams	19 May 2025		
TR13	Shadow Diagrams	19 May 2025		
TR14	Shadow Diagrams	19 May 2025		
TR15	Shadow Diagrams	19 May 2025		
TR16	Section Area Plan	19 May 2025		
TR17	Section Area Plan	19 May 2025		
TR18	WORLD PLANS	19 May 2025		























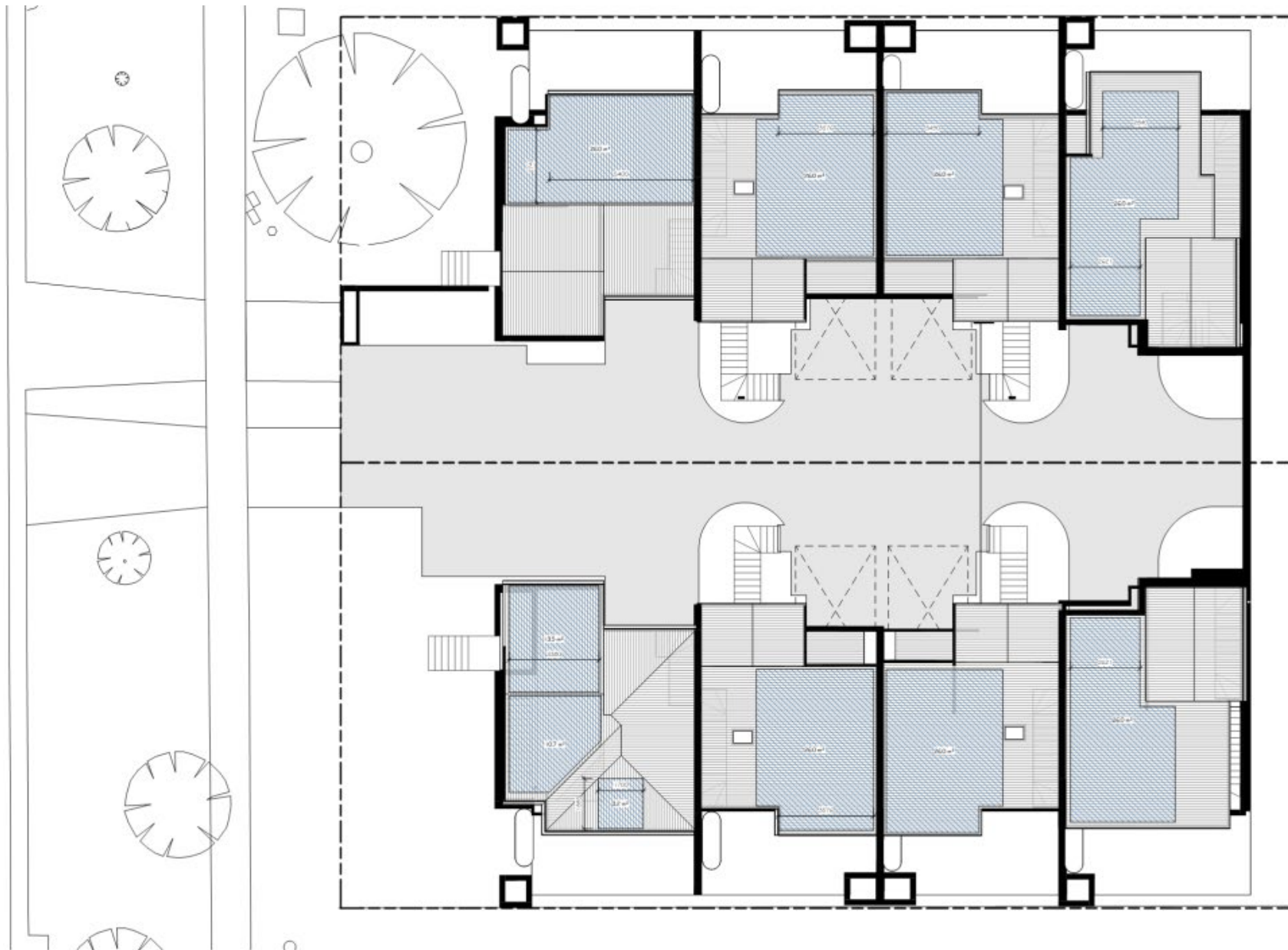














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REPORT NO:	8.3
REPORT TITLE:	Response to Petition PLJ324: Renaming of Tullamarine Community Hall to Tullamarine War Memorial Hall
SOURCE:	Valli Morphet, Manager City Lifestyle Ben Norden, Coordinator Social Planning & Healthy Communities
DIVISION:	City Services & Living
FILE NO:	00
POLICY:	PLO/302 Community Facility Access and Use Policy
STRATEGIC OBJECTIVE:	SO1.1 Liveable places that are inclusive and accessible
ATTACHMENT:	1. <i>Support Letter: Member of Federal Parliament, J Briskey</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 This report responds to Petition PJJ324, tabled at the Ordinary Council Meeting on 22 June 2026, which requests that Tullamarine Community Hall be renamed Tullamarine War Memorial Hall, reflecting its original name.
- 1.2 Council previously considered this matter on 8 December 2025 in response to Notice of Motion NOM25/36 (Cr Kurt, 10 June 2025). Following debate, Council did not endorse this report, however it is noted that the recommendation to rename the Hall was not opposed by Council.
- 1.3 Officers support the renaming as requested in Petition PJJ324.

2. RECOMMENDATION:

That Council:

- 2.1 **Notes the petition (Petition No. PJJ324) tabled at the Council Meeting on 22 June 2026, requesting the renaming of the Tullamarine Community Hall to the Tullamarine War Memorial Hall.**
- 2.2 **Approve the renaming of the Tullamarine Community Hall to the Tullamarine War Memorial Hall.**
- 2.3 **Undertake necessary signage and marketing updates to ensure the community is informed of these changes.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 The Geographic Place Names Act 1998 sets rules for naming and registering places. However, this Act does not apply to the naming of community buildings, and Council does not register these names in the official Geographical Names Register.
 - 3.1.1 Council has authority to name its community buildings, provided names are clear and identifiable for the community and emergency services.

REPORT NO: 8.3 (cont.)

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- d) The municipal community is to be engaged in strategic planning and strategic decision making.

5. IMPACT ASSESSMENTS:

5.1 The human rights relevant to this Report, as per the Charter of Human Rights and Responsibilities Act 2006, are:

- Right to take part in public life
- Cultural rights

The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

This report does not relate to the development or review of a policy, program or service, therefore a Gender Impact Assessment is not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 The renaming will necessitate the replacement of facility signage. These costs will be met within existing operational budgets.
- 6.2 Marketing and promotional materials will be updated progressively, as required, and funded from existing operational resourcing.

7. OPPORTUNITIES & RISKS:

- 7.1 The Tullamarine Community Hall has strong local significance as a community-funded facility built to honour local Second World War servicemen and women.
- 7.2 Community support for the renaming was demonstrated through the petition, along with correspondence from the Federal Member for Maribyrnong, and support from local organisations including Glenroy RSL and Broadmeadows Museum.
- 7.3 Delaying a decision may increase community dissatisfaction and attract criticism from community, heritage and veterans' groups.

8. COMMUNITY ENGAGEMENT:

- 8.1 No formal Council-led community engagement was undertaken in preparing this report; the matter has been brought to Council through community-initiated advocacy.
 - 8.1.1 A written petition, comprising 28 signature pages and more than 400 signatures, was tabled at the Council Meeting on 22 June 2026 requesting the renaming, replacement signage, and pursuit of external grant funding.
 - 8.1.2 An accompanying Change.org petition, created on 28 April 2026, containing 342 verified signatures was also provided to Council.
 - 8.1.3 Jo Briskey MP, Federal Member for Maribyrnong, also wrote to Council in support of the renaming, noting support from Glenroy RSL, Broadmeadows Museum, and local businesses along Melrose Drive (Attachment 1).
 - (a) It is noted that the library upgrade matters raised in Ms Briskey’s correspondence are outside the scope of this report. These will be considered separately, including through the Community Infrastructure Plan.

REPORT NO: 8.3 (cont.)

9. DISCUSSION:

Background

- 9.1 The Tullamarine Community Hall, located within Leo Dineen Reserve, is understood to have originally been established in the late 1960s / early 1970s, funded by residents as a memorial to the fifteen Tullamarine men who served in the Second World War, two of whom did not return. Petitioners advised the hall was funded through weekly letterbox collections coordinated by the Tullamarine Progress Association.
- 9.2 Petitioners and correspondents advised that the facility was renamed 'Tullamarine Community Hall' during the 1990s without community consultation.

Previous Council Consideration

- 9.3 Council considered this matter on 8 December 2025 in response to Notice of Motion 25/36 (raised by Cr Naim Kurt on 10 June 2025). Following debate, Council did not endorse the report. However, the recommendation to rename the Hall was not opposed.

Current Petition

- 9.4 Community members tabled a petition requesting the renaming of the facility on 22 June 2026. This request was further supported by correspondence from the Federal Member for Maribyrnong (Attachment 1).
- 9.5 Given Council's existing authority to name community buildings under Section 2 of this report, no formal external approval process is required to give effect to the renaming.

Implementation

- 9.6 Following endorsement of the recommendation an immediate work order will be submitted to action sign change.
- 9.7 Subject to Council's decision, a communications plan will be developed to support implementation of the renaming and ensure that stakeholders and the broader community are appropriately informed.

10. CONCLUSION

- 10.1 This report responds to the community petition requesting the renaming of Tullamarine Community Hall to Tullamarine War Memorial Hall.
- 10.2 Given the demonstrated community support, and Council's authority to name its facilities, Officers support the renaming request.



26 May 2026

Mayor Carly Moore
Hume City Council
1079 Pascoe Vale Road
Broadmeadows VIC 3047

Dear Mayor Moore and Councillors,

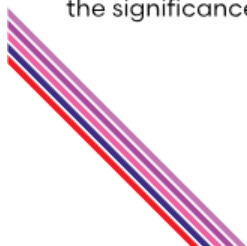
**Re: Support for the Tullamarine Community – Tullamarine War Memorial Hall Renaming
and Tullamarine Library Upgrade**

I write to Hume City Council in my capacity as the Federal Member of Maribyrnong to express my support for two matters of considerable importance to the residents of Tullamarine. I do so at the request of a long-standing Tullamarine resident and community advocate, Caroline Torode, and in recognition of the legitimate concerns they have raised on behalf of the broader Tullamarine community.

I understand that Tullamarine’s community hall was originally established by local residents as a war memorial to honour the fifteen Tullamarine men who served in the Second World War, including two who made the ultimate sacrifice and never returned to their community. The hall was funded not by the then City of Keilor, but by the residents of Tullamarine themselves – through direct financial contributions collected weekly from letterboxes during the latter half of the 1960s by the Tullamarine Progress Association. This is a remarkable act of community-led commemoration that deserves to be recognised and preserved.

It is therefore a matter of genuine concern that Hume City Council changed the hall’s name to “Tullamarine Community Hall” during the 1990s without community consultation, effectively erasing the commemorative significance of this local landmark. The name change, however well-intentioned at the time, has meant that the hall’s original purpose – to serve as a living memorial to Tullamarine’s Second World War servicemen – is no longer reflected in its public identity.

I note that Hume City Council itself agreed in June 2025 to restore the hall’s original name, only to reverse that decision in December 2025 due to a cost of approximately \$1,500 to update exterior signage and printed materials. I must be candid: I find it difficult to reconcile the significance of this act of community remembrance with the decision to forgo it.



P: 03 9326 1300

E: jo.briskey.mp@aph.gov.au

A: Suite 1A, 12 Hall St, Moonee Ponds Victoria 3039

f BriskeyJ **@** jobriskey



I am aware that a community petition – gathering over 270 online signatures and approximately 130 physical signatures to date, with support from the Glenroy RSL, the Broadmeadows Museum, and local businesses along Melrose Drive – is being compiled for presentation to the Hume City Council meeting scheduled for Monday, 22 June 2026. The breadth of community support for this cause speaks clearly to its importance.

I respectfully urge Hume City Council to:

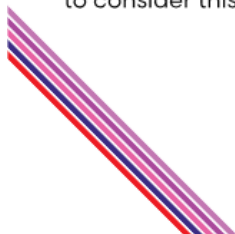
- Reverse its December 2025 decision and formally restore the hall’s name to “Tullamarine War Memorial Hall”;
- Allocate the necessary funding – understood to be in the order of \$1,500 – within the 2026/27 Budget to update exterior signage and Council’s printed and digital materials accordingly.

I also write in support of calls for Hume City Council to include funding in its 2026/27 Budget for a concept plan and genuine community consultation regarding the long-overdue upgrade and modernisation of the Tullamarine Library.

Built in the 1970s by the former City of Keilor, the Tullamarine Library has received no significant upgrade or modernisation in over 50 years of operation. Today, it is the smallest library in the Hume Library Network at just 85 square metres – a single room – representing a significant shortfall against the 468 square metres identified in the Hume Library Plan as the appropriate standard. It also operates the fewest hours of any library in the network, open for only 20 hours per week, with full-day service available only on Wednesdays.

These constraints have real consequences for Tullamarine residents. Families with young children are required to travel to libraries in neighbouring suburbs to access programs such as Baby Bounce and Italian Story Time. Elderly residents – a rapidly growing cohort in Tullamarine – rely on the library for social connection, information access, and community engagement through programs such as the Chatty Café. For many in the community, particularly those without private transport or ready access to technology, the library is not a convenience. It is essential.

I am not advocating for immediate redevelopment. I am asking, alongside the Tullamarine community, that Hume City Council take the first reasonable step: commission a concept plan and undertake meaningful community consultation to understand what Tullamarine residents need from their library now and into the future. I note that the Living Libraries Infrastructure Program may be available to support this work, and I would encourage Council to consider this avenue.



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Both matters I have raised in this letter reflect the same underlying principle: that the Tullamarine community deserves to be heard, respected, and invested in. I have every confidence that Hume City Council shares this commitment, and I look forward to seeing both issues resolved in a manner that honours the history, needs, and aspirations of Tullamarine residents.

I thank you for your consideration of this letter and remain available should you wish to discuss either matter further.

Yours sincerely,

A handwritten signature in blue ink that reads 'Jo Briskey'.

Jo Briskey MP
Federal Member of Maribyrnong



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REPORT NO:	8.4
REPORT TITLE:	MAV State Council Motions
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Office Of The CEO
FILE NO:	HCC21/850
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.2 An organisation that demonstrates leadership and strong advocacy.
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 The Municipal Association of Victoria (MAV) State Council provides a biannual opportunity for Councils to put forward motions to the MAV to advocate to the Victorian Government.
- 1.2 Motions must be subject to a decision of Council.
- 1.3 Several motions have been proposed for Council’s consideration as a way of Council seeking the support of the MAV to strategically advocate to the Victorian Government for issues and projects that are of importance to our community.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 submit the following motions to the Municipal Association of Victoria (MAV):

- (a) That the MAV call upon the Victorian Government to:

- (i) Introduce a moratorium on approvals for new data centres and expansions of existing data centres until a Victorian Parliamentary Joint Select Committee Inquiry into Data Centres has been completed. The Inquiry should include comprehensive public hearings and invite evidence from scientific experts, community organisations, Traditional Owners, local residents, local governments, industry representatives and relevant government agencies to consider the cumulative environmental, social and economic impacts of data centres and recommend an appropriate regulatory framework and other initiatives identified through the inquiry process.
 - (ii) Actively participate in the Australian Government's development of national standards, regulatory frameworks and policy settings relating to artificial intelligence and associated digital infrastructure, ensuring alignment between national and Victorian regulatory responses.

REPORT NO: 8.4 (cont.)

- (iii) Establish a joint State and Local Government Taskforce to develop planning, environmental and infrastructure policy responses for the siting and operation of data centres, including the preparation of planning scheme amendments for public consultation and implementation through regulation and/or legislation following completion of the proposed Parliamentary Inquiry.
 - (iv) Ensure the work of the Taskforce includes consideration of:
 - (i) Cumulative and place-based strategic assessments; electricity network capacity and energy demand; water supply, water security and catchment health; biodiversity and ecosystem impacts; land use planning and agricultural land protection; clustering and precinct-based development; community amenity and social impacts; economic benefits, including local jobs and skills development; and any additional matters identified through research, consultation and stakeholder engagement.
 - (v) Immediately release the Victorian Government's Sustainable Data Centre Action Plan and all supporting research informing its development.
- (b) That the MAV call upon the Victorian Government to increase investment in early intervention, youth diversion and family support programs and Victoria Police-led community engagement to prevent crime, improve safety and ensure young people in Hume receive help before problems escalate.
- (c) That the MAV call upon the Victorian Government to:
 - (i) mandate that any future waste to energy developments implement minimum buffer zones based on independent, scientific plume and emissions modelling aimed to prevent any harm or impact on residential areas.
 - (ii) provide clear messaging to communities on the environmental and health impacts of waste to energy.
 - (iii) mandate stringent conditions on the separation of waste and organics before it is put through the thermal waste to energy process.
 - (iv) lead community engagement on proposed waste to energy facilities as soon as any level of Government (Local, State or Federal) is made aware of a potential proposal.
 - (v) explore other options for the disposal of waste materials.
 - (vi) Mandate that granted licensees include social investment in the local community.
- (d) That the MAV call upon the Victorian Government to require all approved kangaroo management plans involving a cull or shooting program to include a mandatory notification requirement for adjoining residential property owners, particularly where management activities are proposed in or immediately adjacent to urban Melbourne communities, so that affected residents are informed in advance of the timing, location, nature and authorised safeguards of the program.

REPORT NO: 8.4 (cont.)

- (e) That the MAV call upon the Environmental Protection Agency to run ongoing illegal dumping “name and shame” communications campaign as a way to deter the prevalence of illegal dumping in communities.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 Local Government Act 2020.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- c) The economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
- d) The municipal community is to be engaged in strategic planning and strategic decision making.
- f) Collaboration with other Councils and Governments and statutory bodies is to be sought.
- g) The ongoing financial viability of the Council is to be ensured.
- h) Regional, state and national plans and policies are to be taken into account in strategic planning and decision making.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Every person has the right to freedom of thought, conscience, religion and belief,
- (b) Every person has the right to freedom of expression which includes the freedom to seek, receive and impart information and ideas of all kinds, whether within or outside Victoria
- (c) Every person has the right of peaceful assembly.
- (d) Every person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.
- (e) Freedom of movement.

5.1.2 The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 This Report does not relate to a development or review of a policy, program or service; therefore a Gender Impact Assessment was not required.

REPORT NO: 8.4 (cont.)

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 There are no costs associated with the lodging of the motions.
- 6.2 There are costs associated with attending the MAV State Council (approximately \$150 per person).

7. OPPORTUNITIES & RISKS:

- 7.1 The MAV State Council presents an opportunity for Councils across Victoria to seek state-wide support for initiatives and issues that affect the Local Government sector in Victoria.
- 7.2 The ability to table motions gives Councils a platform to be able to show leadership in issues and initiatives that are of particular concern for their local community.
- 7.3 The opportunities presented to Hume City Council will provide us with another avenue for our organisation to raise issues on behalf of our local community.

8. COMMUNITY ENGAGEMENT:

- 8.1 The submission of these motions reflects Council’s strategic approach to its advocacy efforts as committed to through the Advocacy Framework 2026 – 2030 in ensuring that our efforts are impactful, proactive, realistic and lead the narrative.
- 8.2 This report does not propose any future community engagement. Some of the issues/projects outlined in this report have been part of previous community engagement.

9. DISCUSSION:

- 9.1 The Municipal Association of Victoria (MAV) State Council provides an opportunity for Councils to put forward motions to advocate to the Victorian Government.
- 9.2 These opportunities can give Council a platform to raise initiatives that affect the Local Government sector and secure the support of regional allies.
- 9.3 These matters cannot be solely issues affecting one Council but need to be matters that affect Local Government in Victoria.
- 9.4 Motions for MAV Station Council close on Monday 24 August 2026.
- 9.5 Proposed motions for consideration include:
 - 9.5.1 Data centres
 - 9.5.2 Community Crime Prevention
 - 9.5.3 Waste to Energy facilities
 - 9.5.4 Kangaroo Management Plans
 - 9.5.5 EPA Illegal Dumping “Name and Shame” campaigns
- 9.6 Data centres
 - 9.6.1 Facilities to support artificial intelligence and data are emerging with proposals for data centres increasing across metropolitan Melbourne, regional Victoria and in other Australian states.

REPORT NO: 8.4 (cont.)

- 9.6.2 Hume City Council recognises the role of data centres to support the digital economy and has several in operation. As the tier of government responsible for long-term land-use planning, climate resilience, and community wellbeing, we are deeply concerned that current regulatory settings are not keeping pace with the scale and intensity of this emerging industry and development typology.
- 9.6.3 Community interest in their potential impacts, including energy use, water consumption, traffic, employment outcomes and planning controls, has grown as more facilities have been proposed and developed.
- 9.6.4 Council has sought the support of the Australian Government to update their expectations on data centre developers and develop clear, transparent, independent messaging on the impacts of data centres.
- 9.6.5 The Victorian Government has a role to play also so the recommended motion is proposed.
- 9.7 Community Crime Prevention
 - 9.7.1 Recent youth-related antisocial behaviour has heightened community concern, particularly when incidents occur in visible local areas. Evidence shows that prevention and early support are far more effective than punitive responses alone.
 - 9.7.2 Current responses to youth-related offending remain largely reactive, with significant emphasis on the justice system after harm has already occurred. Funding for prevention, youth diversion and family-based support programs is limited and uneven.
 - 9.7.3 It matters to communities because:
 - (a) Early-intervention and diversion approaches reduce violent incidents and improve how safe people feel using local streets, parks and shopping centres.
 - (b) Rapid population growth is increasing demand for youth services, education, transport and community infrastructure faster than systems can currently respond.
 - (c) Many families experience barriers to timely health, mental health, housing and youth supports, particularly in growth suburbs.
 - (d) Children and young people entering the justice system often have unmet needs and have not received help early enough. Families report stress, fear and frustration when support is only offered after problems escalate.
 - 9.7.4 Preventing harm early strengthens community wellbeing, improves outcomes for young people and supports a safer future for everyone.
 - 9.7.5 It is for these reasons that Council submit the recommended motion to the MAV.
- 9.8 Waste to energy facilities
 - 9.8.1 Council understands the important role that the circular economy plays in ensuring that communities have alternative ways to reduce waste going to landfill and the Victorian Government’s ambitious policy directions - Circular Economy (Waste Reduction and Recycling) Act 2021 and the Circular Economy (Waste Reduction and Recycling) (Waste to Energy Scheme) Regulations 2023 aims to drive outcomes under that approach.
 - 9.8.2 One of the Victorian Government's strategic drivers in implementing this policy is through the proposed development of waste to energy facilities – providing new ways of turning waste material into energy and diverting it away from landfill.

REPORT NO: 8.4 (cont.)

- 9.8.3 Despite the best endeavours of the Government, waste to energy facilities can be contentious as they are relatively new technologies in local communities and without adequate information on the potential impacts, community concerns arise.
- 9.8.4 In line with Council’s recent submission to *the development and expansion of waste-to-energy (WtE) infrastructure in Victoria Parliamentary Inquiry* into As a result, it is proposed that Council submits the recommended motion to MAV.
- 9.9 Kangaroo Management Plans
 - 9.9.1 We recognise that many residents care deeply about our local wildlife and are distressed by reports of kangaroo culling occurring in close proximity to residential areas. Community concerns about animal welfare, safety and transparency are understandable and deserve to be heard.
 - 9.9.2 An absence of advanced notification to local communities about kangaroo management is concerning and greater transparency and communication is essential when decisions of this nature are being implemented.
 - 9.9.3 This is why the recommended motion is proposed for the MAV to implement.
- 9.10 Environmental Protection Agency Illegal Dumping “*Name and Shame*” campaign
 - 9.10.1 Illegal dumping is a significant and escalating issue with serious social, environmental and financial consequences for communities across Victoria.
 - 9.10.2 It matters to the community because rising clean up, enforcement and prevention costs place increasing pressure on council and State Government budgets which divert funding from essential frontline services.
 - 9.10.3 The issue does not respect municipal boundaries and affects councils across Victoria, requiring a coordinated, statewide response.
 - 9.10.4 Council has implemented “*Name and Shame*” campaigns as a deterrent to illegal dumping activity – which are being copied by many other Councils across Victoria.
 - 9.10.5 We believe that the Victorian Government, through the Environmental Protection Agency, can follow our lead and implement their own “*Name and Shame*” campaign to compliment the work of many Council’s with the aim of ultimately ridding the state of illegal dumping.

10. CONCLUSION

- 1.1 The MAV State Council provides an opportunity for Council to seek the support of the peak body representing the Local Government sector in Victoria.
- 1.2 This report outlines several motions that are proposed so that we can advance our advocacy activities through different avenues as a way of highlighting those initiatives and issues that are of strategic importance to our community.
- 1.3 These motions are just one way that we are advocating on behalf of the residents of Hume City.

REPORT NO:	8.5
REPORT TITLE:	Risk Report
SOURCE:	Ashlee Millich, Risk Management Lead
DIVISION:	Organisational Performance
FILE NO:	HCC11/656
POLICY:	POL/197
STRATEGIC OBJECTIVE:	SO4.1 A high performing organisation that prioritises continuous improvement, safety and accountability.
ATTACHMENT:	1. <i>Strategic Risk Overview</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Council recognises that risks are an everyday occurrence that have the potential to impact on Council’s ability to meet its strategic objectives and obligations to stakeholders, residents, employees and the community.
- 1.2 This report present provides an update on the current status of Council’s strategic risks, adopted by Council on 11 August 2025, as well as an overall update on Council’s risk profile.

2. RECOMMENDATION:

- 2.1 That Council note the biannual update on the strategic risk profile.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Council has an adopted Risk Management Policy which articulates its approach to risk management.
- 3.2 This is complimented by the legislative obligation imposed on Council by the *Local Government Act 2020* overarching governance principles which requires Council to consider risk in its decision making.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- i) The transparency of Council decisions, actions and information is to be ensured.
- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- c) The economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

REPORT NO: 8.5 (cont.)

5. IMPACT ASSESSMENTS:

5.1 Charter of Human Rights and Responsibilities Act 2006

The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

This report does not relate to the development or review of a policy, program or service, therefore a Gender Impact Assessment is not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

There are no financial or resource impacts associated with this report. Individual risks are managed within relevant operational budgets and resource constraints.

7. OPPORTUNITIES & RISKS:

7.1 Risks are an evolving landscape and whilst strategic risks have been identified against the four-year Council Plan, they are reviewed regularly to ensure they adequately reflect the Council’s risk profile and any emerging or reduced risks.

7.2 Where new strategic risks are identified out of cycle, these will be assessed and brought to Council for consideration in adding to the existing strategic risk profile.

7.3 Council requires regular oversight of strategic risk to inform its decision making and funding allocations across organizational work priorities.

8. COMMUNITY ENGAGEMENT:

8.1 This report presents strategic risks identified in response to the Council Plan 2025-2029, adopted by Council on 23 June 2025.

8.2 The Council Plan was subject to deliberative community engagement, however, it is not appropriate to engage community on the development and mitigation strategies of the strategic risk profile.

9. DISCUSSION:

9.1 Risk Management is an essential component of Council’s governance framework and supports the achievement of Council’s goals and objectives. Effective risk management increases the probability of successful outcomes whilst protecting the reputation and sustainability of Council.

9.1.1 Council’s Risk Management Framework includes a three-tiered approach to risk management: strategic risk, operational risk and project risk.

9.1.2 Strategic risk is defined as an event that if occurs may prevent the Council from achieving the objectives and priorities outlined in the Council Plan.

9.1.3 There have been 10 strategic risks identified and aligned with the 2025-2029 Council Plan. These are reviewed quarterly to ensure risk mitigation remain effective and reported to Council’s Audit & Risk Committee:

REPORT NO: 8.5 (cont.)

Consequence:		Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Catastrophic (5)
Strategic Risk Ratings: Residual	Almost Certain (5)					
	Likely (4)					
	Possible (3)			SR04 SR05 SR07	SR02 SR10 SR06	
	Unlikely (2)			SR01 SR08	SR03 SR09	
	Unpredictable or rare (1)					

- 9.1.4 Council's overall strategic risk profile remains stable with no significant changes, with ongoing monitoring focused on areas of heightened operational complexity, regulatory change/s and service delivery.
- 9.2 Engagement of Council in emerging risk trends and management response is critical to ensuring Council are well informed about the sector’s risk landscape and its impact on Hume’s strategic risk profile.
- 9.2.1 Emerging or heightened sector risk since the prior report to Council in February 2026 include:
- (a) Public liability risks involving potential community safety risks associated with cricket pitches and sports field accessibility controls, including fencing and gates around sporting fields.
 - (b) Legislative reform - the implementation of the Aged Care Act has increased the organisation's overall risk profile in areas of governance and compliance.
 - (c) AI/Cyber progressions - increased risk of data breach and potential harm from cyber initiated fraud.
- 9.2.2 Regular briefings of Council in respect to emerging trends are complimented by quarterly risk reporting to Council's Audit and Risk Committee, which provides detailed information on Council's evolving risk and control landscape.
- 9.3 Council's investment in active risk management extends well beyond compliance and incident management and/or response. Effective risk management supports informed decision-making, strengthens organisational resilience, improves operational efficiency and enables Council to pursue opportunities within its defined risk appetite.
- 9.3.1 By identifying and addressing risks early, Council is better positioned to prevent avoidable losses, reduce the frequency and impact incidents, and demonstrate a strong risk profile, specifically to our insurers.
- 9.3.2 This is further evidenced by Council's insurance renewal outcomes. While insurance premiums continue to be influenced by broader market conditions, Council's continued investment in proactive risk management, has supported positive year-on-year insurance renewal outcomes and helped minimise overall insurance cost pressures.
- 9.3.3 This financial year (FY2026/27), Council achieved a reduction of approximately 1.3% in insurance premiums (excluding WorkCover) compared with FY2025/26, despite a forecast market increase of 15-20% across the insurance program.

REPORT NO: 8.5 (cont.)

- 9.3.4 Furthermore, total premiums for FY26/27 were approximately 25% below the approved budget (approved budget was \$4,518,781.18).
- 9.3.5 As risk management capability and maturity continue to develop, these practices contribute to more favourable insurance outcomes, reduced financial exposure and better use of Council resources.

10. CONCLUSION

- 10.1 Effective risk management plays an important role in achieving Council's strategic objectives and maintaining its long-term financial and organisational sustainability.
- 10.2 Council's strategic and emerging risks will continue to be presented to the Audit and Risk Committee on a quarterly basis and reported to Council biannually, ensuring ongoing visibility of Council's strategic risk profile and supporting effective governance and informed decision-making.



HUME CITY COUNCIL

Strategic Risks - Overview

August 2026

Strategic Risk - Overview

Hume City Council currently has **10 Strategic Risks** on its Strategic Risk Register.

These risks have been identified and adopted to ensure consistent alignment with the 2025–2029 Council Plan

Three of these risks have a residual risk rating of **High**, whilst the remaining **seven** have residual risk ratings of **Moderate**.

These risks are actively monitored and are embedded within decision-making processes, as well as integrated into our organisation’s day-to-day operations, planning and governance practices:

Strategic Risks	Risk Category
STRAT01 Insufficient planning and capability to manage population growth, infrastructure needs and change across the municipality	Growth & Planning
STRAT02 Failure to take coordinated action on climate change and protect the natural environment and local biodiversity across the municipality.	Climate Change and Environmental Sustainability
STRAT03 Failure to promote social cohesion and ensure equal access to opportunities across the municipality.	Health Safety & Wellbeing Image & Reputation
STRAT04 Failure to establish and uphold effective governance and integrity across the organisation.	Governance and Compliance
STRAT05 Failure to ensure a safe and supportive work environment.	Health Safety and Wellbeing
STRAT06 Ineffective management of the workforce lifecycle.	Workforce/Organisation Culture and Capability
STRAT07 Ineffective management of Council assets across their lifecycle.	Assets & Infrastructure
STRAT08 Inadequate planning and management of Council’s financial resources.	Financial Sustainability and management
STRAT09 Failure to effectively manage IT Systems and cyber security	Information Technology Systems and Data Protection
STRAT10 Failure to effectively manage amenities, waste collection, disposal, and recycling services.	Service Delivery/Business Interruption

Strategic Risk - Watchlist:

STRAT07 - Ineffective management of Council assets across their lifecycle:

Increasing fuel and material costs are creating ongoing financial pressure on asset renewal and maintenance programs. While there is no current significant impact on service delivery, these market conditions may affect Council's ability to sustain planned renewal outcomes and could increase future asset management costs.

STRAT02 - Failure to take coordinated action on climate change and protect the natural environment and local biodiversity across the municipality.

Council continues to strengthen its approach to climate risk management through ongoing assessment and integration of climate considerations across the organisation. The risk remains rated as High due to the potential impact of climate-related events that are largely outside Council's direct control, with efforts focused on building resilience, adaptation, and recovery capability.

STRAT08 - Inadequate planning and management of Council's financial resources:

This risk continues to be managed through Council's ongoing financial planning and governance processes. Budgetary constraints, including rate cap settings and workforce cost pressures, remain key considerations. Procurement policy improvements are also being progressed to support efficient delivery of capital programs, strengthen governance, and enhance value-for-money outcomes.



REPORT NO:	8.6
REPORT TITLE:	Young Leaders Award - Selection
SOURCE:	Cherry Grimwade, Coordinator Youth Engagement & Pathways
DIVISION:	City Services & Living
FILE NO:	#2026
POLICY:	Connect & Thrive: A Plan for Young People in Hume 2022 - 2026
STRATEGIC OBJECTIVE:	SO3.2 A healthy community with access to opportunities SO3.3 An inclusive and socially connected community that celebrates diversity and culture
ATTACHMENT:	1. <i>Hume 2026 Young Leaders Awards - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 The report outlines the recommended recipients of the 2026 Young Leaders Award.
- 1.2 These awards recognise young people aged 12 – 24 years from the City of Hume who demonstrate significant leadership attributes and contribute to positive change in their communities.

2. RECOMMENDATION:

That Council:

- 2.1 Approves \$500 to each of the nine winners of the Hume 2026 Young Leaders Award categories as outlined in table 1 of Confidential Attachment 1.
- 2.2 Approves \$100 to each of the three Emerging Leaders award recipients, as outlined in table 2 of Confidential Attachment 1.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 The Local Government Act (2020) identifies that the “primary role of a Council is to provide good governance in its municipal district for the benefit and wellbeing of the municipal community, ensuring that priority is given to achieving the best outcomes for the municipal community, including future generations”.
- 3.2 Connect & Thrive: A Plan for Young People in Hume 2022 – 2026 outlines Council’s commitment to contributing to positive health, social and economic outcomes for young people aged 6 to 24 years in Hume.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.

REPORT NO: 8.6 (cont.)

- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- e) Innovation and continuous improvement is to be pursued.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The human rights relevant to this report are:

- 5.1.1 Recognition and equality (Section 8)
 - (a) The Young Leaders Award fosters the principles of access, inclusion, equity and fairness.
- 5.1.2 Taking part in public life (Section 18)
 - (a) The Young Leaders Award recognizes and celebrates young people’s contribution to public life and the impact they have on their communities.
- 5.1.3 Cultural rights (Section 19)
 - (a) The Young Leaders Award celebrates the cultural identity and diversity of young people in Hume.

The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

The policy, program or service in this report has a direct and significant impact on the public, therefore a Gender Impact Assessment was completed. The key recommendations and findings of this assessment were:

- 5.2.1 a more inclusive marketing approach along with targeted engagement strategies.
- 5.2.2 strengthened partnerships with schools and community organisations,
- 5.2.3 improved accessibility of the application process,
- 5.2.4 ongoing collection of participant feedback to identify barriers to participation; and,
- 5.2.5 the introduction of a new Young Inclusion and Accessibility Leader award category.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 There are no additional financial implications resulting from this report, all program costs are funded within the annual budget allocations.

7. OPPORTUNITIES & RISKS:

- 7.1 The risks and opportunities with the Hume Youth Leaders were considered during the program delivery, and were effectively managed through targeted mitigation strategies:
 - 7.1.1 There was a risk of low participation in the nomination process and under-representation of certain youth groups. This was mitigated through the implementation of a broad range of targeted marketing and promotional activities.
 - 7.1.2 The original four-week nomination period was identified as potentially limiting participation. To address this, the nomination period was extended by an additional four days, providing further opportunity for nominations to be received.

REPORT NO: 8.6 (cont.)

- 7.1.3 There was a risk that the assessment process could be perceived as biased or unfair. This was mitigated through the establishment of an assessment panel comprising representatives from relevant Council departments with appropriate expertise, together with the Mayor. A clear and documented assessment framework, including defined criteria and scoring guides, was also used to support consistent, transparent and objective decision-making.
- 7.2 The award program delivered several positive outcomes and opportunities for Council:
 - 7.2.1 The marketing and nomination process provided valuable opportunities to strengthen Council’s engagement and relationships with young people, schools, service providers, sporting clubs and community organisations across Hume.
 - 7.2.2 The awards program continues to serve as an important mechanism for recognising and celebrating the achievements of young people, while promoting positive role models within the Hume community. The nominations received highlighted the diverse ways young people contribute through leadership, volunteering, civic participation, community service and other initiatives that positively impact the municipality.

8. COMMUNITY ENGAGEMENT:

- 8.1 To maximise participation and ensure broad community awareness, a comprehensive promotion and engagement strategy was implemented. Promotion was undertaken through primary and secondary schools across Hume, Kangan TAFE, sporting clubs, community and health organisations, youth service providers, Hume Multiversity partners, previous award participants, and current Youth Services program participants. Additional promotion included newsletter articles, social media campaigns featuring a promotional video with the Mayor, and presentations at key networks and stakeholder forums.
- 8.2 Targeted engagement was also undertaken with organisations and community leaders supporting Aboriginal and Torres Strait Islander young people and culturally diverse communities, including Sunbury Aboriginal Corporation, Spectrum, Centre for Multicultural Youth, the Australian Multicultural Community Centre, and local faith and community leaders, to encourage inclusive participation in the awards program.

9. DISCUSSION:

9.1 Background:

- 9.1.1 The Hume Young Leaders Award is an annual award that celebrates and recognises young people aged 12 – 24 years who demonstrate significant leadership attributes and lead change in the City of Hume.

9.2 Nominations – Conditions and Eligibility

- 9.2.1 Nominations were made online via Smarty Grants using the following eligibility criteria / conditions:
 - (a) Nominees had to be between the ages of 12 – 24 years and live in Hume.
 - (b) Nominations could only be made for one category and could be completed by community organisations such as schools, sporting groups, etc. and/or young people could self-nominate.
 - (c) If the nomination was by a family member, friend, or the young person themselves, then a reference was required from a community member who could validate the application

REPORT NO: 8.6 (cont.)

- (d) All nominations need to specify which award they have been nominated for and why they have been nominated.
- (e) Councilors or council staff could not nominate a young person.
- (f) Nominees needed to demonstrate clear leadership qualities in one of the award categories
- (g) The Young Group of the Year needed to consist of a minimum of 3 members to be considered eligible.
- (h) Winners of the Young Leaders Awards 2025 could not be nominated for Young Leaders Awards in 2026.

9.3 2026 Award Categories and Nominations

9.3.1 There were ten award categories in the 2026 program:

- (a) Young Advocacy Leader
- (b) Young Environmental Leader.
- (c) Young Refugee / Newly Arrived Leader
- (d) Young Creative Leader
- (e) Young Aboriginal Leader
- (f) Young Entrepreneurial Leader
- (g) Young Inclusion and Accessibility Leader
- (h) Young Sports Leader
- (i) Young Leader of the Year (awarded to one of the Category Winners, as determined by the Assessment Panel); and
- (j) Young Group of the Year.

9.3.2 Nominations were open from 12 May to 18 June 2026.

9.3.3 There were 49 nominations received, with 41 nominations meeting the criteria.

9.3.4 The table below outlines the number of nominations received in each of the categories:

Award Category	Number of Nominations
Young Advocacy Leader	15
Young Environmental Leader.	2
Young Refugee / Newly Arrived Leader	2
Young Creative Leader	3
Young Aboriginal Leader	2
Young Entrepreneurial Leader	1
Young Inclusion and Accessibility Leader	6
Young Sports Leader	6
Young Group of the Year	4
TOTAL	41

9.3.5 In addition, there were three young people who were selected by the Assessment Panel for the Emerging Leader awards who demonstrated emerging leadership.

9.4 Assessment Process

REPORT NO: 8.6 (cont.)

- 9.4.1 The assessment period was from Monday 22 June until Friday 10 July 2026.
- 9.4.2 An assessment panel consisted of representatives from the following Council Departments: Economic Development, City Lifestyle, Climate & Waste and Active Living.
- 9.4.3 Once nominations closed, an eligibility check was completed on all nominations received.
- 9.4.4 Assessment panel members assessed all the eligible nominations via Smarty Grants.
- 9.4.5 The Assessment Panel meeting was held on Thursday 16 July 2026. At this meeting, panel members discussed their assessment scores and comments as a group and made recommendations regarding the winners for each category.

9.5 Award Winners

- 9.5.1 Recommended award winners are outlined in confidential Attachment 1.
- 9.5.2 The award winners will remain confidential until announced at the award ceremony on Friday 18 September 2026.

9.6 Award Ceremony

- 9.6.1 The award ceremony will be held on Friday 18 September from 5.30pm to 8pm at the Broadmeadows Town Hall.
- 9.6.2 All nominees and their families, relevant school and sector representatives, Councillors and relevant Council staff will be invited to attend.
- 9.6.3 The event will be MCed by previous award winners, and will showcased and recognize the depth of leadership talent across young people in Hume.

10. CONCLUSION

- 10.1 The Hume Young Leaders Awards continues to be a valuable initiative for recognising and celebrating the achievements, leadership and positive contributions of young people across the municipality, while strengthening their connection to community and civic life.
- 10.2 The 2026 program attracted strong community engagement and a diverse range of high-quality nominations, demonstrating the significant impact young people are making across Hume and supporting Council's commitment to fostering youth leadership, inclusion and participation.

REPORT NO:	8.7
REPORT TITLE:	Response to NOM24/21 - Cr Chris Hollow - Campbellfield Community Infrastructure and Open Space Improvements
SOURCE:	Kate Hughes, Project Manager
DIVISION:	Planning, Places & Delivery
FILE NO:	HCC24/688
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.1 Liveable places that are inclusive and accessible
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 This report responds to Notice of Motion NOM24/21 regarding opportunities to improve open space, community infrastructure and trail connectivity within Campbellfield. The report provides an update on:
 - 1.1.1 Findings from Council's Fit for Purpose Assessment of Campbellfield Community Centre, including planned facility improvements, short-term enhancement opportunities and future activation initiatives.
 - 1.1.2 Improvement works and future opportunities at Seth Raistrick Reserve, including the progression of car park lighting upgrades, the condition and assessment of public tennis courts, and community-identified priorities for additional recreational infrastructure and amenity improvements.
 - 1.1.3 The ongoing management and future improvement opportunities for Allan Barry Reserve through Council's open space renewal and capital works planning processes.
 - 1.1.4 Progress toward completing the Galada Tamboore Trail connection beneath the M80, including current land access, environmental and technical constraints and ongoing investigations.

2. RECOMMENDATION:

- 2.1 That Council notes the updates outlined in response regarding Seth Raistrick Reserve and Allan Barry Reserve;
- 2.2 That Council notes the findings of the Fit for Purpose Assessment for Campbellfield Community Centre, which identified opportunities to improve the amenity, presentation, functionality and overall condition of the facility;
- 2.3 That Council notes actions undertaken and that are planned to improve Campbellfield Community Centre, including:
 - a. the purchase and installation of new furniture during 2025/26, including replacement tables and trolley units;

REPORT NO: 8.7 (cont.)

- b. short term improvement works valued at approximately \$14,000, including a deep clean, maintenance works, touch up painting, landscaping improvements and other priority amenity improvements, to be delivered during the first quarter of 2026/27; and
- c. the allocation of \$100,000 through the 2026/27 Community Facilities Minor Upgrade Program to deliver priority improvements during the 2026/27 financial year.

2.4 Notes ongoing work to progress the remaining Galada Tamboore Trail connection beneath the M80, including access arrangements, stakeholder engagement and further technical investigations required to address land, environmental and terrain constraints

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 Local Government Act 2020, including:
Part 3 Division 1 - Community accountability
Part 4 Division 1 - Strategic Planning
Part 5 Division 4 - Powers in relation to land

3.2 Open Space Strategy (2025)

3.3 Community Infrastructure Plan (2023)

3.4 Community Facility Access and Use Policy (2022) (currently under review)

3.5 Hume City Public Lighting Policy (2018)

4. OVERARCHING GOVERNANCE PRINCIPLES:

4.1 This report supports Council in giving effect to the following Overarching Governance Principles:

- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- a) Council decisions are to be made and actions taken in accordance with the relevant law.
- e) Innovation and continuous improvement is to be pursued.
- g) The ongoing financial viability of the Council is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 Charter of Human Rights and Responsibilities Act 2006

The human rights relevant to this Report are:

Everyone is entitled to equal and effective protection against discrimination, and to enjoy their human rights without discrimination.

People can have different family, religious or cultural backgrounds. They can enjoy their culture, declare and practice their religion and use their languages. Aboriginal persons hold distinct cultural rights.

The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

This report does not relate to the development or review of a policy, program or service, therefore a Gender Impact Assessment is not required.

REPORT NO: 8.7 (cont.)

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 Funding for the matters outlined in this Report has been identified within existing approved Council budget allocations.
- 6.2 Council has allocated \$100,000 through the 2026/27 Community Facilities Minor Upgrade Program to deliver priority improvements at Campbellfield Community Centre identified through the Fit for Purpose Assessment.
- 6.3 Council has allocated \$641,805k in the 2026/27 Reserve Carpark Lighting Program, to deliver lighting improvements to four reserve carparks, including Seth Raistrick Reserve.
- 6.4 The financial and resource implications associated with these works will be managed within approved budgets and existing Council resources.

7. OPPORTUNITIES & RISKS:

- 7.1 Campbellfield Community Centre is an important and well utilised community asset with significant potential to continue delivering community benefit. The Fit for Purpose Assessment identified that the facility would benefit from renewed investment to address ageing infrastructure, presentation, amenity and functionality issues.
- 7.2 Failure to progress identified improvements may reduce Council's ability to maximise community benefit, respond to local needs and maintain a facility that is welcoming, functional and fit for purpose. The allocation of funding in 2026/27 provides an opportunity to address priority improvement needs and support the ongoing use of the centre by current and future users.

8. COMMUNITY ENGAGEMENT:

- 8.1 Officers have attended meetings on site with community and councillors to discuss local priorities and opportunities for improvements to community infrastructure, open space and recreational facilities within Campbellfield.
- 8.2 Community engagement undertaken through the Fit for Purpose Assessment informed the findings and improvement opportunities outlined in this Report.
- 8.3 Stakeholder mapping and community engagement currently underway through the Community Facility Access and Use Policy review will provide further insight into local needs, facility use and activation opportunities, helping to maximise community benefit from Campbellfield Community Centre.

9. DISCUSSION:

At its meeting on 13 May 2024, Council considered and approved Notice of Motion NOM24/21 seeking information regarding potential improvements to open space, community infrastructure and trail connectivity within Campbellfield. This section provides an update on matters associated with Seth Raistrick Reserve, Allan Barry Reserve, Campbellfield Community Centre and the Galada Tamboore Trail, including completed investigations, planned improvements and ongoing work being undertaken by Council.

9.1 Seth Raistrick Reserve and Allan Barry Reserve

- 9.1.1 Seth Raistrick Reserve is an important local open space asset that supports a range of informal recreation and sporting activities for the Campbellfield community. Council completed resurfacing works to the reserve's two public tennis courts in 2022, improving the quality and usability of these facilities. The

REPORT NO: 8.7 (cont.)

courts will be further assessed as part of Council's ongoing municipal tennis court audit currently being undertaken.

- 9.1.2 Council is also progressing upgrades to public lighting associated with the Seth Raistrick Reserve car park. Detailed design work is currently being finalised, with the project expected to proceed to tender in August 2026. Subject to tender outcomes and delivery timelines, construction is anticipated to be completed in early 2027. The lighting upgrade will improve safety, accessibility and user experience for visitors accessing the reserve.
- 9.1.3 Allan Barry Reserve continues to provide valuable local open space and recreational opportunities for the Campbellfield community. Council will continue to monitor asset condition and service levels at the reserve and consider future improvement opportunities through ongoing open space planning, renewal programs and capital works prioritisation processes.

9.2 Campbellfield Community Centre improvements

- 9.2.1 Council has completed a Fit for Purpose Assessment of Tier 4 community centres and venues, including Campbellfield Community Centre. The assessment was informed by facility audits, stakeholder engagement and community consultation, and identified the following recurring themes for Campbellfield Community Centre:
 - (a) The need to modernise the facility;
 - (b) Replacement of ageing furniture and fittings;
 - (c) Improved digital capability and connectivity;
 - (d) Improved amenity and presentation; and
 - (e) Improved perceptions of safety and accessibility.
- 9.2.2 The assessment found that the centre would benefit from improvements to presentation, functionality, amenity and safety. Recommended works include furniture replacement, window furnishings, kitchen upgrades, Wi-Fi connectivity, internal and external painting, lighting upgrades and landscaping improvements.
- 9.2.3 To support implementation of the assessment findings, Council has allocated \$100,000 through the 2026/27 Community Facilities Minor Upgrade Program for Campbellfield Community Centre to improve the facility's functionality, presentation, amenity and overall quality.
- 9.2.4 There are immediate opportunities to deliver modest amenity and presentation upgrades that enhance the facility's appearance, safety and user experience. These include:
 - (a) Deep cleaning and presentation improvements;
 - (b) Minor maintenance repairs;
 - (c) Touch-up painting; and
 - (d) Landscaping and site presentation improvements.
- 9.2.5 Officers have identified approximately \$14,000 in short-term improvement works for early delivery in 2026/27, including presentation upgrades, maintenance works and minor amenity improvements.
- 9.2.6 New furniture, including replacement tables and trolley units, have already been purchased and installed as an early improvement while broader facility upgrades are progressed.

REPORT NO: 8.7 (cont.)

- 9.2.7 These works are expected to be delivered in the first quarter of 2026/27 and will complement the broader Community Facilities Minor Upgrade Program, providing visible improvements to the facility’s presentation, amenity, functionality and surrounds.

9.3 Programming and Activation Opportunities

- 9.3.1 Campbellfield Community Centre remains a valuable community asset. In 2025/26, it hosted almost 300 bookings and attracted approximately 13,000 attendances. While current use is low to moderate, the centre supports a diverse range of community, cultural, recreational and private activities, providing a strong foundation for future activation and growth.
- 9.3.2 Council adopted the Community Facility Access and Use Policy in July 2022. The policy supports equitable access to Council community facilities and encourages flexible, multi-use arrangements that deliver community benefit. It is currently under review, with community engagement, stakeholder consultation and benchmarking underway to inform an updated approach to facility access, use and activation.
- 9.3.3 Council recently appointed a consultant to prepare a Feasibility Study for seven of its most underutilised minor community facilities, including Campbellfield Community Centre. The study focuses on increasing social opportunities for older residents and includes community engagement and an Activation Framework to guide future use of unstaffed community facilities. Findings and recommendations will be presented to Council, with an Activation Pilot proposed for two sites, subject to Council endorsement.
- 9.3.4 As part of the Community Facility Unit Service Plan, officers will develop a future Community Facility Activation Framework. The framework will aim to increase utilisation, maximise community benefit at Campbellfield Community Centre and other community facilities.

9.4 Galada Tamboore Trail

- 9.4.1 Connecting the Galada Tamboore Trail beneath the M80 is complex due to a range of land, environmental and terrain constraints. The two remaining links will require access arrangements, stakeholder agreement and further technical investigations before they can be delivered. The current status of the two remaining gaps between the existing trail sections is as follows:
- Northern section (440 Mahoneys Road): Future leasing arrangements are being progressed. The site is a former landfill and remediation works will be required before a shared path connection can be delivered.
 - Southern section (400 Mahoneys Road): Council continues to work with landowners and stakeholders, including Melbourne Water, to investigate options for a connection to the Merri Creek Trail. Significant site constraints, including steep terrain, proximity to the creek and protected flora and fauna, require further investigation to identify a feasible trail alignment.

Officers will continue to progress this work and report back to Council as required.

10. CONCLUSION

- 10.1 This report provides a response to Notice of Motion NOM24/21 and outlines the work undertaken to investigate opportunities for open space, community infrastructure and trail connectivity improvements within Campbellfield.

REPORT NO: 8.7 (cont.)

- 10.2 Council is progressing a range of initiatives that will improve community infrastructure and open space outcomes for local residents, including planned upgrades to Campbellfield Community Centre, the delivery of lighting improvements at Seth Raistrick Reserve, ongoing assessment of recreational facilities, and continued investigations into the completion of the Galada Tamboore Trail connection beneath the M80.
- 10.3 Collectively, these initiatives will contribute to improved accessibility, amenity, recreation opportunities and community wellbeing, while ensuring Council's assets and open spaces continue to meet the needs of the growing Campbellfield community.

REPORT NO:	8.8
REPORT TITLE:	Contract No. 30 25 3626 - Tyres and Associated Services
SOURCE:	Mihnea Stanciuc, Coordinator Fleet
DIVISION:	Assets, Operations & Sustainability
FILE NO:	TBA
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.1 A high performing organisation that prioritises continuous improvement, safety and accountability.
ATTACHMENTS:	1. <i>Tyre Services Review - Confidential</i> 2. <i>Tyres and Services Pricing - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Municipal Association of Victoria (MAV) has established Contract No. LB317 – Tyres and Associated Services, which provides councils with access to a panel of suppliers for tyre supply, retreading and associated services. This report seeks to appoint the panel that MAV has already established and includes further assessment of the suppliers within the panel.
- 1.2 Fleet Services has undertaken a local evaluation of the available panel suppliers against Hume City Council’s fleet requirements, including pricing for new tyres, retreaded tyres and associated service charges.
- 1.3 This report recommends that Council resolves to participate in MAV Contract No. LB317 – Tyres and Associated Services, appointing Bridgestone as Council’s preferred supplier, while retaining the option to utilise other MAV panel suppliers where required to meet operational, availability, service coverage or value-for-money requirements.
- 1.4 Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds their financial limit and a Council motion is now required to accept the recommendation to award the contract.

2. RECOMMENDATION:

That Council:

- 2.1 Approves participation in Contract No. LB317 – Tyres and Associated Services for an initial term of two years with extension options of one year plus one year, consistent with the MAV contract arrangements.
- 2.2 Approves Bridgestone as Hume City Council’s preferred supplier under Hume Contract No. 30 25 3626 – Tyres and Associated Services, based on the outcome of Council’s local evaluation.
- 2.3 Authorises Council officers to utilise other suppliers appointed to the MAV panel where required, including where Bridgestone is unable to meet Council’s requirements, where an alternative panel supplier provides improved availability, service coverage, response time, product suitability or value for money.

REPORT NO: 8.8 (cont.)

- 2.4 Approves procurement under the Hume Contract No. 30 25 3626 – Tyres and Associated Services schedule of rates, with expenditure to be incurred as required and subject to approved operational budgets.
- 2.5 Authorises contract variations to be managed in accordance with Council’s Procurement Policy and within the approved contract value as detailed in the confidential attachment.
- 2.6 Delegates to the Director Assets, Operations and Sustainability to finalise and execute the contract documentation.
- 2.7 Delegates to the Director Assets, Operations and Sustainability the powers to review and exercise the extension options. The use of this authority is to be reported to Council within 3 months

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 S108(1) of the Local Government Act 2020 (the act) requires that a Council must prepare and adopt a Procurement Policy which specifies the principles, processes and procedures applying in respect of the purchase of goods and services by the Council, including for the carrying out of works.
- 3.2 S109(1) of the Act requires that a Council must comply with its Procurement Policy before entering into a contract for the purchase of goods or services or the carrying out of works.
- 3.3 Council adopted a Procurement Policy (ref. POL189) on 15 November 2021 which is effective from 1 December 2021. Under this Policy, procurement of goods, services or works valued at \$300,000 or greater shall be undertaken by a tender process.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- g) The ongoing financial viability of the Council is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this report are:

- (a) Every person has the right to life and has the right not to be arbitrarily deprived of life.

The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

This report does not relate to the development or review of a policy, program or service; therefore a Gender Impact Assessment is not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 This is a combined lump sum and schedule of rates contract; therefore, Officer’s undertook modelling to understand the total costs over contract term, including extension options.

REPORT NO: 8.8 (cont.)

- 6.2 The 2026/27 operating budget includes \$412,000 for tyres and tubes. Based on previous years, it is estimated that the annual spend under this contract is approximately \$380,000.

7. COLLABORATIVE PROCUREMENT

- 7.1 In Accordance with section 108(3c) of the Act, Council will give consideration to collaboration with other councils and public bodies or utilise Collaborative Procurement Arrangements, when procuring goods, services and works in order to take advantage of economies of scale.
- 7.2 The evaluation panel considered any opportunities for collaborative procurement in relation to this procurement process undertaken by Council, including:
- 7.2.1 The nature of those opportunities, and the public bodies with which they are available;
- (a) MAV Contract No. LB317 – Tyres and Associated Services provides a collaborative procurement arrangement that enables councils to access a panel of suppliers for tyre supply, retreading and associated services.

8. OPPORTUNITIES & RISKS:

- 8.1 The recommendation presents an opportunity to achieve improved value for money through participation in a collaborative procurement arrangement and the use of competitively assessed schedule-of-rates pricing.
- 8.2 Key risks include product availability, service response times, market price movement, operational disruption and reliance on a single preferred supplier. These risks will be managed by retaining access to other MAV panel suppliers where required, monitoring supplier performance, confirming availability before purchase, and ensuring expenditure remains within approved budgets.
- 8.3 Climate-related considerations include the need to maintain a safe, reliable and efficient fleet under changing operating conditions, including extreme heat and severe weather events that may affect road conditions, tyre wear and response requirements. Access to multiple panel suppliers supports resilience by reducing supply-chain dependency and improving Council’s ability to respond to operational demands.
- 8.4 On balance, the recommendation is considered to present manageable risks and positive procurement, financial and operational outcomes for Council.

9. COMMUNITY ENGAGEMENT:

- 9.1 Community engagement was not required for this procurement matter. The recommendation relates to the procurement of tyres and associated services required to maintain Council’s fleet operations and does not propose a change to Council services or service levels requiring community consultation.

10. DISCUSSION:

10.1 Technical Specification

- 10.1.1 The contract provides for the supply of tyres and associated services required to support Council’s fleet operations. This includes new tyres, retreaded tyres, fitting, balancing, puncture repairs, rotations, roadside call-out services, disposal and other related tyre services.

REPORT NO: 8.8 (cont.)

- 10.1.2 Council’s evaluation focused on tyre sizes and services relevant to Hume City Council’s operational fleet, including heavy truck tyres, SUV/4WD tyres and 295/80R22.5 retreaded tyres.

10.2 Background

- 10.2.1 Council requires ongoing access to tyres, retreaded tyres and associated services to support the safe and reliable operation of its fleet. Tyres are a critical consumable for heavy vehicles, light commercial vehicles, plant and operational vehicles.
- 10.2.2 Rather than undertaking a separate tender process, Council has the opportunity to participate in MAV Contract No. LB317 – Tyres and Associated Services. The MAV arrangement provides access to a panel of suppliers and supports collaborative procurement outcomes.
- 10.2.3 Council officers completed a local evaluation to determine the supplier that best meets Hume City Council’s operational and value-for-money requirements.

10.3 Tender Details

- 10.3.1 MAV established Contract No. LB317 – Tyres and Associated Services through a procurement process that provides participating councils with access to a panel of suppliers. Fleet Services used the information provided by MAV and did a local evaluation of the panel members and established that the best value for money was provided by Bridgestone. This evaluation is shown in confidential Attachment 1. The unit prices for each supplier and indicative quantities used for the evaluation are shown in confidential Attachment 2.

10.4 Selection Criteria

- 10.4.1 The review involved scoring of conforming tenders according to the following pre-determined criteria:

Selection criteria	Weighting
Price	80%
Associated Services	20%

- 10.4.2 Value for money was assessed using a combination of pricing and operational service requirements including response times, service capability, tyre availability and support services.
- 10.4.3 Price was assessed using indicative annual quantities for key tyre categories relevant to Council’s fleet. The annual quantities used in the evaluation included 260 units for 295/80R22.5 heavy truck tyres, 80 units for 265/70R16 SUV/4WD tyres and 260 units for 295/80R22.5 retreaded tyres.

REPORT NO: 8.8 (cont.)

- 10.4.4 Associated services were assessed using 20 service lines including fitting, balancing, puncture repairs, rotations, disposal, call-out services, roadside labour, alignments, valves, pressure checks and related labour charges.

10.5 Recommendation

- 10.5.1 The final weighted score for each tenderer is summarised below:

Tenderer	Conforming	Score
Tenderer A Bridgestone Australia Ltd.	Yes	8.79
Tenderer B	Yes	8.38
Tenderer C	Yes	5.31
Tenderer D	No	4.75

- 10.5.2 Bridgestone achieved the highest overall score based on a combination of competitive pricing, service capability, local coverage, retread tyre offerings and operational support requirements.
- 10.5.3 Refer to the confidential attachment for further details of the review of all tenders.

11. CONCLUSION

- 11.1 The process described in this report is in accordance with the Council's Procurement Policy, the relevant provision of the Local Government Act 2020 – section 108 (Procurement Policy) and section 109 (Procurement).
- 11.2 It is recommended that Council approves participation in the MAV contract, appoints Bridgestone as Council's preferred supplier, and retains the ability to use other MAV panel suppliers where required to ensure continuity of supply, operational flexibility and best value outcomes.

REPORT NO:	8.9
REPORT TITLE:	Contract No. 30 19 3036 - Provision of Open Space Services Auxiliary Works and Consultants Extension
SOURCE:	Shane Moohan, City Arborist
DIVISION:	Assets, Operations & Sustainability
FILE NO:	30 19 3036
POLICY:	Tree Management Policy
STRATEGIC OBJECTIVE:	SO1.3 Safe and well-maintained places SO1.1 Liveable places that are inclusive and accessible
ATTACHMENT:	1. 30 19 3036 - <i>Extension to Contract Contractor Breakdown - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Contract No. 30 19 3036 – Provision of Open Spaces Services Auxiliary Works and Consultants was awarded by Council in 2020 with an initial term of five (5) years with a one (1) year extension option. These contracts are due to expire between 1 September 2026 and 31 October 2026.
- 1.2 This report recommends that Council approves the extension of Contract No. 30 19 3036 - Provision of Open Space Services Auxiliary Works and Consultants Extension until 30 June 2027.
- 1.3 Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract extension exceeds their financial limit and a Council motion is now required to accept the recommendation to award the contract extension.

2. RECOMMENDATION:

That Council

2.1 Resolves to award extension of contract number 30 19 3036 for Provision of Open Space Services Auxiliary Works and Consultants:

- a) Kenyons Tree Tactics Pty Ltd T/as Tree Tactics
- b) Nuleaf Tree Services
- c) Dianabelle Pty Ltd T/as Rootcontrollers Australia
- d) Ironbark Environmental Arboriculture Pty Ltd
- e) Homewood Consulting Pty Ltd
- f) Sevron Pty Ltd
- g) Arbor Co Australia Pty Ltd

2.2 Resolves to not extend contract 30 19 3036 for Provision of Open Space Services Auxiliary Works and Consultants:

- a) Agrisolutions
- b) Global Urban Forest

2.3 Awards the schedule of rates contract extensions with the estimated spend from contract expiry through until 30 June 2027 of \$2,692,000.00 (incl. GST).

REPORT NO: 8.9 (cont.)

- 2.4 Authorises CPI adjustments in accordance specified contract conditions and Consumer Price Index All Groups for Melbourne, as prescribed by the Australian Bureau of Statistics**
- 2.5 Delegates to the Director Assets, Operations and Sustainability to inform the contractors of Council’s intension to extend Contract No. 30 19 3036 and to finalise and execute the contract documentation.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 S108(1) of the Local Government Act 2020 (the act) requires that a Council must prepare and adopt a Procurement Policy which specifies the principles, processes and procedures applying in respect of the purchase of goods and services by the Council, including for the carrying out of works.
- 3.2 S109(1) of the Act requires that a Council must comply with its Procurement Policy before entering into a contract for the purchase of goods or services or the carrying out of works.
- 3.3 Council adopted a Procurement Policy (ref. POL189) on 15 November 2021 which is effective from 1 December 2021. Under this Policy, procurement of goods, services or works valued at \$300,000 or greater shall be undertaken by a tender process.
- 3.4 Council adopted the Tree Management Policy on 14 July 2025.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.
- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- c) The economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
- e) Innovation and continuous improvement is to be pursued.
- g) The ongoing financial viability of the Council is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The Charter of Human Rights and Responsibilities Act 2006 sets out the basic rights and responsibilities of all people in Victoria. The Charter places obligations on public authorities by requiring them to act compatibly with human rights and give proper consideration to human rights when making decisions.

REPORT NO: 8.9 (cont.)

5.1.1 The obligation to give proper consideration to, and act compatibly with, human rights does not apply where:

- (a) under another law you could not reasonably have acted differently or made a different decision. For example, where you are giving effect to another statutory provision that is incompatible with a human right;
- (b) the act or decision is of a private nature; or
- (c) the act or decision would impede or prevent a religious body from acting in conformity with religious doctrines, beliefs or principles.

5.2 The Charter of Human Rights and Responsibilities Act 2006 and Hume City Council’s Social Justice Charter were considered and there are no issues to be considered in this regard.

The above rights are not being limited by the recommended action in this report.

5.3 GENDER EQUALITY ACT 2020

Under the Gender Equality Act 2020 a Gender Impact Assessment is required to be completed in relation to the development or review of a policy, program or service, where it has a direct and significant impact on the public.

This report does not relate to the development or review of a policy, program or service; therefore a Gender Impact Assessment is not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 This is predominately a schedule of rates contract with some minor fixed fee works included for monthly and annual reporting. The contract establishes a panel of pre-qualified contractors who may be engaged to undertake specialist tree management works as required throughout the contract term.
- 6.2 Works commissioned under this panel will predominately relate to works associated with Councils proactive and reactive tree management works and adopted budgets.
- 6.3 Officers previously undertook modelling to understand the total costs over the contract term, including extension options. This modelling indicates that the panel provides sufficient capacity and value for money for Council to deliver the tree management programs.
- 6.4 There is \$10.6m allocated to tree management in the 2026/27 budget. This operating budget covers expenditure associated with this contract extension.
- 6.5 This contract extension is anticipated to deliver procurement efficiencies for tree management works and provide officers time to develop updated specifications for tendering of this service.

7. COLLABORATIVE PROCUREMENT

- 7.1 This is a contract extension therefore Collaborative Procurement is not considered part of this process and will be considered when tenders are sought early 2027.

REPORT NO: 8.9 (cont.)

8. OPPORTUNITIES & RISKS:

8.1 Officers have considered the risks and opportunities associated with this service and have identified the following risks.

8.1.1 Key risks identified include:

- (a) Cost escalations - If Council were to tender this service prematurely potential tenderers may price in these variables (e.g. cost of fuel) which could lead to significant cost increases
- (b) Opportunity to align programmes to the financial year by awarding this extension. If the extension is not awarded, this opportunity may be lost, making it difficult to forecast and report on work undertaken across financial years.

8.1.2 At the same time, the proposal presents key opportunities including:

- (a) Align contract programmes with the financial year
- (b) Greater understanding of and maturity of the new Digital Management system will enable us to better align our services with our contracts
- (c) Mitigate uncertainty and instability being priced into the contracts (e.g. cost of fuel)
- (d) Cost of services remains relatively stable

8.2 Climate Change Obligations

8.2.1 There are no additional risks on climate change as this is a continuation of an existing service using existing resources.

8.2.2 The extension of this contract will allow officers to undertake further review of these services which may identify other climate change risks, conditions or considerations for future contracts.

9. COMMUNITY ENGAGEMENT:

9.1 No community engagement was undertaken as part of the procurement process for the establishment of this panel.

9.2 Community engagement, consultation and notification requirements will be considered and undertaken, where necessary, as per the Tree Management Policy.

10. DISCUSSION:

10.1 Council awarded the contract for these services in 2020.

10.1.1 The services in this contract are required to ensure Council can continue to deliver these services to the Community.

10.1.2 Extending this Contract will provide officers with the opportunity to review the specifications and identify improvements prior to tendering.

10.1.3 The current suppliers under this contract are performing the required services to a high standard and have the capacity to continue to undertake the works specified in the contract.

REPORT NO: 8.9 (cont.)

- 10.1.4 The annual works planned are not currently aligned with the financial year which poses challenges for officers to forecast and report on budget expenditure.
- 10.1.5 If officers were to tender these services again prior to undertaking a review, this may result in an increased cost to deliver these services.
- 10.1.6 For these reasons, it is recommended that Council approve an extension to Contract 30 19 3036 until 30 June 2027.

10.2 Technical Specification

- 10.2.1 Works associated with this contract include tree maintenance, pest control, installation of root barriers and consultancy. These services are required to ensure Councils tree management obligations are met.
- 10.2.2 As this is an extension of the current contract, officers are not proposing to vary the current contract specifications.

10.3 Background

- 10.3.1 Council undertakes proactive and reactive tree maintenance across the municipality. This includes pruning, removals, tree reports/planning referrals and tree planting.
- 10.3.2 Contract 30 19 3036 was awarded in 2020 for an initial term of five (5) years with a one (1) year extension option. The one year extension was awarded in 2025 in line with the contract anniversary dates.
- 10.3.3 The contracts are due to expire between 1 September 2026 and 30 October 2026.
- 10.3.4 Extending these contracts until 30 June 2027 will enable officers to review and update the specifications for the new tender and also align the new contracts and maintenance programs with the financial year cycle.
- 10.3.5 The contracts for Agrisolutions and Global Urban Forest are not proposed for extension as officers have not procured their services under this contract.

10.4 Tender Details

- 10.4.1 As this report is for a contract extension, this section is not applicable.

10.5 Tender Evaluation Panel

- 10.5.1 As this report is for a contract extension, this section is not applicable.

10.6 Selection Criteria

- 10.6.1 As this report is for a contract extension, this section is not applicable.

10.7 Tender Evaluation Process

- 10.7.1 As this report is for a contract extension, this section is not applicable.

10.8 Recommendation

That Council:

- 10.8.1 Resolves to award extension of contract number 30 19 3036 for Provision of Open Space Services Auxiliary Works and Consultants:
 - a) Kenyons Tree Tactics Pty Ltd T/as Tree Tactics
 - b) Nuleaf Tree Services
 - c) Dianabelle Pty Ltd T/as Rootcontrollers Australia
 - d) Ironbark Environmental Arboriculture Pty Ltd

REPORT NO: 8.9 (cont.)

- e) Homewood Consulting Pty Ltd
- f) Sevron Pty Ltd
- g) Arbor Co Australia Pty Ltd
- 10.8.2 Resolves to not extend contract 30 19 3036 for Provision of Open Space Services Auxiliary Works and Consultants:
 - a) Agrisolutions
 - b) Global Urban Forest
- 10.8.3 Awards the schedule of rates contract extensions with the estimated spend from contract expiry through until 30 June 2027 of \$2,692,000.00 (incl. GST).
- 10.8.4 Authorises CPI adjustments in accordance with Consumer Price Index All Groups for Melbourne, as prescribed by the Australian Bureau of Statistics as specified in the contract conditions
- 10.8.5 Delegates to the Director Assets, Operations and Sustainability to inform the contractors of Council’s intension to extend contract 30 19 3036 and finalise and execute the contract documentation.
- 10.8.6 Refer to the confidential Attachment 1 for further details of the individual contractors and estimated cost breakdown.

11. CONCLUSION

- 11.1 The process described in this report is in accordance with the Council's Procurement Policy, the relevant provision of the Local Government Act 2020 – section 108 (Procurement Policy) and section 109 (Procurement).
- 11.2 There is no significant impact on the Council expenditure as the service continues under the existing service model and provides Council with value for money until such time as a new contract is awarded.

REPORT NO:	8.10
REPORT TITLE:	Contract No. 30 26 3757 - Major Events Contractors Panel
SOURCE:	Hazel Finnie, Coordinator Arts, Culture & Events Bonnie Giddings, Procurement Officer Kenny Waite, Senior Events & Festivals Officer (programs)
DIVISION:	City Services & Living
FILE NO:	30/26/3757
POLICY:	-
STRATEGIC OBJECTIVE:	SO3.3 An inclusive and socially connected community that celebrates diversity and culture
ATTACHMENTS:	1. <i>Attachment 1 - Schedule of Rates - Confidential</i> 2. <i>Attachment 2 - Signed Tender Evaluation Matrix - Confidential</i> 3. <i>Attachment 3 - Directors Office Holders Report - Confidential</i> 4. <i>Attachment 4 - Tender Evaluation Report - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 This report recommends that Council award Contract No. 30 26 3757 - Major Events Contractors Panel.
- 1.2 The establishment of pre-qualified supplier arrangements will provide a more efficient, flexible and streamlined approach to procuring the services and infrastructure required to deliver Council's event program.
- 1.3 The arrangement supports value-for-money outcomes for the Hume community through competitively tendered supplier rates, greater cost certainty and reduced procurement administration, enabling resources to be focused on event delivery and community outcomes.
- 1.4 The panel arrangement establishes a procurement framework only and does not commit Council to any minimum expenditure or procurement volumes.
- 1.5 Services and infrastructure will be procured only as required for individual events and within approved budgets. This provides Council with the flexibility to respond to changing service priorities, along with any outcomes arising from the forthcoming Culture and Events Service Plan.
- 1.6 Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds the Chief Executive Officer's financial delegation and therefore requires a Council resolution.

REPORT NO: 8.10 (cont.)

2. RECOMMENDATION:

That Council

2.1 Resolves to award Contract Number 30 26 3757 for Major Events Panel to following panel Contractors by category:

- (a) Category 1 – Electrical Services (Power, Generators and Lights)**
 - (i) N/A - no Conforming Tenders received**
- (b) Category 2 – Temporary Fencing**
 - (i) Aim Site Hire Pty Ltd**
- (c) Category 3 – First Aid**
 - (i) Emergency First Aid Pty Ltd**
- (d) Category 4 – Marquees and Furniture**
 - (i) Instant Shade Pty Ltd ATF Instant Marquee Unit Trust**
- (e) Category 5 – Risk Management & Safety**
 - (i) Elucidate Consulting Pty Ltd**
- (f) Category 6 – Security**
 - (i) ICORP Security Services Pty Ltd**
- (g) Category 7 – Staging and Production**
 - (i) The Trustee for Miller Family Trust (Structured Events)**
- (h) Category 8 – Toilet Hire Services**
 - (i) Aim Site Hire Pty Ltd**
- (i) Category 9 – Traffic Management**
 - (i) Altus Traffic Pty Ltd**

2.2 Awards the contract at the attached tendered schedule of rates (incl. GST).

2.3 Authorises CPI adjustments in accordance with the conditions of contract.

2.4 Awards the contract for a term of three (3) years with extension options of two 12-month periods.

2.5 Authorises for Variations to be managed in accordance with the confidential attachment.

2.6 Delegates to the Director City Services and Living to finalise and execute the contract documentation.

2.7 Delegates to the Director City Services and Living the powers to review and exercise the extension options. The use of this authority is to be reported to Council within 3 months.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 S108(1) of the Local Government Act 2020 (the act) requires that a Council must prepare and adopt a Procurement Policy which specifies the principles, processes and procedures applying in respect of the purchase of goods and services by the Council, including for the carrying out of works.**
- 3.2 S109(1) of the Act requires that a Council must comply with its Procurement Policy before entering into a contract for the purchase of goods or services or the carrying out of works.**

REPORT NO: 8.10 (cont.)

- 3.3 Council adopted a Procurement Policy (ref. POL189) on 15 November 2021 which is effective from 1 December 2021. Under this Policy, procurement of goods, services or works valued at \$300,000 or greater shall be undertaken by a tender process.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.
- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The *Charter of Human Rights and Responsibilities Act 2006* sets out the basic rights and responsibilities of all people in Victoria. It places obligations on public authorities by requiring them to act compatibly with human rights and to give proper consideration to human rights when making decisions.

There are no human rights limited due to the recommendations of this report.

5.2 GENDER EQUALITY ACT 2020

This report does not relate to the development or review of a policy, program or service; therefore a Gender Impact Assessment is not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 This report recommends entering into a schedule of rates panel contract with agreed rates (subject to CPI adjustments in accordance with the contract). This approach provides Council with greater cost certainty, whilst also supporting value-for-money outcomes for the Hume community over the contract term.
- 6.2 Officers undertook indicative expenditure modelling to estimate potential expenditure over the contract term, including any extension options.
- 6.3 This modelling does not represent a commitment by Council to procure specific quantities of goods or services. Services and infrastructure will be procured only as required for individual events and within approved budgets.
- 6.4 The panel arrangement will reduce the need for separate procurement processes for individual event services, supporting more efficient contract administration and event delivery.
- 6.5 All costs associated with using the contractor panel will be funded from within approved annual event budgets.

7. COLLABORATIVE PROCUREMENT

- 7.1 In Accordance with section 108(3c) of the Act, Council will give consideration to collaboration with other councils and public bodies or utilise Collaborative Procurement Arrangements, when procuring goods, services and works in order to take advantage of economies of scale.

REPORT NO: 8.10 (cont.)

- 7.2 The evaluation panel considered any opportunities for collaborative procurement in relation to this procurement process undertaken by Council, including:
 - 7.2.1 The nature of those opportunities, and the public bodies with which they are available;
 - 7.2.2 Officers considered collaborative procurement opportunities in accordance with Council's Procurement Policy. No suitable collaborative procurement arrangement was identified for the combination of specialised event services required to support Council's Major Events Program.

8. OPPORTUNITIES & RISKS:

- 8.1 Establishing a contractor panel provides Council with access to experienced and pre-qualified suppliers across a range of specialised event service categories, supporting consistent and efficient delivery of Council's event program.
- 8.2 Panel pricing commitments, subject to annual CPI increases, will support budget certainty over the term of the contract.
- 8.3 The panel arrangement provides flexibility, enabling Council to procure only those services and infrastructure required for individual events. This allows Council's event program to respond to evolving community needs, as well as any identified priorities or outcomes from the forthcoming Culture and Events Service Plan.
- 8.4 The panel will provide access to competitively tendered suppliers and agreed rates, reducing the need for separate procurement processes and supporting efficient planning and delivery of events. This approach strengthens cost control, supports value-for-money outcomes and ensures expenditure remains aligned to approved budgets and event requirements.
- 8.5 In the Electrical supplier category, no conforming tenders were received. It is proposed to re-tender for this category at a future time. In the interim, officers will continue to procure electrical services in accordance with Council's Procurement Policy.

9. COMMUNITY ENGAGEMENT:

- 9.1 Community engagement was not required for this matter, as the report relates to the procurement of operational service providers to support the delivery of Council's existing Major Events program.
- 9.2 The Culture and Events Service Plan approach is scheduled to be considered at the Council Briefing on 19 October 2026. The approach will include Councillor and community engagement on the event program.

10. DISCUSSION:

10.1 Technical Specification

- 10.1.1 The scope of services under this panel includes Temporary Fencing Services, First Aid Services, Marquees and Furniture, Risk Management and Safety Services, Security, Toilet Hire, Staging and Production, and Traffic Management. These services will be provided under a Schedule of Rates that includes a comprehensive list of common items; however, additional specific items may need to be priced on a case-by-case basis, as required.
- 10.1.2 The scope of services under this panel has been grouped into separate categories, with successful tenderers to be awarded by category. Tenderers were able to bid for one, multiple or all scope categories.
- 10.1.3 The panel includes a range of service categories, some of which required mandatory pass/fail criteria, including Traffic Management, Security, First Aid, Electrical, and Risk and Safety Services.
- 10.1.4 The categories are:

REPORT NO: 8.10 (cont.)

- (1) Category 1 – Electrical Services: covers the provision of temporary electrical power including the supply of generators, light towers and associated works.
 - (2) Category 2 – Temporary Fencing Services: includes the provision of 1.8m temporary fencing and crowd control barriers.
 - (3) Category 3 – First Aid Services: includes all relevant medical equipment.
 - (4) Category 4 - Marquees and Furniture: includes the provision of temporary marquees and furniture including trestle tables, bistro tables and chairs. Applicants were also welcome to provide a pricing list for alternative furniture options.
 - (5) Category 5 – Risk Management & Safety Services: provide consultancy services relating to public safety and risk management. This includes the provision of detailed risk and safety plans, briefings and event safety officers during the build, event and dismantle phases.
 - (6) Category 6 – Security: provision of security guards for each event including overnight asset protection guards and fixed and roaming event day guards.
 - (7) Category 7 – Toilet Hire: provision of compliant temporary toilets including accessible toilets. There is also an option to provide toilet cleaning services.
 - (8) Category 8 – Staging and Production: provision of compliant stage platforms and audio-visual production services.
 - (9) Category 9 – Traffic Management: provision of the design and implementation of traffic plans as well as the provision of qualified traffic controllers to execute the plans.
- 10.1.5 Establishing a preferred supplier for each category encourages competitive pricing through the tender process, provides greater consistency in service delivery and simplifies contract administration across Council's event program.

10.2 Background

- 10.2.1 Council manages an annual Major Events program, which currently includes the Craigieburn Festival, Carols by Candlelight (Craigieburn) and Carols by Candlelight (Westmeadows), and the Hume Winter Lights Festival and Sunbury Music/Harvest Festival, which are delivered on alternate years.
- 10.2.2 The Major Events program aligns with the intent of Vibrant and Inclusive Events and Festivals Strategy. It is reviewed annually, and improvements and changes made to delivery and content based on community and Councillor feedback.
- 10.2.3 Each event attracts between 2,000 and 20,000 attendees and requires a range of specialised event infrastructure and services to ensure their safe and successful delivery. The scale, location and operational requirements of each event vary, resulting in different infrastructure and service requirements across the annual events program.
- 10.2.4 To support the delivery of Council's Major Events program, Council invited tenders from suitably qualified and experienced Contractors to establish a Major Events Panel.
- 10.2.5 The Panel will operate under a Deed of Standing Offer, which will be the head agreement. This Deed sets out the terms and conditions under which Contractors agree to operate within a Panel.

REPORT NO: 8.10 (cont.)

- 10.2.6 Services within this panel include a variety of categories related to Major Events managed by Council.

10.3 Tender Details

- 10.3.1 A Request for Tender was released on 30 May 2026, The tender was published on Council’s eTendering portal and an advertisement was published in The Age on Saturday 30 May 2026. The tender closed on 18 June 2026.
- 10.3.2 At the closure of the tender period, 38 suppliers submitted a formal response to Contract No. 30 26 3757 - Major Events Contractors Panel.

10.4 Tender Evaluation Panel

- 10.4.1 The tender evaluation panel (TEP) consisted of:

Officer Title	Role
Coordinator Arts, Culture & Events	Chairperson
Senior Events & Festivals Officer (Program)	Scoring member
Senior Events and Festivals Officer (Operations)	Scoring member

- 10.4.1 Procurement support was provided by a Procurement Officer throughout the tender process.
- 10.4.2 All tender evaluation panel members completed the required conflict of interest declarations. There were no conflicts declared and all committed to maintaining the confidentiality of tender information.

10.5 Selection Criteria

- 10.5.1 The evaluation involved scoring of conforming tenders according to the following pre-determined criteria:

Selection criteria	Weighting
Mandatory Criteria - Schedule of Rates submitted with completed ancillary categories - Compliance with insurance requirements - Traffic Management Services – Must hold current accreditation under the VicRoads (DTP) Temporary Traffic Management Accreditation Program under Category 2 or 3 roads - First Aid Services – Hold a current Intermediate or Advanced Licence under the Non-Emergency Patient Transport and First Aid Services Act 2003 - Security Services – Hold a current Victorian Private Security Business Licence under the Private Security Act 2004. Guards provided hold current WWCC and RSA (where required) - Electrical Services – Be an approved Registered Electrical Contractor with Energy Safe Victoria - Risk and Safety Services – Principal Consultant must hold tertiary qualifications relating to Risk/Safety Management and Place of Public Entertainment Safety Officer Qualifications	Yes/No
Price	40%

REPORT NO: 8.10 (cont.)

Selection criteria	Weighting
Capability	40%
Capacity	10%
Local / Sustainability / Social	10%

10.6 Tender Evaluation Process

- 10.6.1 Only compliant tenders received full scoring, while those identified as non-compliant were excluded from further evaluation. Any instances of non-compliance are explained in the confidential attachment.

10.7 Recommendation

- 10.7.1 The final weighted score for each tenderer is summarised below by category:

(1) Category 1 – Electrical

Tenderer	Conforming	Score
Tenderer Z	No	00.00

(2) Category 2 – Temporary Fencing

Tenderer	Conforming	Score
Tenderer A - Aim Site Hire Pty Ltd	Yes	81.50
Tenderer AH	Yes	47.36

(3) Category 3 – First Aid

Tenderer	Conforming	Score
Tenderer M – Emergency First Aid Pty Ltd	Yes	84.00

(4) Category 4 – Marquees and Furniture

Tenderer	Conforming	Score
Tenderer AB – Instant Shade Pty Ltd ATF Instant Marquee Unit Trust	Yes	81.00

(5) Category 5 – Risk & Safety

Tenderer	Conforming	Score
Tenderer L – Elucidate Consulting Pty Ltd	Yes	82.00
Tenderer N	Yes	60.82
Tenderer X	Yes	57.15
Tenderer V	Yes	46.84
Tenderer Y	Yes	29.64

(6) Category 6 – Security

REPORT NO: 8.10 (cont.)

Tenderer	Conforming	Score
Tenderer P – Icorp Security Services Pty Ltd	Yes	72.96
Tenderer AK	Yes	69.15
Tenderer AI	Yes	64.83
Tenderer AA	Yes	63.00
Tenderer W	Yes	61.44
Tenderer AL	Yes	61.44
Tenderer AE	Yes	59.52
Tenderer Y	Yes	54.44
Tenderer Q	Yes	49.37
Tenderer H	Yes	48.49
Tenderer R	Yes	48.47
Tenderer X	Yes	45.77
Tenderer J	Yes	45.41
Tenderer N	Yes	43.22
Tenderer C	Yes	41.27
Tenderer V	Yes	39.47
Tenderer D	Yes	33.75
Tenderer U	No	0
Tenderer O	No	0

(7) Category 5 – Staging & Production

Tenderer	Conforming	Score
Tenderer AC – The Trustee for Miller Family Trust	Yes	81.00
Tenderer S	Yes	78.64
Tenderer AD	No	0.00

(8) Category 6 – Toilet Hire

Tenderer	Conforming	Score
Tenderer A – Aim Site Hire Pty Ltd	Yes	81.50

REPORT NO: 8.10 (cont.)

Tenderer	Conforming	Score
Tenderer G	Yes	46.89

(9) Category 7 – Traffic Control

Tenderer	Conforming	Score
Tenderer B – Altus Traffic Pty Ltd	Yes	72.82
Tenderer F	Yes	66.65
Tenderer E	Yes	60.29
Tenderer AJ	Yes	56.00
Tenderer T	No	00.00

10.7.2 Refer to the confidential attachment for further details of the evaluation of all tenders.

11. CONCLUSION

- 11.1 This report has been prepared in accordance with the Council's Procurement Policy, and the Local Government Act 2020 – section 108 (Procurement Policy) and section 109 (Procurement).
- 11.2 The establishment of the Major Events Contractors Panel will provide Council with a competitive and efficient procurement framework that supports value-for-money outcomes, greater cost certainty and the delivery of high-quality community events. The arrangement enables Council to access pre-qualified suppliers at agreed rates while procuring services only as required and within approved budgets.

REPORT NO:	8.11
REPORT TITLE:	Correspondence received from or sent to Government Ministers or Members of Parliament - July 2026
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Office Of The CEO
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.2 An organisation that demonstrates leadership and strong advocacy.
ATTACHMENTS:	1. <i>Donnybrook Road</i> 2. <i>Donnybrook Road</i> 3. <i>Donnybrook Road</i> 4. <i>Donnybrook Road</i> 5. <i>Hume Freeway</i> 6. <i>Illegal Dumping</i> 7. <i>Neighbourhood Houses</i> 8. <i>Selective Entry School</i> 9. <i>Human Rights</i> 10. <i>Jacksons Hill</i> 11. <i>Bulla Road</i> 12. <i>Stronger Communities Bill</i> 13. <i>Disaster Management</i> 14. <i>Gap Road</i> 15. <i>Upfield Soccer Club</i> 16. <i>Employment Forum</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 This report presents a summary of correspondence relating to Council resolutions or correspondence that is considered to be of interest to Councilors received from or sent to State and Federal Government Ministers and Members of Parliament in July 2026.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 Notes this report on correspondence received from or sent to Government Ministers or Members of Parliament in July 2026.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

Local Government Act 2020.

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:

REPORT NO: 8.11 (cont.)

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) collaboration with other Councils and Governments and statutory bodies is to be sought;
- d) the ongoing financial viability of the Council is to be ensured;
- e) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- f) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Every person has the right to freedom of thought, conscience, religion and belief,
- (b) Every person has the right to freedom of expression which includes the freedom to seek, receive and impart information and ideas of all kinds, whether within or outside Victoria
- (c) Every person has the right of peaceful assembly.
- (d) Every person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.

5.1.2 The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 This Report does not relate to a development or review of a policy, program or service; therefore, a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 Required resources in implementing the recommendations of this report will be allocated from within Council’s operational budget.

7. OPPORTUNITIES & RISKS:

7.1 Written correspondence to and from Council to Members of Parliament and Ministers provides avenues for advocating on behalf of our residents, celebrating acknowledgement or seeking additional information.

7.2 It is important to note that the efficacy of written correspondence is subjective. Large amounts of correspondence to Ministers or Local Members of Parliament whilst Council is engaging with these Government representatives on other matters, has the potential to distort Council’s messaging on the issues or projects that are most important to our community.

8. COMMUNITY ENGAGEMENT:

8.1 This report does not propose any future community engagement. Some of the issues/projects outlined in this report have been part of previous community engagement.

REPORT NO: 8.11 (cont.)

9. DISCUSSION:

- 9.1 Council actively engages with State and Federal Government Ministers and Members of Parliament through a variety of means. This includes regularly scheduled meetings, hosting Ministerial events and sending written correspondence.
- 9.2 This report contains evidence of that written correspondence registered in Council’s record keeping system in July 2026.
- 9.3 This correspondence is themed under the following:
- 9.3.1 Advocacy Priorities (Table 1)
 - 9.3.2 Council Decisions (Table 2)
 - 9.3.3 Other (Table 3)

TABLE 1 – Advocacy Priorities

Subject	Council Meeting Reference	Minister or Member of Parliament	ATTACHMENT #
Donnybrook Road Stage 3		Premier	1
		Opposition Leader	2
		Member for Kalkallo	3
		Member for Northern Metropolitan Region (EM)	4
Hume Freeway Lighting		Minister for Roads and Road Safety	5
Illegal Dumping		Minister for Environment	6

TABLE 2 – Council Decisions

Subject	Council Meeting Reference	Minister or Member of Parliament	ATTACHMENT #
Neighbourhood House Funding	NOM26/10	Minister for Carers and Volunteers	7
Select Entry School	NOM26/13	Minister for Education	8
Australian Bill of Rights	Report 8.2 25/5/26	Attorney General	9
Planning Scheme Amendments C283 Jacksons Hill Rezoning	Report 8.1, 13/7/26	Minister for Planning	10
Bulla Road/Bell St Exit Ramp Congestion	NOM26/19	Minister for Roads and Road Safety	11
Stronger Communities Bill	Report 8.6, 13/7/26	• Member for Kalkallo • Member for Northern Metropolitan • Member for Sunbury • Member for Gippsland South • Leader of The Nationals • Member for Eastern Victoria	12

REPORT NO: 8.11 (cont.)

		• Minister for Local Government • Member for South-Eastern Metropolitan • Shadow Minister for Local Government • Member for Greenvale • Member for Broadmeadows • Member for Northern Metropolitan • Member for Northern Victoria • Member for Northern Victoria • Member for Western Metropolitan • Member for Western Victoria, The Australian Greens - Victoria Spokesperson for Local Government • Member for Northern Metropolitan	
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TABLE 3 – Other

Subject	Council Meeting Reference	Minister or Member of Parliament	ATTACHMENT #
Disaster Management System		Minister for Emergency Management Minister for Regional Development, Local Government and Territories	13
Gap Road Overpass		Minister for Roads and Road Safety	14
Employment Services Reform Community Forum		Assistant Minister for Employment and Workplace Relations	15
Upfield Soccer Club		Member for Northern Metropolitan Region (AG-B)	16

10. CONCLUSION

10.1 Written correspondence is an example of how we engage with State and Federal Government Ministers and our Local Members of Parliament.

10.2 It forms part of a holistic approach to advocacy and needs to be considered to ensure that Council utilise written correspondence in the most strategic and effective way

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
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DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Thursday 9 July 2026

The Hon. Jacinta Allan MP
Premier of Victoria
Level 1
1 Treasury Place
EAST MELBOURNE VIC 3002

Via Email: jacinta.allan@parliament.vic.gov.au

Dear Premier,

RE: DONNYBROOK ROAD DUPLICATION AND LEVEL CROSSING REMOVAL

On Sunday 5 July the Liberal-National Coalition committed \$524 million towards the duplication of Donnybrook Road and the removal of the Donnybrook Station level crossing as the next stage of Donnybrook Road.

Hume City Council welcomes this significant commitment to one of the most important transport infrastructure projects in Melbourne's northern growth corridor.

Council thanks the Victorian Government for its funding allocation towards the Stage 1 and Stage 2 upgrades of Donnybrook Road. These investments will deliver important improvements to the corridor to support our rapidly growing communities.

The proposed duplication of the entire corridor from Dwyer Street, Kalkallo to Epping Road, Woodstock, together with the removal of the Donnybrook Station level crossing, would provide substantial benefits for residents, businesses and visitors by improving safety, reducing travel times and supporting economic growth across Melbourne's north.

Given this project has received a commitment from the Liberal-National Coalition, Council now seeks the Victorian Government's support in securing a matching commitment towards the full delivery of the Donnybrook Road duplication and Donnybrook Station level crossing removal project.

We look forward to hearing from you soon regarding this critical project for our community. If you have any questions please contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED] or [REDACTED].

Yours sincerely,

A handwritten signature in black ink that reads 'Moore'.

CR CARLY MOORE
MAYOR

– OFFICE OF THE MAYOR –



Our File: HCC12/403
Enquiries: Joel Kimber
Telephone: 9205 2200

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Thursday 9 July 2026

Ms Jess Wilson MP
Leader of the Victorian Liberal Party
Parliament House
Spring Street
EAST MELBOURNE VIC 3002

Via Email: jess.wilson.mp@parliament.vic.gov.au

Dear Ms Wilson,

RE: DONNYBROOK ROAD DUPLICATION AND LEVEL CROSSING REMOVAL

On behalf of Hume City Council, I would like to thank you and the Victorian Liberal National Coalition for committing \$524 million towards the duplication of Donnybrook Road and the removal of the Donnybrook Station level crossing.

This commitment recognises the significant transport challenges facing Melbourne's northern growth corridor and the need for investment in infrastructure to support our rapidly growing communities. Donnybrook Road is a critical transport link for residents, businesses and freight operators, yet increasing traffic volumes continue to create congestion, delays and safety concerns.

Council welcomes the proposed duplication of the section of Donnybrook Road between Epping Road, Woodstock and Dwyer Street, Kalkallo, together with the removal of the Donnybrook Station level crossing. These works would deliver substantial benefits through improved safety, reduced travel times, enhanced connectivity and greater support for future growth.

Donnybrook Road has long been a priority advocacy project for Hume City Council, and we appreciate your recognition of its importance to the communities of Kalkallo, Donnybrook and Melbourne's north.

Thank you for your support of this important project. We look forward to continuing to work collaboratively with you and your colleagues to deliver the infrastructure our growing communities need.

Yours sincerely

A handwritten signature in blue ink that reads 'Moore'.

CR CARLY MOORE
MAYOR

– OFFICE OF THE MAYOR –



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Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200

Thursday 9 July 2026

The Hon. Ros Spence MP
State Member for Kalkallo
Minister for Roads and Road Safety
PO Box 132
Craigieburn VIC 3064

Via Email: ros.spence@parliament.vic.gov.au

Dear Minister,

RE: DONNYBROOK ROAD DUPLICATION AND LEVEL CROSSING REMOVAL

On Sunday 5 July the Liberal-National Coalition committed \$524 million towards the duplication of Donnybrook Road and the removal of the Donnybrook Station level crossing as the next stage of Donnybrook Road.

Hume City Council welcomes this significant commitment to one of the most important transport infrastructure projects in Melbourne's northern growth corridor which comes on the back of the funding allocated from the State and Federal Government for Stage 1 and Stage 2 upgrades of Donnybrook Road. These investments will deliver important improvements to the corridor to support our rapidly growing communities.

The proposed duplication of the remaining section from Dwyer Street, Kalkallo to Epping Road, Woodstock, together with the removal of the Donnybrook Station level crossing, would provide substantial benefits for residents, businesses and visitors by improving safety, reducing travel times and supporting economic growth across Melbourne's north.

Given this project has received a commitment from the Liberal-National Coalition, Council now seeks the Victorian Government's support in securing a matching commitment towards the full delivery of the Donnybrook Road duplication and Donnybrook Station level crossing removal project. Only this would provide certainty for our communities.

We look forward to hearing from you soon regarding this critical project for our community. If you have any questions please contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED] or [REDACTED]

Yours sincerely,

A handwritten signature in black ink that reads 'Moore'.

CR CARLY MOORE
MAYOR

– OFFICE OF THE MAYOR –

Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200



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Thursday 9 July 2026

Mr Evan Mulholland MP
Member for Northern Metropolitan Region
Shadow Minister for Transport Infrastructure
Shop 24, 55-63 Paringa Boulevard
MEADOW HEIGHTS VIC 3048

Via Email: evan.mulholland@parliament.vic.gov.au

Dear Mr Mulholland

RE: DONNYBROOK ROAD DUPLICATION AND LEVEL CROSSING REMOVAL

On behalf of Hume City Council, I would like to thank you and the Victorian Liberal National Coalition for committing \$524 million towards the duplication of Donnybrook Road and the removal of the Donnybrook Station level crossing.

As the Member for Northern Metropolitan Region and Shadow Minister for Transport Infrastructure, you have consistently highlighted the infrastructure challenges facing communities across Melbourne's north and the need for investment to keep pace with rapid population growth. Through your efforts to continually raise Donnybrook Road in Parliament we know that this could not have been achieved without your tireless advocacy.

As you are aware, Donnybrook Road has long been a priority advocacy project for Hume City Council, and we appreciate your strong support for this critical infrastructure investment. Your ongoing focus on improving transport outcomes for Melbourne's north is welcomed by Council and our community.

Thank you again for your advocacy and commitment to addressing the infrastructure needs of Melbourne's northern growth areas.

Yours sincerely,

A handwritten signature in black ink that reads 'Moore' in a cursive script.

CR CARLY MOORE
MAYOR

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200

1079 PASCOE VALE ROAD
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www.hume.vic.gov.au

Friday 10 July, 2026

The Hon. Ros Spence MP
Minister for Roads and Road Safety
Level 16, 121 Exhibition Street
MELBOURNE VIC 3000

Via Email: ros.spence@parliament.vic.gov.au

Dear Minister,

RE: ONGOING FAILURE OF ROAD LIGHTING ALONG THE HUME FREEWAY

I am writing to raise community concerns regarding non-functioning lights along the Hume Freeway between the Metropolitan Ring Road and Donnybrook Road.

In October 2025, our office requested that the Department of Transport and Planning undertake an audit of freeway lighting across this corridor following reports about extensive lighting outages. Since this time there has been no visible improvement.

This is one of Melbourne's busiest road corridors, carrying significant volumes of traffic at high speeds. The ongoing lack of lighting presents a serious road safety concern, particularly during the winter months when peak travel periods frequently occur in darkness and during adverse weather conditions.

Given the length of time that these concerns have persisted, I request that the Department of Transport and Planning provide:

- An update on the audit requested in October last year;
- Details of the findings and any works program arising from that audit; and
- A timeframe for the repair and restoration of all faulty lighting along this section of the freeway.

Thank you for your consideration of this matter. I look forward to your response. If you have any questions please contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED]

Yours sincerely,

A handwritten signature in black ink that reads 'Moore' in a cursive script.

CR CARLY MOORE
MAYOR

– OFFICE OF THE MAYOR –

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Thursday 29 July 2026

The Hon Enver Erdogan
Minister for Environment
Level 16
8 Nicholson Street
Melbourne VIC 3000

Via Email: Minister.erdogan@deeca.vic.gov.au

Dear Minister

I write to seek your urgent assistance regarding a number of serious cases of illegal industrial waste dumping occurring across our municipality, particularly in and around Sunbury, where both immediate and longer-term Victorian Government support is required.

Of particular concern are recent reports of repeated large-scale illegal dumping of industrial waste at 230 Bulla-Diggers Rest Road. These activities are causing significant distress to residents and adversely impacting what is otherwise a peaceful residential lifestyle area.

Council has been actively investigating this matter since late June, when it was first brought to our attention. The site has since been identified as a high-risk location by Victoria Police, Fire Rescue Victoria (FRV) and the Environment Protection Authority (EPA). Given the seriousness of the situation, the matter requires urgent and coordinated intervention from both the EPA and Victoria Police, along with broader government support to strengthen enforcement and compliance measures.

Council officers are working closely with the EPA, Victoria Police and other relevant agencies to coordinate an appropriate compliance response. Council also intends to seek an interim order through the Victorian Civil and Administrative Tribunal (VCAT). However, due to the alleged involvement of criminal elements, officers have been unable to safely progress certain enforcement activities without Victoria Police support.

Compounding the challenge is the likelihood that responsibility for remediation may ultimately fall to the landowner under existing planning and environmental legislation. The landowner has, to date, been difficult to engage with, further complicating Council's efforts to investigate and address the issue.

I therefore seek your intervention to ensure this investigation is prioritised and that adequate resources are directed towards the coordinated enforcement action required to immediately cease these activities. We also request similar support in relation to several other complex sites across the municipality where comparable unlawful operations are occurring.

More broadly, I urge the Victorian Government to consider reforms to the current enforcement framework to enable a more timely and effective response to illegal industrial dumping. This should include stronger penalties that act as both a meaningful punishment and a genuine deterrent to those profiting from these unlawful activities, as well as enhanced powers for the EPA and, where appropriate, councils to investigate, suspend and prevent suspect operations while evidence is being gathered and enforcement proceedings are underway.

This issue is of growing concern to our community and requires a coordinated response across all levels of government. I would welcome the opportunity to meet with you to discuss practical measures that can be taken to address this escalating problem.

To arrange a mutually convenient time, please contact Joel Kimber, Head of Government Relations and Advocacy, on [REDACTED]

If you require any further information, please do not hesitate to contact me.

Yours sincerely



CR CARLY MOORE
MAYOR

CC: Josh Bull, State Member for Sunbury



Hon. Luba Grigorovitch MP

Minister for Youth
Minister for Carers and Volunteers

GPO Box 1774
Melbourne Victoria 3001
Telephone: 1300 358 713

www.dffh.vic.gov.au

CMIN-260505829

Cr Carly Moore
Mayor, Hume City
Via email c/o: LisaBl@hume.vic.gov.au

Dear Cr Moore

Thank you for your email of 14 April 2026 addressed to the former Minister for Carers and Volunteers, the Hon Ros Spence MP, regarding neighbourhood houses. As the recently appointed Minister for Carers and Volunteers, I am pleased to respond to your query.

I was pleased to meet with key neighbourhood house representatives on 14 May 2026. Neighbourhood houses are highly valued local hubs where people come to learn, contribute to their community and connect with supports and services.

The Victorian Government provided \$46.8 million in 2025-26 (including indexation) to the neighbourhood house sector. This funding supports 400 houses, 16 neighbourhood house networks and the peak body Neighbourhood Houses Victoria. Indexation is applied each year to maintain the real value of our investment. In 2022 we also increased ongoing funding by \$6.6 million a year, to help cover cost increases.

While the Victorian Government had to make difficult decisions in the 2026-27 State Budget, we remain committed to supporting the neighbourhood house sector through the Neighbourhood House Coordination Program. The Program provides funding to staff neighbourhood houses to deliver activities which meet the needs of their community.

The 2026-27 State Budget allocated \$8.5 million for a third round of the Community Food Security Program. The Local Grants stream is open for applications and will close at 4.00pm on 9 July 2026. The Local Grants stream includes a dedicated \$2 million allocation for food relief initiatives delivered by neighbourhood houses. More information can be found on our website: <<https://www.vic.gov.au/community-food-security-program-local-grants>>.

Thank you again for taking the time to write about this matter.

Yours sincerely

Hon. Luba Grigorovitch MP
Minister for Youth
Minister for Carers and Volunteers

26/7/26

OFFICIAL





The Hon. Ben Carroll MP

Deputy Premier
Minister for Education
Minister for WorkSafe and the TAC
Minister for Medical Research

1 Treasury Place
East Melbourne Victoria 3002
Telephone +61 3 7022 5600

COR-260504722

Cr Carly Moore
Mayor
Hume City Council
CarlyM@hume.vic.gov.au

Dear Cr Moore

Thank you for your correspondence regarding the feasibility study the Department of Education (the department) is conducting to identify a suitable location to establish a specialist maths and science school in the north-west of Melbourne.

I note council's advocacy for the select-entry school to be located in the City of Hume and welcome your acknowledgement of the government's investment in government schools in the area.

Since coming into office, the Victorian Government has opened 14 new schools in the City of Hume including 8 primary schools, 4 secondary schools and 2 specialist schools, to provide a great local education for its growing communities.

The allocation of funding in the 2025-26 State Budget for the feasibility study recognises the growing demand for enrolment in select entry schools, including for students living in the north and north-western areas of metropolitan Melbourne.

The feasibility study is continuing, and the Government will consider its work in determining the location of any potential new maths and science school.

Thank you for raising this matter with me. I trust this information is of assistance.

Yours sincerely

The Hon. Ben Carroll MP
Deputy Premier
Minister for Education
Minister for WorkSafe and the TAC
Minister for Medical Research

20/6/26

Your details will be dealt with in accordance with the Public Records Act 1973 and the Privacy and Data Protection Act 2014. Should you have any queries or wish to gain access to your personal information held by this department please contact our Privacy Officer at the above address.





The Hon Michelle Rowland MP

**Attorney-General
Federal Member for Greenway**

Reference: MC26-021838

Cr Carly Moore
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047

CarlyM@hume.vic.gov.au

Dear Councillor *Mayor Moore*

Thank you for your letter of 2 June 2026 to the Hon Tanya Plibersek MP, Minister for Social Services, regarding an Australian Bill of Rights. Your letter was referred to me, as this matter falls within my portfolio responsibilities.

The report of the Parliamentary Joint Committee on Human Rights on its inquiry into Australia's Human Rights Framework was tabled on 30 May 2024. The report provides a comprehensive review of the scope and effectiveness of Australia's Human Rights Framework and makes 17 recommendations for improving human rights protection in Australia. The Committee's key recommendation is that the Australian Parliament enact a federal Human Rights Act. Further information about the report is available here: www.aph.gov.au/Parliamentary/Committees/Human_Rights/HumanRightsFramework.

The Australian Government is carefully considering the Committee's recommendations. As the recommendations have links to work across government, thorough consideration is required to ensure a holistic approach is taken to respect and protect the human rights and freedoms of all Australians. Human rights in Australia are protected through a range of laws at the federal, state and territory levels, the Australian Constitution and the common law.

Thank you for the invitation to meet. Unfortunately, due to other commitments I will be unable to meet with the Council at this time.

Yours sincerely

Michelle Rowland MP

17/2026

The Hon Michelle Rowland MP
PO Box 6022, Parliament House Canberra
Suite 101C, 130 Main Street, Blacktown NSW 2148 T (02) 9671 4780

Our File: HCC26/376
Enquiries: Megan Taylor
Telephone: 9205 2200



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Tuesday 14 July, 2026

Minister for Planning,
via Matt Cohen
Director, Development Assessment
Department of Transport and Planning
8 Nicholson Street
Melbourne VIC 3000

E-mail: tom.gallagher@transport.vic.gov.au

Dear Minister,

RE: DRAFT PLANNING SCHEME AMENDMENT C283HUME – JACKSONS HILL REZONING

Thank you for seeking Council's views on the draft Hume Planning Scheme Amendment C283hume which proposes to rezone part of Jacksons Hill at 2-90 Circular Drive, Sunbury to facilitate the Victorian Government's sale of the land.

Council understands that the draft Amendment C283hume (**the Amendment**) seeks to implement the first phase of the *Jacksons Hill Master Plan 2018* by rezoning the current Public Use Zone Schedule 2 to the Mixed Use Zone Schedule 1 and applying an Environmental Audit Overlay to the site.

Jacksons Hill is a strategic redevelopment priority site for Council and holds significance to the Sunbury community and to the Wurundjeri Woi-wurrung as traditional owners of the site.

Council shares the Department of Transport and Planning's (**DTP**) aspiration to implement the *Jacksons Hill Master Plan 2018* (**the Master Plan**).

The Master Plan was developed by the Victorian Planning Authority with significant collaboration and consultation with Hume Council and the Sunbury community.

Council recently undertook community engagement through the Artrise project, which provided contemporary insights into community aspirations for Sunbury and Jacksons Hill. While this engagement was not conducted specifically for Amendment C283hume, it demonstrates the community's consistent support for heritage protection, place-making and high-quality public spaces at Jacksons Hill.

The proposed Amendment in its current form does not support these outcomes and reinforces the importance of ensuring consultation opportunities are provided to the community for the proposed amendment. We appreciate DTP extending the consultation period to 19 July for the Sunbury community.

The Master Plan identifies:

- opportunities for adaptive reuse of heritage buildings together with a mix of residential, commercial, community and education-related land uses;
- recognises the site's State significant heritage and landscape values;
- seeks to improve site access through delivery of essential transport infrastructure; and
- requires high-quality urban design for any future development proposals.

Collectively these elements will achieve the Master Plan vision for Jacksons Hill to be *"A vibrant and sustainable precinct where heritage protection, creativity, learning and community are at the heart"*.

Council does not believe the Amendment in its current form will achieve this strategic objective. Without additional planning controls to give statutory weight to the Master Plan, future permits will not be required to deliver its vision.

Council's submission to the Amendment is guided by the principle of achieving the vision and outcomes sought in the Master Plan. Council's submission suggests our preferred methodology for achieving this. If these are not supported, officers seek further discussion with DTP on alternative changes to achieve the outcomes.

Council requests the following changes be made:

1. The *Jacksons Hill Master Plan* be included as an incorporated document in the Hume Planning Scheme.
2. The Master Plan be expressed in either a new Schedule to the Comprehensive Development Zone or other special purpose zone (Council's preferred approach). While not Council's preferred outcome, a new dedicated schedule to the Mixed Use Zone (a future Schedule 2) would present an improved outcome to the Amendment to how it is currently drafted.
3. The inclusion of a new Vegetation Protection Overlay or similar planning control.

These are discussed in greater detail below.

Council also strongly encourages DTP to engage with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (**Wurundjeri**) before progressing further consideration of the Amendment.
requires high-quality urban design for any future development proposals.

DTP proposed implementation of the Jacksons Hill Master Plan

Currently the Master Plan is only referenced as a background document in the Hume Planning Scheme and is not linked to any State or Local policy. Background

documents provide planning context but do not form part of the Scheme and have no statutory weight when preparing or assessing planning permits.

This creates the risk that many of the key directions relating to land use, built form, heritage conservation, open space provision, access and movement, landscape character and public realm outcomes sought in the Master Plan cannot be required by future development proposals.

Council welcomes the continuation of the existing heritage controls, however submits that the heritage controls by themselves are not sufficient for redevelopment. Existing heritage controls primarily protect the heritage significance of the place and do not address how to integrate new development with heritage places. This includes planning controls such as specifying maximum building heights, requiring an appropriate mix of land uses, or providing comprehensive protection for view lines and significant vegetation beyond heritage considerations.

Heritage protection and conservation is only one element of the vision and development objectives in the Master Plan that informs the future redevelopment of Jacksons Hill.

Similarly, without additional planning controls the proposed use of the Mixed Use Zone (MUZ) Schedule 1 creates considerable uncertainty regarding the site’s future land use and development outcomes. The zone is one of the most flexible zones in the Victoria Planning Provisions. It allows residential, retail, community, or other urban land uses in any combination. In practice, this commonly results in sites being developed predominantly for residential use, since residential use is often the most commercially attractive option to developers.

Such an outcome would be contrary to the land use objectives in the Master Plan which expressly discourages residential uses in the “Village Heart” and “The Loft” precincts that are approximately half the land area that is to be rezoned in the Amendment.

For this reason, where the MUZ is applied on strategic sites by Council, it is usually supplemented by site-specific schedules or other planning controls to provide greater certainty on built form and the mix of land use outcomes.

The ongoing protection of important views to and from the Jacksons Hill precinct is an example of an important objective outlined in the Master Plan, which are also of social and spiritual significance to the Wurundjeri as detailed in their Cultural Values Assessment, which might be lost in consideration of future development enabled by the Amendment in its current form.

The Amendment also does not include any planning controls relating to protecting view lines. Owing to the site’s prominent topography and landmark heritage buildings, future development has the potential to significantly affect the visual prominence of Jacksons Hill.

While the Master Plan identifies the importance of responding to these views, the generic MUZ proposed does not include site-specific requirements to ensure future

development appropriately protects these important view lines. Further, the current MUZ Schedule 1 does not set a maximum building height limit for future development.

Applying the MUZ as proposed without additional controls represents a missed opportunity for one of Sunbury's most strategically important redevelopment sites.

Changes requested to give effect to the Jacksons Hill Master Plan

Elevating the status of the Jacksons Hill Master Plan 2018

Council requests that the Amendment be changed to include the Master Plan as an Incorporated Document within the Hume Planning Scheme.

As an Incorporated Document in the Scheme, the Master Plan will have statutory weight in the consideration of future planning permit applications and the redevelopment for Jacksons Hill. This is consistent with a key component of the strategic justification of the Amendment.

Incorporating the Master Plan into the Scheme requires it to be tied to additional planning controls. Council proposes two different planning approaches and controls to tie the Master Plan into the Scheme for DTP to consider.

Use of a different zone

To give effect to the Master Plan in planning controls, Council requests either of the following zones be used:

1. A new Comprehensive Development Zone (or other special purpose zone); or
2. A new Schedule to the Mixed Use Zone (future Schedule 2).

Council's preferred approach is for the MUZ to be replaced with the Comprehensive Development Zone (**CDZ**) or other special purpose zone such as the Special Use Zone.

The application of the CDZ (or other special purpose zone) would provide a tailored planning framework capable of implementing the vision established by the Master Plan. It can incorporate site-specific provisions sought in the Master Plan guiding the land use, built form, view corridors, subdivision, infrastructure provision and application requirements, including the preparation of supporting technical reports where appropriate.

Importantly, the CDZ allows for a tailored table of land uses to be prepared specifically for the Jacksons Hill precinct, ensuring that future development reflects the land use outcomes sought in the Master Plan. The MUZ does not allow for land uses to be tailored and is too broad of a planning tool to apply to such a key strategic redevelopment site that also contains State significant heritage.

Council's recommended approach would provide greater certainty that redevelopment of the site delivers a genuine mixed-use outcome, rather than leaving the future land

use and development of the site largely to market forces, including the likelihood of a predominantly residential outcome.

Alternatively, if DTP chooses to progress with the MUZ as proposed, Council seeks that a site-specific schedule to the MUZ be introduced in the form of a new MUZ Schedule 2.

While more limited in scope in creating tailored controls compared to the CDZ or the Special Use Zone, a new MUZ2 would give effect to some key objectives of the Master Plan. The potential MUZ2 should include maximum building heights, objectives, application requirements and decision guidelines that support the delivery of a genuine mixed-use precinct consistent with the Master Plan, and site-specific design requirements to protect important views to and from Jacksons Hill.

Regardless of the approach preferred by DTP, the Amendment should be updated to ensure the Master Plan becomes an Incorporated Document in the Hume Planning Scheme and is expressly referenced in the final zone so that its strategic directions are considered in future planning decisions.

These controls can be prepared together with Heritage Victoria and would support integrating heritage conservation outcomes into the future planning approval process and placemaking of Jacksons Hill.

Better protection for significant trees and vegetation

The site contains numerous mature canopy trees that make an important contribution to the landscape character of Jacksons Hill and are not included in the heritage controls. Some of these trees are known to be planted more than a hundred years ago and are directly referenced as contributing to the heritage significance of Jacksons Hill in its Victorian Heritage Register listing.

Council considers many of the trees on the site to also have environmental, biodiversity, aesthetic and landscape values. The protection of these mature trees for anything other than heritage values is not contemplated in the proposed Amendment.

Council requests DTP apply a Vegetation Protection Overlay across the Jacksons Hill site and require the preparation of an arboricultural assessment to accompany future planning permit applications to ensure these mature trees are protected.

Without a Vegetation Protection Overlay or similar planning control, there is no requirement to ensure significant trees are appropriately identified and retained through future redevelopment.

Summary

Council supports DTP’s strategic objectives to facilitate the redevelopment of the Jacksons Hill precinct in line with the Jacksons Hill Master Plan.

Unfortunately, Council considers the planning controls proposed in the Amendment could undermine the vision and objectives of the Master Plan and risk enabling

inappropriate land uses and development on a visually prominent, State significant heritage precinct that is valued by the Hume community.

To ensure vision and objectives of the Master Plan are properly implemented into the Scheme and guide the future redevelopment of Jacksons Hill, Council requests the following changes be made to the Amendment:

- The Jacksons Hill Master Plan be included as an incorporated document in the Hume Planning Scheme.
- The Master Plan be expressed in either a new Schedule to the Comprehensive Development Zone or other special purpose zone (Council’s preferred approach) or a new dedicated schedule to the Mix Use Zone (a future Schedule 2) and incorporate site-specific provisions, including objectives for:
 - Land use, or a tailored Table of uses if using the Comprehensive Development Zone;
 - Built form and urban design;
 - The protection of view corridors;
 - Subdivision;
 - Infrastructure provision;
 - Application requirements, including the preparation of supporting technical reports where appropriate;
 - Maximum height requirements if using the Mixed Use Zone.
- The inclusion of a new Vegetation Protection Overlay or similar planning control.

Council looks forward to the opportunity to discuss our submission with DTP and to work collaboratively with DTP and Heritage Victoria on updated planning controls for the Amendment to properly implement the Jacksons Hill Master Plan and see the redevelopment of the significant Jacksons Hill precinct.

If you have any questions about this submission, please contact Megan Taylor, Manager City Strategy on [REDACTED]

Yours faithfully,



CR CARLY MOORE
MAYOR

Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200



Thursday, 2 July 2026

The Hon. Ros Spence MP
Minister for Roads and Road Safety
Level 16, 121 Exhibition Street
MELBOURNE VIC 3000

Via Email: ros.spence@parliament.vic.gov.au

Dear Minister

RE: BULLA ROAD/BELL STREET EXIT RAMP CONGESTION

At its meeting of 22 June 2026, Hume City Council resolved to:

“Write to the Victorian Minister for Roads, Department of Roads and local MPs advocating for the investigation and implementation of measures to reduce congestion caused by traffic buildup heading towards Essendon DFO on the exit ramp for Bulla Road/Bell Street on Tullamarine Freeway.”

I write to advocate for the investigation and timely implementation of measures to address persistent congestion at the Bulla Road/Bell Street exit ramp on the Tullamarine Freeway (CityLink), particularly impacting inbound traffic travelling towards the Melbourne CBD.

While the 2018 CityLink Tulla Widening Project delivered significant improvements in capacity along the 24-kilometre corridor between the Bolte Bridge and Melbourne Airport, a critical bottleneck remains at this exit. During weekday peak periods and throughout weekends, traffic queues associated with access to Essendon Fields Direct Factory Outlet (DFO) frequently extend well beyond the Bulla Road off-ramp, often tracking back past the English Street on-ramp. This results in substantial delays—commonly up to 20 minutes—for motorists seeking to access Bulla Road and Bell Street.

Although the interchange is outside Hume’s municipal boundary, the impacts on our community are significant. Many residents travelling from Tullamarine, Gladstone Park, Broadmeadows and surrounding areas experience severe delays or are compelled to divert onto tolled sections of CityLink to avoid the congestion. This creates both time and financial burdens for local commuters and undermines the efficiency of Melbourne’s primary northern transport corridor. Given the strategic importance of the Tullamarine Freeway as a key arterial link—connecting to the M80 Ring Road, Sunbury Road and providing a principal route to the CBD—it is critical that this bottleneck be addressed as a matter of priority.

.../2

- 2 -

Hume City Council respectfully requests that the Department of Transport and Planning undertake a detailed investigation into the causes of the congestion and collaborate with key stakeholders, including Essendon DFO and Essendon Fields Airport, to identify and implement effective solutions. Potential measures could include ramp metering optimisation, traffic signal adjustments, access redesign or broader infrastructure upgrades to improve traffic flow and safety.

Additionally, we request the Victorian Government work with Essendon Fields Airport to ensure that access-related congestion is addressed as part of the forthcoming 2027 Essendon Airport Master Plan, including consideration of improvements to the Bulla Road exit configuration.

In the meantime, should you have any queries in relation to this matter, please do not hesitate to contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED]

Yours sincerely



SHEENA FROST
CHIEF EXECUTIVE OFFICER

cc: Ms Kathleen Matthews-Ward MP, State Member for Broadmeadows
Mr Iwan Walters MP, State Member for Greenvale
Mr Josh Bull MP, State Member for Sunbury
Mr Jeroen Weinmar, Secretary – Department of Transport and Planning

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Joel Kimber
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Thursday 16 July, 2026

The Hon. Paul Hamer
Minister for Local Government
121 Exhibition Street
Melbourne VIC 3000

E-mail: paul.hamer@parliament.vic.gov.au

Dear Minister,

RE: LOCAL GOVERNMENT LEGISLATION AMENDMENT (STRONGER COMMUNITIES) BILL 2026

Hume City Council, at its meeting of 13 July 2026, resolved to engage with all sides of the Victorian Parliament regarding the Local Government Amendment Bill introduced into the Legislative Assembly in June 2026.

While Council acknowledges that a number of the proposed reforms have been developed in response to governance issues that have occurred across the sector, we are concerned that several of the measures have been designed to address the actions of a small minority of councils and councillors, rather than reflecting the performance and governance standards of the majority.

In particular, Hume City Council has concerns regarding the following proposed changes:

- The reduction in the number of councillors required to lodge a Notice of Motion seeking to vacate the office of the Mayor.
- The significant additional reporting obligations associated with implementing recommendations arising from Operation Sandon and the introduction of a new Fair Jobs Code.
- The proposed removal of councillors from the role of Chair of the Chief Executive Officer Employment Matters Committee (CEMAC).

Council is also concerned by the lack of detail regarding proposed restrictions on councillors seeking election to State Parliament. Specifically, there is currently limited information about when such restrictions would commence, whether from the point a councillor publicly indicates an intention to contest an election or from the formal close of nominations, and the extent to which councillors may be restricted from attending council facilities or participating in council activities during that period.

2/...

Given the potential impact of these reforms on locally elected representatives and council governance more broadly, we would welcome the opportunity to meet with you to discuss these matters in greater detail. To arrange a mutually convenient time, please contact Joel Kimber, Head of Government Relations and Advocacy, on [REDACTED]
[REDACTED]

We remain committed to working constructively with the Victorian Government and Parliament to ensure that any legislative reforms strengthen governance, accountability and public confidence in local government, while remaining practical, proportionate and reflective of the needs of the sector. We believe that through meaningful consultation and considered dialogue with local government, these reforms can achieve their intended objectives while also delivering broader governance improvements across Victoria.

I look forward to your response and the opportunity to discuss these matters further.

Yours sincerely



CR CARLY MOORE
MAYOR



The Hon Kristy McBain MP

Minister for Emergency Management
Minister for Regional Development, Local Government and Territories
Member for Eden-Monaro

Dear Mayor

I write to share some important information about the Australian Government’s proposed reforms to Australia’s disaster management system.

On 5 June 2026, I briefed State and Territory Governments on the proposed reforms and sought their engagement to inform them about the detailed design work and implementation of these reforms. I also welcomed the engagement with numerous Councils during the recent National General Assembly of Local Government in Canberra.

The Independent Review of Commonwealth Disaster Funding (the Colvin Review) identified the complexity of Australia’s disaster management system and noted it has not kept pace with the evolving nature of disasters. It also found Australia is increasingly reliant on local government for the delivery of recovery works.

The new Disaster Recovery Funding Framework is designed to better target recovery assistance, drive national consistency, remove duplication, streamline administrative processes and reduce disaster risk.

Importantly, these reforms do not change the arrangements for Councils – they simply mean that the Commonwealth and the State Government will equally share the costs of recovery on an event-by-event basis. The current system does not ask Councils to provide money into the system and nor does the new framework.

Key elements of a proposed new Disaster Recovery Funding Framework

The Australian Government proposes the following key elements of the Disaster Recovery Funding Framework for engagement and further development with States and Territories:

- *Embed an equal partnership between the Australian Government, and State and Territory Governments through a 50:50 cost-sharing funding model, reflecting the primary role of the States and Territories in disaster management under the Constitution.*
- *Introduce a simpler threshold for accessing cost-shared financial support which allows smaller States to claim their reimbursements sooner. The Australian Government will contribute 50 per cent towards eligible costs that are in excess of an event-based financial trigger point for the costs of the entire event in that impacted State or Territory (not costs per impacted Local Government Area).*

Parliament House, Canberra ACT 2600 Tel: 02 6277 7060 | Email: minister.mcbain@mo.regional.gov.au
Electorate Offices: PO Box 214, Queanbeyan NSW 2620 Tel: 02 6284 2442 | PO Box 1233, Bega NSW 2550 Tel: 02 6492 0542

- *New assistance categories and standardised packages* designed to deliver national consistency for disaster impacted communities and ensure recovery assistance can be easily understood and communicated. Further work will be undertaken to develop the specific forms of assistance under each category.
- *A Resilient Infrastructure Scheme* that will provide cost-shared funding to support timely reconstruction of damaged essential public assets and, where specific criteria are met, funding of up to 15 per cent cost-shared to rebuild the asset to a more resilient standard.
- *Tailored support for First Nations communities* to ensure the unique needs of disaster-affected First Nations communities are appropriately met in line with commitments under the National Agreement on Closing the Gap.
- *Flexibility to provide non-standard assistance in response to more severe or catastrophic disasters* when requirements for support genuinely exceed the standardised measures (e.g. in ‘exceptional circumstances’). The support requested must be linked directly to the severity of the event’s impact and include a detailed impact assessment.

Building on investment in disaster resilience and preparedness

Through the Australian Government’s Disaster Ready Fund, we are investing up to \$1 billion over five years to 2028 to build critical projects that reduce disaster risk and strengthen community resilience. There has not been a reduction in the Government’s investment in disaster resilience. Across the first three rounds, approximately \$600 million was invested in 450 projects, and Round Four opened on 29 May 2026. This investment is significantly enhanced through co-contributions, including by state and local government.

The Australian Government is also investing in core national capabilities to strengthen disaster preparedness and response, including through the National Aerial Firefighting Centre, the National Bushfire Intelligence Capability, the Northern Australia Fire Information service and the AusAlert emergency warning system.

The Australian Government values the critical role local government plays in disaster recovery and risk reduction, and I welcome engagement on how to ensure local government has the capability and resourcing to deliver these important functions. Any feedback can be sent to disastermanagementreform@nema.gov.au by 31 July 2026.

Yours sincerely



Kristy McBain MP

1/7/ 2026

– OFFICE OF THE MAYOR –



Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 9205 2200

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Friday 10 July, 2026

The Hon. Ros Spence MP
Minister for Roads and Road Safety
Level 16, 121 Exhibition Street
MELBOURNE VIC 3000

Via Email: ros.spence@parliament.vic.gov.au

Dear Minister,

RE: URGENT REPAIR OF LIGHTING AT GAP ROAD OVERPASS, SUNBURY

I am writing to request that the Department of Transport and Planning urgently investigate and repair the lighting infrastructure at the Gap Road overpass and Calder Freeway interchange in Sunbury.

Residents have increasingly raised concerns about the condition of this intersection, particularly the lack of functional lighting on the bridge itself and at the freeway on- and off-ramp intersections. Community members report that the lighting has been inoperative for more than twelve months, creating a significantly darker environment than would be expected for a major freeway interchange.

This location carries substantial volumes of traffic and involves vehicles entering and exiting the Calder Freeway at speed. The absence of lighting reduces visibility for our community and increases the risk of accidents.

I therefore request that the Department of Transport and Planning:

- Investigate the current status of the lighting infrastructure at the Gap Road overpass and Calder Freeway interchange and undertake any necessary repairs or maintenance to restore lighting as soon as possible; and
- Provide advice on the expected timeframe for completion of the works.

Thank you for your consideration of this matter. I look forward to your response. If you have any questions please contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED]

Yours sincerely,

A handwritten signature in black ink that reads 'Moore' in a cursive script.

**CR CARLY MOORE
MAYOR**

– OFFICE OF THE MAYOR –



Our File: IN26/24044
Enquiries: Joel Kimber
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

Telephone: 03 9205 2200
Facsimile: 03 9309 0109
www.hume.vic.gov.au

Friday 10 July, 2026

Ms Anasina Gray-Barberio
Member for Northern Metropolitan Region
G13-15,
288 Albert Street
Brunswick VIC 3056

anasina.gray-barberio@parliament.vic.gov.au

Dear Ms Gray-Barberio,

**RE: FACILITIES AND PLANNING ENQUIRY – UPFIELD SOCCER CLUB,
BROADMEADOWS**

Thank you for your letter dated 23 June 2026, on behalf of Upfield Soccer Club, in relation to portable facilities and the Hume Council Soccer plan.

Council recognises the contribution the Club makes to the local community and acknowledges the growth the Club has experienced in recent years. We remain committed to working collaboratively with the Club and other stakeholders to improve facilities and support participation in soccer across Hume.

I requested that Council Officers investigate matters you raised and have been advised of the following:

Portable Facilities at Gibb Reserve

Council remains committed to delivering the portable changeroom facilities at Gibb Reserve. A construction contract has been issued, with installation of the facilities scheduled for November 2026.

Council officers have also confirmed that the Club President has been actively engaged throughout the planning and scoping of the project. The Club was consulted during the design development phase to ensure the proposed facilities would meet operational requirements, and officers have maintained regular communication and updates with the Club throughout the process.

Hume Football (Soccer) Plan

The outcomes of the *Hume Football (Soccer) Plan*, *Aquatic and Indoor Sports Plan* and *Outdoor Sports Plan* have been incorporated into Hume’s Active Living Plan, which is available on Council’s website.

Master planning of Gibb Reserve is an outcome of the Hume Active Living Plan and is scheduled for consideration by Council in mid-2027.

I would value an opportunity to discuss this matter with you. Please contact Joel Kimber, Head of Government Relations and Advocacy on [REDACTED] to convene a mutually convenient time to meet.

Thank you again for your interest in sport in Hume City. I look forward to meeting with you soon.

Yours sincerely,



CARLY MOORE
MAYOR



**ASSISTANT MINISTER TO THE PRIME MINISTER
ASSISTANT MINISTER FOR THE PUBLIC SERVICE
ASSISTANT MINISTER FOR EMPLOYMENT AND WORKPLACE RELATIONS
MEMBER FOR PERTH**
The Hon Patrick Gorman MP

MB26-000355

Cr Carly Moore
Hume City Council

CarlyM@hume.vic.gov.au

Dear Cr Moore

Thank you for taking part in the Employment Services Reform Community Forum in Melbourne. I appreciate the time you took to attend and help inform the Australian Government’s work to build a stronger employment services system.

The government is reforming employment services because the current system is not working well enough for too many people. We want a system that better meets the needs of individuals, employers, communities and the economy. The aim is to connect people to the right support at the right time, improve pathways to meaningful employment, and move away from a one-size-fits-all model towards services that better reflect a person’s circumstances, goals and distance from the labour market.

The proposed future system will be centred on 3 service streams: online and brief intervention support for people closer to the labour market, targeted provider support for people who need more assistance, and intensive services for people facing more complex barriers to employment.

Across the forums, we heard messages about the need for the new service to be practical, human and locally responsive. Participants told us that trust matters, that services need to be easier to navigate, and that people should be supported through meaningful, goal-based engagement rather than compliance for its own sake. We also heard that employment services need to work better with employers, education and training providers, community organisations, health, housing and other local services, particularly for people facing complex barriers.

Attendees emphasised the importance of local flexibility within a national framework. In different communities, local labour market conditions, transport, housing, digital access, cultural safety, thin markets and the availability of services can all affect how people may move towards secure and meaningful work. We heard a call for more personalised support, better assessment at the start of a person’s journey, stronger post-placement support, and approaches that recognise that progress is not always linear.

Your contribution is part of a broader national conversation about how the future system should be designed and delivered to give effect to the government’s vision. In addition to participating in a Forum, you may also wish to consider providing feedback through a formal submission to the discussion paper, *Shaping the future of employment services*. Submissions close on 31 July 2026.

More information is available on the Department of Employment and Workplace Relations’ website at www.dewr.gov.au/employment-services-reform.

Thank you again for engaging in the reform process.

Yours sincerely



PATRICK GORMAN

02/07/2026

REPORT NO:	8.12
REPORT TITLE:	Roxburgh Park West Local Area Traffic Management Study
SOURCE:	Anthony Kalapurackal, Engineer Joseph Ianni, Coordinator Project Planning
DIVISION:	Assets, Operations & Sustainability
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.3 Safe and well-maintained places
ATTACHMENTS:	1. <i>Estimated Cost and Funding Source of Treatments</i> 2. <i>Consultation One Brochure</i> 3. <i>Summary of all Comments Received in Consultation One</i> 4. <i>Consultation Two Brochure</i> 5. <i>Summary of all Comments Received in Consultation Two</i> 6. <i>Locality Plan</i> 7. <i>Traffic Speed and Volume Data and Locations Map</i> 8. <i>Crash Locations Map and Summary of Locations With Three or More Recorded Crashes</i> 9. <i>Final Traffic Management Plan</i> 10. <i>Final Traffic Management Plan Treatment Details</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Hume City Council undertakes two Local Area Traffic Management (LATM) studies each financial year. In 2025/26 a commitment was made to undertake a LATM study for the Roxburgh Park West area, as shown in [Attachment 6](#). A Final Traffic Management Plan has been developed which includes 10 proposed traffic treatments valued at a total of \$817,889 as detailed in [Attachment 9](#).

2. RECOMMENDATION:

That Council:

- 2.1 Adopt the Roxburgh Park West Local Area Traffic Management (LATM) Study report and Final Traffic Management Plan (TMP) as shown in [Attachment 9](#).
- 2.2 Allocate \$242,889 from Council’s 2027/28 Capital Works Program – Local Area Traffic Management Facilities for item 1 in [Attachment 1](#).
- 2.3 List Items 2 to 7 in [Attachment 1](#) at an estimated value of \$550,000 for consideration in Council’s Capital Works Annualised Program – Traffic Management Facilities for future funding.
- 2.4 List Items 8 and 9 in [Attachment 1](#) at an estimated value of \$10,000 for consideration in Council’s Responsive Road Safety Works – Operating Budget for future funding.

REPORT NO: 8.12 (cont.)

- 2.5 List Item 10 in Attachment 1 at an estimated value of \$15,000 in Council’s 2026/27 Capital Works Annualised Program – Indented Parking on Narrow Streets.
- 2.6 Inform the residents and property owners within the study area and the online consultation participants of the adopted Roxburgh Park West LATM study Final Traffic Management Plan (TMP).
- 2.7 Provide a copy of the adopted Roxburgh Park West LATM study Final TMP on Council’s website for viewing by the public.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Rules 2017 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.
- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- d) The municipal community is to be engaged in strategic planning and strategic decision making.
- e) Innovation and continuous improvement is to be pursued.
- g) The ongoing financial viability of the Council is to be ensured.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

- (a) Every person lawfully within Victoria has the right to move freely within Victoria and to enter and leave it and has the freedom to choose where to live.
- (b) Every person has the right to life and has the right not to be arbitrarily deprived of life.

5.1.2 The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 The policy, program or service in this report has a direct and significant impact on the public; therefore, a Gender Impact Assessment was completed. The key recommendations and findings of this assessment were:

- (a) Acknowledge that gender and intersectionality factors may restrict members of the community from providing input to the consultation process of the LATM study.

REPORT NO: 8.12 (cont.)

- (b) Roxburgh Park West LATM study area has a high culturally and linguistically diverse (CALD) community, and people from the CALD communities are more likely to experience language and linguistic barriers when participation in community consultations.
- (c) Whilst the majority of responses received were via the online mapping tool, a number of responses, predominantly from older members of the community, were received by phone, mail and email.
- (d) Communication was also received by kids, grandkids or friends of individuals living in the LATM study area, who are unable to communicate due to a language barrier or older residents unable to navigate the online platform.
- (e) Maintain alternative options for residents to respond to LATM study consultations.
- (f) Commit to capturing gender and intersectionality information when consulting with the community in future studies to monitor if the study is being informed by all groups within the community.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1** The total estimated cost to install the traffic management devices recommended in Attachment 1 is \$817,889.
- 6.2** There is \$485,389 in the 2027/28 Capital Works Annualised Program – Local Area Traffic Management Facilities budget allocated for works related to two LATM studies; Coolaroo and Roxburgh Park West. Of this \$242,889 has been allocated to Roxburgh Park West LATM.
- 6.3** The allocation of the funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on crashes, traffic speeds and volumes at the proposed treatment sites.
- 6.4** The estimated cost of the remaining treatments is \$575,000 to be listed in Council’s future budgets as follows:
 - 6.4.1 \$550,000 will be listed in Council's Capital Works Annualised Program - Traffic Management Facilities for future funding.
 - 6.4.2 \$10,000 will be listed in Council’s Responsive Road Safety Works – Operating Budget for future funding.
 - 6.4.3 \$15,000 will be listed in Council’s 2026/27 Capital Works Annualised Program – Indented Parking on Narrow Streets.
- 6.5** As part of the annual budgeting process Council could consider potentially increasing the amount allocated towards LATM capital implementation to facilitate more streamlined delivery of associated capital projects across the city.

7. OPPORTUNITIES & RISKS:

- 7.1** The Roxburgh Park West LATM study aims to improve the safety and amenity of the area. The installation of traffic treatments will assist in reducing the likelihood and severity of casualty crashes. It also aims to improve the wellbeing of motorists, cyclists and pedestrians.

REPORT NO: 8.12 (cont.)

- 7.2 The Roxburgh Park West LATM study aims to improve pedestrian and cyclist connectivity throughout the area. The study contributes to the objectives of Victoria’s Climate Change Strategy, as promoting other methods of travel will subsequently reduce carbon emissions within the area and contribute to the overall goal of net-zero emissions by 2050.

8. COMMUNITY ENGAGEMENT:

- 8.1 A brochure seeking details of existing traffic issues experienced by residents in the Roxburgh Park West LATM area was distributed to residential properties, schools, businesses and community facilities in April 2025. A copy of the brochure can be found in [Attachment 2](#).
- 8.2 The brochure directed residents to an online mapping tool which allowed comments to be placed on locations of interest within a map of the LATM study area.
- 8.3 The community was encouraged to respond online via the interactive map tool, but were alternatively able to provide responses via email, phone and mail.
- 8.4 The study and link to the online map was also advertised to the community via the Participate Page on Hume City Council’s website, with prompts from Council’s social media account as well.
- 8.5 The first stage of the consultation involved the distribution of brochures to the 6,025 properties within the local community of the LATM study area. In addition, the online map tool and brochure were available to the community online for comments for 4 weeks between 17 March 2025 and 13 April 2025. A total of 263 responses were received from 88 respondents.
- 8.6 A summary of all feedback received regarding the initial consultation can be found in [Attachment 3](#).
- 8.7 Taking into consideration the feedback received, the consultation two brochure as shown in [Attachment 4](#) was prepared and distributed to the residential properties, schools, businesses and community facilities within the LATM area in January 2026. This brochure included details of proposed treatments.
- 8.8 The brochure was also made available online for review for 4 weeks between 27 January and 27 February 2026 via the online mapping tool. The community were able to view each of the proposed treatments and locations online via the interactive map tool and provide comments. The community was also given the option to provide feedback via email, phone or mail.
- 8.9 The study and link to the online map for the consultation two brochure was again advertised to the community via the Participate Page on Hume City Council’s website, with prompts from Council’s social media account as well.
- 8.10 Whilst the purpose of the second round of consultation was to identify whether the community supported the proposed treatments, the majority of responses received did not relate to the proposed treatments but to specific traffic, pedestrian, cyclist and parking issues experienced within the LATM study area. A total of 51 responses were received from 25 respondents. A summary of the issues raised in the second round of consultation and investigation outcomes is provided in [Attachment 5](#).
- 8.11 A final letter will be sent to all properties in the Roxburgh West LATM area advising of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing to the wider community on Council’s website.

REPORT NO: 8.12 (cont.)

9. DISCUSSION:

9.1 Background

- 9.1.1 A LATM study aims to improve safety and residential amenity in local streets on an area wide approach. It is a proactive way to identify and treat traffic, parking, pedestrian, cycling and accessibility issues in an area.
- 9.1.2 Most LATM studies will identify more projects that can be delivered within the funding that is initially allocated. However, identification of projects does not create an obligation to deliver projects within a set timeframe. Rather, the identification of projects helps to establish a prioritized pipeline of projects that can be progressed as funding becomes available through either external grant opportunities or potential increases in the amount of capital works program funding allocation.
- 9.1.3 Hume City Council undertakes two LATM studies each year. In 2025/26 a commitment was made to undertake a LATM study for the Roxburgh Park West area bounded by Aitken Boulevard, James Mirams Drive, Bridgewater Road, Donald Cameron Drive, Roxburgh Park Drive and Somerton Road. A locality plan of the area is shown in Attachment 6.
- 9.1.4 A LATM study was previously undertaken in the Roxburgh Park West area in 2012. All treatments proposed in that study have since been implemented.
- 9.1.5 The traffic treatments that were implemented through the previous LATM study have been effective in reducing traffic speeds and enhancing road safety in the area. This is demonstrated by the general lack of speeding issues identified in the automatic traffic counts that were undertaken for this study as shown in Attachment 7. Although volumes have increased, the speeds within the LATM study area have generally reduced since the initial LATM study was undertaken in 2012.
- 9.1.6 Since the initial study was undertaken, LATM investigations have evolved to place greater emphasis on community engagement as a key mechanism for identifying issues, alongside a strong focus on the experience and accessibility of all road user groups.
- 9.1.7 The recommendations provided in this report align with relevant standards and guidelines. These documents provide the rational and recommended actions for addressing local traffic, parking, and accessibility issues in the area.

9.2 Existing Conditions

- 9.2.1 Roxburgh Park West is located approximately 19 kilometers north of Melbourne’s CBD with an area of approximately 3 square kilometers.
- 9.2.2 It is a residential area with several community and commercial facilities including The Homestead Community and Learning Centre, Roxburgh Homestead Primary School, Roxy Central shopping centre, Roxburgh Village shopping centre, Arena Recreation Reserve, Roxburgh Park Homestead Centre and more.

9.3 Analysis

- 9.3.1 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are shown in Attachment 7. The traffic counts were conducted in March 2025.

REPORT NO: 8.12 (cont.)

- 9.3.2 Crash statistics for the area were also obtained from the DTP Road Crash Information System (RCIS) database for the most recently available 5-year period at the time, which was between 1 July 2019 to 30 June 2024. The locations and number of reported casualty crashes for the study area are shown in Attachment 8.
- 9.3.3 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in the most recently available 5-year period, with any proposed actions, are also shown in Attachment 8.
- 9.3.4 Council sought resident and community feedback on existing traffic, parking, and accessibility issues within the Roxburgh Park West LATM study area as detailed in section 8 of this report.
- 9.3.5 One of the common themes in resident feedback was the need for upgrades, along with concerns about traffic speed and safety on Somerton Road, the only arterial road within the area, particularly at its intersection with Roxburgh Park Drive. Traffic speed and safety were also concerns on the main collector routes through the area (Silvester Parade, Roxburgh Park Drive and Donald Cameron Drive) and their intersections.
- 9.3.6 Silvester Parade, James Mirams Drive and Aitken Boulevard are identified within Council's 10-year Capital Works Program for road upgrade and duplication works. The works are expected to include the provision of additional traffic lanes and road widening, intersection upgrades including traffic signals, roundabouts and turn lanes, shared user paths, footpaths and pedestrian crossing facilities where applicable, street lighting upgrades, and associated traffic safety improvements. These projects will address broader road safety, traffic capacity, pedestrian and cyclist connectivity issues on these key routes.
- 9.3.7 Aitken Boulevard from Somerton Road to Craigieburn Road is the first of the scheduled duplications, with construction works proposed to be delivered in stages. Works are currently proposed to begin in 2029/30 and be completed in 2031/32. Duplication works in Silvester Parade and James Mirams Drive are both proposed to be undertaken during 2033/34 and 2033/35.
- 9.3.8 As these projects are planned through Council's Capital Works Program, permanent LATM treatments on these roads have not been proposed where they may conflict with the future upgrade works. Interim treatments have been considered where appropriate to respond to community concerns and provide short-term safety improvements until the broader upgrades are delivered.
- 9.3.9 The second round of consultation included details of proposed traffic treatments that were developed taking into consideration community feedback, traffic speeds, volumes and crash data.
- 9.3.10 There were no objections received regarding the proposed treatments, suggesting general support from the consulted community for these proposals.
- 9.3.11 There was an additional project included in the final traffic management plan as a result of the second round of consultation. This proposal includes the installation of line marking, give way and 'No Stopping' parking signage on the road bend of Kirwan Avenue and Harwood Place to improve safety. Affected properties will be consulted on this proposal prior to installation.

REPORT NO: 8.12 (cont.)

- 9.3.12 The final traffic management plan including all proposed treatments is detailed in Attachment 9. Details of the treatments including the associated traffic investigations can be found in Attachment 10.

10. CONCLUSION

- 10.1** The works recommended in the Roxburgh Park West LATM study address concerns raised by residents within the study area. The proposed treatments in the consultation two brochure as detailed in Attachment 4 were sent to residents within the LATM study area and made available for community comment online. There were no objections received across the treatments, suggesting general support from the consulted community for these proposals.
- 10.2** There was an additional project included in the final traffic management plan, which was not included in the consultation two brochure, and as such was not reviewed by the community. This project directly addressed concerns raised by residents during the LATM study consultation process. Directly affected properties will be consulted with during the design stage of this project.

ESTIMATED COST AND FUNDING SOURCE OF TREATMENTS			
NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$ Excl. GST)
COUNCIL'S 2027/28 CAPITAL WORKS ANNUALISED PROGRAM - LATM FACILITIES			
1	Construct raised safety platforms on the northern, western and southern approaches to the intersection	Roxburgh Park Dr and Silvester Parade	\$242,889
TOTAL			\$242,889
COUNCIL'S FUTURE CAPITAL WORKS ANNUALISED PROGRAM – TRAFFIC MANAGEMENT FACILITIES			
2	Construct raised safety platforms on the northern, eastern and southern approaches to the intersection	Roxburgh Park Drive and Donald Cameron Drive/Ravenhill Boulevard	\$200,000
3	Construct raised safety platform on the northern and southern approaches to the roundabout	Roxburgh Park Dr and Pinnock Avenue/ St Clair	\$175,000
4	Construct footpath connection	James Mirams Drive, between Truscott Avenue and Roxburgh Park Drive	\$105,000
5	Install Temporary rubber pedestrian refuge	James Mirams Drive at Lombard Street	\$30,000
6	Install Temporary rubber pedestrian refuge	Silvester Parade at Arena Avenue	\$30,000
7	Construct pram crossing and footpath connection	Franklin Avenue	\$10,000
TOTAL			\$550,000
COUNCIL'S FUTURE RESPONSIVE ROAD SAFETY WORKS - OPERATING BUDGET			
8	Install solid line marking and 'No Stopping' signage at the bend	Shortridge Circuit at Kennedy Parade	\$5,000
9	Install solid line marking and 'No Stopping' signage at the bend	Kirwan Avenue and Harwood Place	\$5,000
TOTAL			\$10,000
COUNCIL'S 2026/27 CAPITAL WORKS ANNUALISED PROGRAM - INDENTED PARKING ON NARROW STREETS			
10	Construct an individual parking bay	McPherson's Blvd, near intersection of Somerton Rd	\$15,000
TOTAL			\$15,000
TOTAL COST OF ALL PROJECTS			\$817,889

Disclaimer: The projects listed above are subject to change in value and allocation due to factors such as price fluctuations and budget adjustments.

Examples of potential traffic treatments or improvements



Traffic treatments



Intersection upgrades



Pedestrian links



Bicycle connectivity



Parking congestion



Road safety

HumeLink

Multilingual telephone
information service

Enquiries 9205 2200

للمعلومات باللغة العربية	9679 9815	Για πληροφορίες στα ελληνικά	9679 9818	Türkçe bilgi için	9679 9822
معلومات باللغة العربية	9679 9809	Per avere informazioni in italiano	9679 9819	Muốn biết thông tin tiếng Việt	9679 9823
Za informacije na bosanskom	9679 9816	Za informacije na srpskom	9679 9820	For other languages...	9679 9824
Za informacije na hrvatskom	9679 9817	Para información en español	9679 9821		



As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Roxburgh Park West Area bounded by Aitken Boulevard, James Mirams Drive, Bridgewater Road, Donald Cameron Drive, Roxburgh Park Drive and Somerton Road.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. Online you can read the comments made by community members and add to the community discussion.

The type of feedback you provide could be related to:

Traffic

Speeding issues
Safety issues
Congestion issues



Pedestrians & Cycling

Access and connectivity
Cycling lanes/paths
Footpaths and shared paths



Parking

Parking restrictions
Parking congestion
Safety issues



Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Roxburgh Park West Area (now)
2. Investigate and develop a draft plan to address the issues
3. Share the draft plan with the local community (will also be available online) for feedback

Note: Funding of up to \$252,500 has been proposed in the 2027/28 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic 3047
- RoxburghParkWestLATM@hume.vic.gov.au
- 9356 6786
- Please provide your feedback by Sunday 13 April 2025

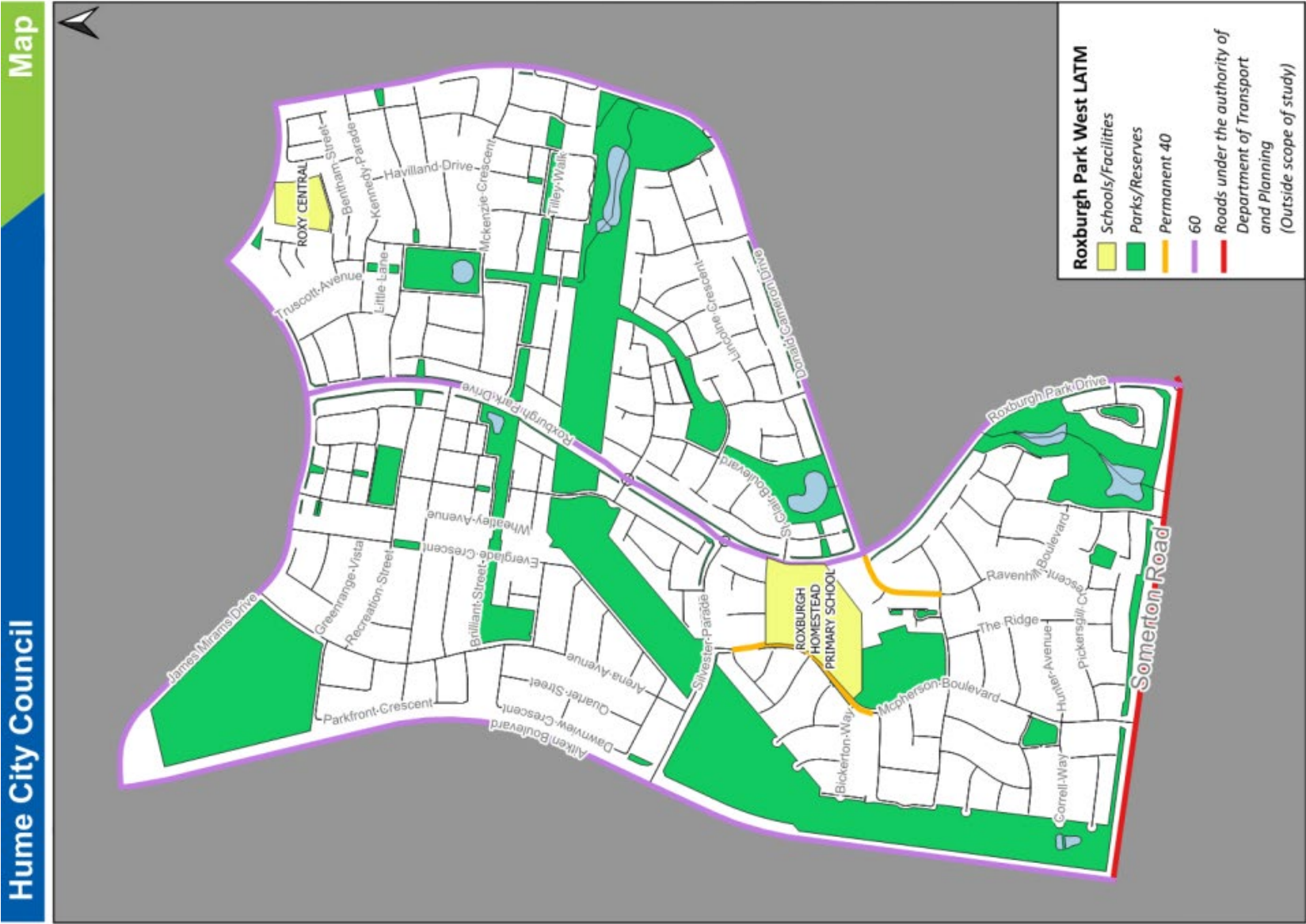


For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm



For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm





For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm



SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Silvester Parade	4	Speeding/ request for road humps	Investigation Silvester Parade is a Local Collector Road with a default speed limit of 50km/h. Traffic surveys identified an 85th percentile speed of 58.9 km/h and an average daily traffic volume of 192 vehicles per day. Silvester Parade does not meet Council's Guidelines for the consideration of traffic calming devices. Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. As part of these works speeding and safety will be reviewed and treatments implemented where warranted. Action Review treatments as part of future upgrade/duplication project.
Silvester Parade at the intersection of Arena Avenue	4	Site Distance/ Congestion	Investigation Site investigation showed no visibility obstructions. Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. As part of these works speeding and safety will be reviewed and treatments implemented where warranted. Action Review treatments as part of future upgrade/duplication project.
Silvester Parade at the intersection of McPherson Boulevard	1	Difficulty turning due to volumes/ requesting a roundabout	Investigation Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. Therefore, implementation of permanent treatments is not considered appropriate at this stage, as they would be superseded by future planned works. Action Review treatments as part of future upgrade/duplication project.
Silvester Parade at the intersection of Pinnock Avenue	1	Requesting a right turn- lane into Pinnock Avenue	Investigation Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. Therefore, implementation of permanent treatments is not considered appropriate at this stage, as they would be superseded by future planned works. Action Review treatments as part of future upgrade/duplication project.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Donald Cameron Drive	5	Speeding	Investigation Investigated as part of the Roxburgh Park East LATM completed in the 2024/25 financial year Action The below actions were identified in the Roxburgh Park East LATM, these projects have been indicatively listed in Councils 2028/29 Capital Works Program for delivery: (i) Construct a raised intersection treatment at Donald Cameron Drive and Southern Cross Drive with a non-priority pedestrian crossing on Southern Cross Drive. (ii) Construct a raised intersection treatment at Donald Cameron Drive/Lakeside Drive (North) intersection with non-priority pedestrian crossing on Donald Cameron Drive. (iii) Construct a raised intersection treatment at Donald Cameron Drive and Kirwan Avenue with a non-priority pedestrian crossing at the intersection.
	4	Hooning/ burnouts	Investigation Traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police have been notified about reports of hoon behaviour.
Donald Cameron Drive, near Lakeside Drive	1	Congestion during school drop off and pick up times	Investigation Increased traffic volumes and congestion on roads surrounding schools during pick up and drop off periods is a common and expected occurrence. Action No action required.
Aitken Boulevard	4	Congestion, duplication and increasing speeds	Investigation Aitken Boulevard between Craigieburn Road and Silvester Parade is planned to be upgraded/duplicated within the 10-Year Capital Works Program. These works will include additional lanes and intersection upgrades which will reduce congestion. Action No action required.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Aitken Boulevard at the intersection of James Mirams Drive	1	Speeding/ Request for traffic calming device	Investigation The intersection of Aitken Boulevard and James Mirams Drive was treated with a raised intersection in 2021 as part of the Australian Government's Black Spot Program to improve safety and reduce vehicle speeds. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The intersection does not meet Council's Guidelines for the consideration of further traffic calming devices. Action No action required.
Aitken Boulevard at the intersection of Silvester Parade	1	Inefficient Traffic Signaling	Investigation Aitken Boulevard between Craigieburn Road and Silvester Parade is planned to be upgraded/duplicated within the 10 Year Capital Works Program. These works will include upgrades to the traffic signals at this intersection. Action No action required.
Arena Avenue	13	Speeding/ Request for traffic calming device	Investigation Arena Avenue was previously identified for the installation of raised safety platforms to reduce traffic speeds. The raised platforms were installed shortly after the first round of consultation for the Roxburgh Park West LATM. Action No action required.
James Mirams Drive	4	Speeding/ Hooning	Investigation James Mirams Drive is a Local Collector Road with a default speed limit of 60km/h. Traffic surveys on James Mirams Drive identified an 85th percentile speed of 62.9 km/h and an average daily traffic volume of 14,762 vehicles per day. James Mirams Drive does not meet Council's Guidelines for the consideration of traffic calming devices. James Mirams Drive is planned to be upgraded/duplicated within the 10-year Capital Works Program. As part of these works speeding and safety will be reviewed and treatments implemented where warranted. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
			authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Review treatments as part of future upgrade/duplication project. Victoria Police notified about reports of hoon behavior.
James Mirams Drive	4	Request for DTP Bus Stop Indents	Investigation Bus Stops are under the Authority of Department of Transport and Planning (DTP). Action Request referred to DTP.
James Mirams Drive at the intersection of Arena Avenue	4	Congestion/ request for a filter lane	Investigation James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program. The intersection will be upgraded as part of these works. Given the timing of these works, interim treatments would not be appropriate. Action Review treatments as part of future upgrade/duplication project.
James Mirams Drive at the intersection of Roxburgh Park Drive	1	Failure to give-way at roundabout/ request for Signalized Intersection	Investigation A review of the DTP Road Crash Information System was undertaken and indicates that there were 3 recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. All 3 crashes involved vehicles entering the roundabout and failing to give way to a vehicle already within the roundabout. James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program, which is expected to address broader traffic capacity, safety and connectivity issues. There will also be an upgrade of this intersection as part of the works which will consider safety improvements. Action Review treatments as part of future upgrade/duplication project.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Bridgewater Road at the intersection of Fouz Street	1	Signal phasing allowing vehicles turning right (give-way) onto Fouz Street, whilst green light for vehicles on Bridgewater Road. This is causing collisions as right turning vehicles fail to give-way.	Investigation Signal phasing allows straight through movements on Bridgewater Road to operate concurrently in both directions, with right turn movements into Fouz Street controlled via filtered turns, requiring drivers to yield to opposing traffic. A review of the DTP Road Crash Information System was undertaken and indicates that there were 10 recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The crash history indicates a trend of right turning vehicles failing to give way to opposing traffic. Council is currently assessing the intersection against the eligibility requirements of the Victorian Government's 2027/28 Black Spot Program to determine whether it meets the criteria for future funding applications to support safety improvements. Action Investigate eligibility for the Victorian Government's 2027/28 Black Spot Program to support safety improvements at the intersection.
Intersection of Bridgewater Road and Donald Cameron Drive	2	Hooning and requesting Raised Safety Platforms	Investigation A review of the DTP Road Crash Information System was undertaken and indicates that there were 2 recorded crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. One crash involved a vehicle travelling on Bridgewater Road who entered the roundabout and failed to give way to a vehicle already travelling within the roundabout. The other crash occurred when a northbound vehicle on Donald Cameron Drive failed to Give way to a westbound vehicle entering the roundabout from Patullos Lane. Whilst there are 2 recorded crashes these crashes were from different approaches and don't indicate a treatable crash trend. The intersection does not meet Council's Guidelines for the consideration of traffic calming devices. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Donald Cameron Drive	1	Requesting Indented Bus Bays	Investigation Bus Stops are under the Authority of DTP Action Referred to the Department of Transport and Planning (DTP).
Intersection of Roxburgh Park Drive and Kennedy Parade	2	Speeding/ Hooning	Investigation In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The intersection does not meet Council's Guidelines for the consideration of traffic calming devices. However, some intersections along Roxburgh Park Drive are proposed to be treated with raised safety platforms as detailed in Attachment 10 which will assist in reducing speeds along Roxburgh Park Drive. Action Victoria Police notified about reports of hoon behavior
Intersection of Roxburgh Park Drive and Mackellar Drive	4	Sight distance issue/ speeding/ requesting a roundabout due to safety.	Investigation A review of the DTP Road Crash Information System indicates that three casualty crashes were recorded at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. One crash occurred when an errant vehicle mounted the kerb and hit a light pole, the remaining two crashes were rear end collisions with a vehicle waiting to turn right into Mackellar Drive. The two rear end collisions indicate a trend in crashes, however these crashes occurred prior to the upgrade/duplication of Roxburgh Park Drive in late 2021. As part of the upgrade a dedicated right turn lane was installed at the intersection treating this crash trend. Site investigation identified no sight distance impairment when conducting a turn at the intersection. Action No action required.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Intersection of Roxburgh Park Drive and McKenzie Drive	1	Requesting a right turn into McKenzie Drive	Investigation Roxburgh Park Drive is a divided Trunk Collector Road. Most intersections along Roxburgh Park Drive are designed as left in and left out to reduce congestion and improve safety. U-turn opportunities are provided at regular intervals along Roxburgh Park Drive to accommodate vehicles wanting to turn right. Action No action required.
Intersection of Roxburgh Park Drive and St Clair Boulevard	3	Speeding/ site distance issue	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Construct two Raised Safety Platforms on the Roxburgh Park Drive approaches to the roundabout intersection.
Intersection of Roxburgh Park Drive and Silvester Parade	3	Speeding/ concerns about failure to give way	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Construct three Raised Safety Platforms on the Roxburgh Park Drive and Silvester Parade approaches to the roundabout intersection.
Intersection of Roxburgh Park Drive and Matthews Crescent	1	Speeding	Investigation Investigated in the Roxburgh Park East LATM completed in the 2024/25 financial year. Action As part of the Roxburgh Park East LATM a project was identified to construct a raised intersection treatment on Roxburgh Park Drive at Matthews Crescent, with a non-priority pedestrian crossing on Matthews Crescent. This project is currently planned to be delivered in the 2026/27 financial year.
Intersection of Roxburgh Park Drive and Donald Cameron Drive/ Ravenhill Boulevard	2	Unsafe Roundabout	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Construct three Raised Safety Platforms on the Roxburgh Park Drive and Donald Cameron Drive approaches to the roundabout intersection.
Roxburgh Park Drive	5	Speeding/ hooning	Investigation Refer to Attachment 10 for proposed treatment along Roxburgh Park Drive. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
			authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior Proposed Raised Safety Platforms at some intersections along Roxburgh Park Drive to reduce speeds and improve safety.
Somerton Road	7	Congestion, requesting an upgrade of Somerton Road	Investigation Somerton Road is under the authority of the Department of Transport and Planning (DTP). As part of Victoria's Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Action Continue to advocate to the Department of Transport and Planning (DTP) for the widening of Somerton Road, and subsequent upgrades to its intersections.
Somerton Road at Aitken Boulevard	2	Congestion	Investigation The intersection is under the authority of the Department of Transport and Planning (DTP). As part of Victoria's Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Action Continue to advocate to the Department of Transport and Planning (DTP) for the widening of Somerton Road, and subsequent upgrades to its intersections.
Somerton Road at Ravenhill Boulevard	2	Congestion	
Somerton Road at McPherson Boulevard	4	Congestion	
Mackellar Drive	1	Requesting Speed humps	Investigation Mackellar Drive is a Local Access Street with a default speed limit of 50km/h. Traffic surveys identified an 85th percentile speed of 42.4 km/h and an average daily traffic volume of 192 vehicles per day. The recorded vehicle speeds and volumes are within acceptable levels for a Local Access Street. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Silvester Parade in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Mackellar Drive does not meet Council's warrants for the installation of traffic calming devices. Action No action required.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Dawnview Crescent	1	Congestion due to parking of trucks and cars.	Investigation Dawnview Crescent has a pavement width of 7.3 metres which allows for parking on both sides of the road and 1 lane of through traffic. Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Action Referred to Council's City Laws Department for parking enforcement.
Everglade Crescent	1	Requesting traffic calming devices	Investigation Everglade Crescent is a Local Access Streets with a default speed limit of 50km/h. Traffic surveys identified an 85th percentile speed of 43.4km/h and an average daily traffic volume of 349 vehicles per day. The recorded vehicle speeds and volumes are within acceptable levels for a Local Access Street. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Everglade Crescent in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Everglade Crescent does not meet Council's Guidelines for the consideration of traffic calming devices. Action No action required.
Inlet Street	2	Requesting traffic calming devices	Investigation Inlet Street is a Local Access Street with a default speed limit of 50km/h. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Inlet Street in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Inlet Street is approximately 130m long, traffic calming treatments are typically placed at intervals of 120-150m in line with guidelines. The length of Inlet Street is too short to accommodate the general spacing requirements for traffic calming treatments. Inlet Street does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kennedy Parade at intersection of Shortridge Circuit	2	Difficulty maneuvering intersection.	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install Give-Way and solid centre line marking to delineate lanes and restrict parking.
Kennedy Parade, at the intersection of Truscott Avenue	1	Remove narrowing of road.	Investigation There is a narrowing of road at a crossing location which only allows for a single vehicle to pass at one time. This treatment is intended to reduce vehicle speeds and shorten the pedestrian crossing distance, providing a safer and more clearly defined location for pedestrians to cross. Action No action required.
Kennedy Parade, at the intersection of Truscott Avenue	1	Speeding /requesting raised safety platforms	Investigation Kennedy Parade is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on this section of Kennedy Parade identified an 85th percentile speed of 40.2km/h and an average daily traffic volume of 592 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Kennedy Parade does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.
Kennedy Parade between Donald Cameron Drive and Hollywood Drive	2	Speeding/ Hooning	Investigation Kennedy Parade is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on this section of Kennedy Parade identified an 85th percentile speed of 49.4km/h and an average daily traffic volume of 1,548 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there was 1 recorded casualty crash at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. This occurred when a vehicle travelling on Jobe way failed to give-way to a vehicle traveling westbound on Kennedy Parade. Kennedy Parade does not meet Council's Guidelines for the consideration of traffic calming treatments.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
			In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior
Intersection of Kenedy Parade and Hollywood Drive	1	Vehicles are incorrectly entering the opposing lane rather than following the correct path around the roundabout.	Investigation The intersection is treated with a roundabout with clear delineation of traffic lanes. Council does not have the authority to enforce moving violations, these can only be enforced through Victoria Police. Action Referred to Victoria Police
Dunell Avenue/ Boyden Square	2	Speeding/ hooning	Investigation Boyden Avenue is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on Boyden Avenue identified an 85th percentile speed of 44.5km/h and an average daily traffic volume of 465 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Boyden Avenue in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Boyden Avenue does not meet Council's Guidelines for the consideration of traffic calming treatments. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior
McNamara Avenue	1	Requesting Raised Safety Platforms	Investigation McNamara Avenue is a Local Access Street with a default speed limit of 50km/h. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on McNamara Avenue in the most recently available 5-year period between 1 July 2019 to 30 June 2024. McNamara Avenue is approximately 150m long, traffic calming treatments are typically placed at intervals of 120-

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
			150m in line with guidelines. The length of McNamara Avenue is too short to accommodate the general spacing requirements for traffic calming treatments. McNamara Avenue does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.
Mckenzie Drive	1	Speeding	Investigation McKenzie Drive is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on McKenzie Drive identified an 85th percentile speed of 37.7km/h and an average daily traffic volume of 458 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on McKenzie Drive in the most recently available 5-year period between 1 July 2019 to 30 June 2024. McKenzie Drive does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.
St Clair Boulevard	1	Requesting raised safety platforms	Investigation St Clair Boulevard is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on St Clair Boulevard identified an 85th percentile speed of 38.9km/h and an average daily traffic volume of 1,031 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on McKenzie Drive in the most recently available 5-year period between 1 July 2019 to 30 June 2024. St Clair Boulevard does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.
Intersection of St Clair Boulevard and Kirwan Avenue	1	Vehicles are incorrectly entering the opposing lane rather than following the correct path around the roundabout.	Investigation The intersection is treated with a roundabout with clear delineation of traffic lanes. Council does not have the authority to enforce moving violations, these can only be enforced through Victoria Police. Action Referred to Victoria Police.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Ravenhill Boulevard between Roxburgh Park Drive and Wiltshire Drive	2	Speeding/hooning	Investigation Ravenhill Boulevard is a Local Access Street with a default speed limit of 50km/h. Traffic surveys on this section of Ravenhill Boulevard identified an 85th percentile speed of 41.8km/h and an average daily traffic volume of 3,107 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on this section of Ravenhill Boulevard in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Ravenhill Boulevard does not meet Council's Guidelines for the consideration of traffic calming treatments. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior
Ravenhill Boulevard between Reynolds Crescent and Knight Crescent	6	Congestion/hooning	Investigation Ravenhill Boulevard has a pavement width of 7.3 metres which allows for parking on both sides of the road and 1 lane of through traffic. Traffic surveys on this section of Ravenhill Boulevard identified an 85th percentile speed of 46.6km/h and an average daily traffic volume of 1,455 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there was 1 recorded casualty crash on this section of Ravenhill Boulevard in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The crash occurred when an unregistered motorcycle rider lost traction around a bend. Ravenhill Boulevard does not meet Council's Guidelines for the consideration of indented parking bays or other LATM treatments. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
All Locations	1	Requesting max speed of 40km/h throughout whole suburb, with 20km/h restrictions on Court bowls	Investigation According to Speed Zoning Policy and Guidelines, the default speed limit on local streets within built-up areas is 50 km/h. Lower speed limits, such as 40 km/h or 30 km/h, are typically only implemented where specific criteria are met, including high pedestrian activity, proximity to schools, shopping/activity centres, or demonstrated safety risks. The introduction of a blanket 20 km/h speed limit across all local streets is not supported under current state policy, as speed zoning must be evidence based and consider factors such as traffic function, road environment, and compliance. Reduced speed limits are generally applied in targeted locations where there is a clear and justifiable safety benefit. Action No action required

SUMMARY OF ALL PEDESTRIAN COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Intersection of Aitken Boulevard and James Mirams Drive	1	Unsafe crossing	Investigation The intersection of Aitken Boulevard and James Mirams Drive was treated with a raised intersection in 2021 as part of the Australian Government's Black Spot Program to improve safety and reduce vehicle speeds. This also included the installation of raised wombat crossings within the slip lanes to improve pedestrian safety. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes at this intersection since the upgrade was installed. The intersection does not meet Council's Guidelines for the consideration of further traffic calming devices or pedestrian treatments. Action No action required.
Roxburgh Park Drive, near the intersection of McKenzie Crescent	1	Request for a pedestrian crossing	Investigation Roxburgh Park Drive is a Council Trunk Collector consisting of a divided carriageway with multiple traffic lanes in each direction. Priority pedestrian crossings are not suitable on roads of this type as pedestrians would be required to cross several traffic lanes in a single movement. In addition, vehicles travelling side by side can obscure pedestrians from the view of drivers in adjacent lanes, increasing safety risk. As a result, priority pedestrian crossings are not suitable for this road environment. A pedestrian underpass is available approx. 200m north of McKenzie Drive and a pedestrian crossing facility is available at the roundabout intersection of Roxburgh Park Drive and St Clair Boulevard approx. 250m south of McKenzie Drive. Action No action required.
James Mirams Drive, near the intersection with Truscott Avenue	2	Requesting pram crossings between Bridgewater Road and Truscott Avenue	Investigation Refer to Attachment 10 for proposed treatment at this location. Action Construct missing footpath link between Roxburgh Park Drive and Truscott Avenue.

SUMMARY OF ALL PEDESTRIAN COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
James Mirams Drive, at the intersection with Lombard Street	2	Requesting signalised crossing.	Investigation A signalised crossing at this location would not meet traffic signal minimum spacing requirements given the proximity to the existing traffic signals at the intersection of Aitken Boulevard and James Mirams Drive and therefore is not supported. Furthermore, James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program, which is expected to address broader pedestrian issues including at this location. Refer to <u>Attachment 10</u> for proposed interim treatment at this location. Action Install a temporary rubber pedestrian island to improve visibility and delineation for road users at the intersection of James Mirams Drive and Lombard Street.
Intersection of James Mirams Drive and Roxburgh Park Drive	3	Difficulty crossing intersection	Investigation These intersections include a roundabout to reduce speeds as well as traffic islands so that pedestrians can stage their crossing. James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program, which is expected to address broader pedestrian issues. Given the timing of these works, further treatments would not be appropriate at this time but will be considered as part of the upgrade/duplication project. Action No action required
Intersection of James Mirams Drive and Bridgewater Road	2	Difficulty crossing intersection	
Intersection of Bridgewater Road and Fouz Street	1	Requesting pedestrian crossing	Investigation This intersection is signalised and includes signalised pedestrian crossings. Action No action required.

SUMMARY OF ALL PEDESTRIAN COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Silvester Parade	3	Difficult to and dangerous to cross.	Investigation Silvester Parade is planned to be upgraded/duplicated within the 10 year Capital Works Program. As part of these works pedestrian safety will be reviewed and treatments implemented where warranted. There are a number of pedestrian crossing points along Silvester Parade. The crossing point at the intersection of Silvester Parade and McPherson Boulevard was treated with a raised intersection to reduce vehicle speeds and improve pedestrian safety in 2024 as part of the Victorian Government’s Black Spot program. The crosisng point at the intersection of Silvester Parade and Arena Avenue is treated with a painted median which is planned to be upgraded to a temporary rubber pedestrian island as detailed in Attachment 10. Action Install a temporary rubber pedestrian island at intersection of Silvester Parade and Arena Avenue to provide a protected pedestrian staging point improving pedestrian safety.
	1	Cars parking in front of pram crossings	Investigation It is an illegal and enforceable offence to park across a pram crossing under the Victorian Road Rules. Action Referred to Council’s City Laws for parking enforcement.
Silvester Parade, at the intersection of Roxburgh Park Drive	1	Speeding drivers and difficulty crossing the roundabout	Investigation Refer to Attachment 10 for proposed interim treatment at this location. Action Raised Safety Platforms are proposed on the approaches of all legs at this roundabout to reduce vehicle speeds and improve safety for all road users.
Somerton Road	3	Lack of Pedestrian Connectivity along Somerton Road.	Investigation Somerton Road is under the authority of DTP. As part of Victoria’s Big Build, the state government is investigating an upgrade to Somerton Road between Fleetwood Drive and Roxburgh Park Drive. Council continues to advocate for funding for the duplication of Somerton Road between Roxburgh Park Drive and Mickleham Road, which would include improved pedestrian facilities. Action Continue to advocate for this project.
	1	No place to cross Somerton Road, after getting off the bus.	

SUMMARY OF ALL PEDESTRIAN COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Kingsford Way	1	Install warning signage or a raised crossing to improve pedestrian/cyclist safety by slowing vehicles.	Investigation Kingsford Way is a local Access Street servicing less than 30 properties with a court bowl at its end. The street has a low traffic volume and given the short length of the road and existing road bends the speeds are expected to be low also. The road is intended to be shared by motorists and cyclists which is an acceptable arrangement on low volume low speed roads. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Kingsford Way does not meet Council's Guidelines for the consideration of traffic treatments. Action No action required.
Kennedy Parade	1	Pedestrian Visibility	Investigation There is a narrowing of road at a crossing location which only allows for a single vehicle to pass at one time. This treatment is intended to reduce vehicle speeds and shorten the pedestrian crossing distance, providing a safer and more clearly defined location for pedestrians to cross. Action No action required.
Franklin Avenue	2	Missing Pram crossing	Investigation Refer to <u>Attachment 10</u> for proposed interim treatment at this location. Action Construct pram crossing.
Pinnock Reserve	1	Youths riding noisy motorized bikes along pathways, with unsafe behavior and disturbance to nearby residents.	Investigation Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior.
Pickersgill Crescent	1	No Footpath Connection	Investigation This project is currently listed within Council footpath program for future funding consideration. Action No action required.

SUMMARY OF ALL PEDESTRIAN COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Hilltop Reserve	3	New connections/ dirty path/ upgrade path	Investigation This item is not within the scope of the LATM study for investigation. Action Referred to Council's City Parks and Open Space (Park Asset Management) team for investigation and monitoring.
The Shankland Reserve	2	Pedestrian bridge needs repair	Investigation This item is not within the scope of the LATM study for investigation. Action Referred to Council's City Parks and Open Space team for monitoring.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Arena Avenue	2	Trucks parked on local streets	Investigation Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Action Referred to Council's City Laws Department for parking enforcement.
Prosperity Way	1	Requesting Parking Bays	Investigation Prosperity Way is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Prosperity Way is not considered a narrow street and is not eligible for indented parking bays. Action No action required.
Everglade Crescent	1	Inefficient parking limits capacity; ongoing theft, suspicious nighttime activity, and hit-and-run collisions occur due to the narrow road.	Investigation Everglade Crescent is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Everglade Crescent is not considered a narrow street and is not eligible for indented parking bays. Council does not have the authority to enforce moving violations or anti-social behaviour, enforcement of these matters is the responsibility of Victoria Police. Action Referred to Victoria Police
Wheatley Avenue	1	Trucks parking on local streets	Investigation Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Action Referred to Council's City Laws Department for parking enforcement.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Franklin Avenue	9	Requesting Indented Parking Bays	Investigation Franklin Avenue is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Franklin Avenue is considered a narrow street. Franklin Avenue was assessed against the narrow streets policy criteria in 2021 and did not meet warrants for indented parking bays. Action Undertake parking surveys to determine if indented parking bays are currently warranted on Franklin Avenue
Klein Crescent	4	Requesting Indented Parking Bays	Investigation Klein Crescent is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Klein Crescent is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Klein Crescent
Dawnview Crescent	3	Congestion/ Inappropriate parking	Investigation Site inspection revealed vehicles parking too close to the intersection which is not permitted under the Road Safety Road Rules 2017. Action Referred to Council's City Laws Department for parking enforcement.
Truscott Avenue	2	Requesting indented parking bays/ Parking near intersections	Investigation Truscott Avenue is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Truscott Avenue is not considered a narrow street and is not eligible for indented parking bays. The intersection of Truscott Avenue and Kenedy Parade is treated with a solid centre line which restricts parking at the intersection in line with the Road Safety Road Rules 2017. This line marking has faded and needs to be re-line marked. Action Refer to Council's Road Maintenance Team to arrange line marking maintenance

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Roxburgh Park Central Shopping Centre Car Park	1	Used by Trucks	Investigation Roxburgh Park Shopping Centre including its car park are privately owned, Council has a current parking enforcement agreement in place for enforcement of the car park in line with regulatory parking signage. However, some loading areas and truck parking is permitted within the car park. Action Referred to Roxburgh Park Shopping Centre Management.
Oregan Way	1	Congestion/ Narrow Street	Investigation Oregan Way is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Oregan Way is not considered a narrow street and is not eligible for indented parking bays. Action No action required.
Bentham Street	1	Congestion/ Narrow Street	Investigation Bentham Street is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Bentham Street is not considered a narrow street and is not eligible for indented parking bays. Action No action required.
Kennedy Parade, Near intersection of Roxburgh Park Drive	2	Parking causing congestion/ requesting indented parking bays	Investigation Kennedy Parade is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Kennedy Parade is not considered a narrow street and is not eligible for indented parking bays. Parking is not permitted on Kennedy Parade within 50 metres of its intersection with Roxburgh Park Drive due to the existing traffic island. Kennedy Parade does not meet Council's Guidelines for the consideration of indented parking bays or other LATM treatments. Action Referred to Council's City Laws for parking enforcement.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kennedy Parade	3	Parking causing site distance issues	Investigation Kennedy Parade is treated with centre line marking to assist with delineation when navigating the road and passing parked vehicles. Action No action required.
	1	Unregistered car parking	Investigation Out of Scope. Action Referred to Council's City Laws for investigation.
	1	Trucks parked on local street	Investigation Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Action Referred to Council's City Laws Department for parking enforcement.
McNamara Avenue	1	Cars Parked near intersection	Investigation Under the Road Safety Road Rules 2017 parking is not permitted within 10 metres of an intersection. Action Referred to Council's City Laws Department for parking enforcement.
McKenzie Crescent	3	Requesting Indented Parking on road bend.	Investigation McKenzie Crescent is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, McKenzie Crescent is not considered a narrow street and is not eligible for indented parking bays. The road bend on McKenzie Crescent was previously treated with solid centre line marking which prohibits parking at the road bend in line with the Road Safety Road Rules 2017. This line marking has faded and needs to be re-line marked. Action Refer to Councils Road Maintenance Team to arrange line marking maintenance

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Thompsons Crescent	5	Congestion due to parking/ Inappropriate parking	Investigation Thompsons Crescent is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Thomas Street is considered a narrow street. Surveys undertaken identified that Thompsons Crescent meets Council's warrants for the installation of street indented parking bays. Thompsons Crescent has been listed for funding consideration in Council's Future Capital Works Budget – Indented Parking on Narrow Streets. Action No action required.
Hawker Avenue	1	Requesting Indented parking	Investigation Hawker Avenue is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Hawker Avenue is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Hawker Avenue.
Boydon Square	2	Requesting Indented parking	Investigation Boydon Square is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Boydon Square is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Boydon Square.
	1	Illegal Parking	Investigation Illegal parking can be enforced in line with the Roads Safety Road Rules 2017. Action Referred to Council's City Laws for parking enforcement.
Kingsford Way	1	Requesting Indented parking	Investigation Kingsford Way is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Kingsford Way is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Kingsford Way.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Ricketts Lane	1	Parking within 'No-Stopping' zone	Investigation Parking at within a 'No Stopping' zone is illegal and enforceable. Action Referred to Council's City Laws Department for parking enforcement.
Roxburgh College	1	Parking within 'No-Stopping' zone during school times blocking access.	Investigation Parking at within a 'No Stopping' zone is illegal and enforceable. Action Referred to Council's City Laws Department for parking enforcement.
Ainsworth Court	1	Requesting indented parking bay	Investigation Ainsworth Court is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Ainsworth Court is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Ainsworth Court.
Bickerton Way	1	Ineffectiveness of Partial Indented Parking bays	Investigation Bickerton Way is a Local Access Street and has a road width of approximately 5.5 metres. If vehicles were to park on both sides of Bickerton Way, there would be insufficient space for through traffic to pass. Partially indented parking bays allow vehicles to park on both sides of the road and maintain sufficient space for one lane of through traffic. Action No action required.
	1	Requesting a roundabout/painted circle at a court bowl to stop parking	Investigation The court bowl at the end of Bickerton Way is treated with existing 'No-Stopping' parking restrictions. Parking at within a 'No Stopping' zone is an illegal and enforceable offence. Action Referred to Council's City Laws for parking enforcement.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Ravenhill Boulevard between Roxburgh Park Drive and Saunders Court	1	Requesting additional indented parking bays	Investigation Existing indented parking bays are provided along this section of Ravenhill Boulevard, the installation of indented parking abys needs to take into consideration existing services, traffic treatments and trees. The installation of additional indented parking bays is not supported. Action No action required.
Ravenhill Boulevard between Pickersgill Cresent and Saunders Court	2	Requesting Indented parking bays	Investigation This section of Ravenhill Boulevard is classified as a Local Access Street and has a road pavement width of 7.3 metres. It has an average daily traffic volume of 1,455 vehicles. It allows parking on both sides while maintaining one lane of through traffic which is acceptable for a local access street. Under the Hume City Parking on Narrow Streets Policy, this section of Roxburgh Park Drive is not considered a narrow street and is not eligible for indented parking bays. The section of Ravenhill Boulevard between Saunders Court and Roxburgh Park Drive to the north is classified as a Collector Road and has a road pavement width of 7.3 metres. It has an average daily traffic volume of 3,107 vehicles. Under the Hume City Parking on Narrow Streets Policy, this section of Roxburgh Park Drive is considered a narrow street as Collector Roads are required to maintain two lanes of through traffic and parking on both sides. The previous installation of indented parking bays was warranted to enable this section of Ravenhill Boulevard to operate as a Collector Road. Action No action required.
Wiltshire Drive	3	Congestion/ Trucks Parking/ Illegal Parking at no-stopping signage	Investigation Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Parking at within a 'No Stopping' zone is an illegal and enforceable offence. Action Referred to Council's City Laws Department for parking enforcement.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Wiltshire Drive	1	Congestion due to cars parked near roundabout	Investigation Under the Road Safety Road Rules 2017 parking is not permitted within 10 metres of an intersection. Action Referred to Council's City Laws Department for parking enforcement.
Wise Way	3	Trucks parking on local street	Investigation Under the Road Safety Road Rules, heavy vehicles greater than 4.5 tonnes or 7.5 meters are restricted from parking on roads in built up areas for more than one hour unless actively engaged in loading or unloading, or where an exemption applies. Action Referred to Council's City Laws Department for parking enforcement.
Thomas Street	1	Requesting indented parking bay	Investigation Thomos Street is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Thomos Street is considered a narrow street. Surveys undertaken identified that Thomos Street meets Council's warrants for the installation of street indented parking bays. Thomos Street has been listed for funding consideration in Council's Future Capital Works Budget – Indented Parking on Narrow Streets. Action No action required.
The Ridge	1	Requesting indented parking bay	Investigation The Ridge is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, The Ridge is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on The Ridge.

SUMMARY OF ALL PARKING COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Pickersgill Crescent	1	Requesting indented parking bays	Investigation Pickersgill Crescent is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Pickersgill Crescent is not considered a narrow street and is not eligible for indented parking bays. Action No action required.
	1	Parking near intersection	Investigation Under the Road Safety Road Rules 2017 parking is not permitted within 10 metres of an intersection. Action Referred to Council's City Laws Department for parking enforcement.
McPherson s Boulevard	3	Parking on nature strip	Investigation Under the Road Safety Road Rules 2017, motorists are prohibited from parking on a nature strip. A nature strip forms part of the road reserve but is not intended for vehicle use; it is designated for pedestrian access, services, and vegetation. Parking in this area may create hazards for pedestrians, obstruct visibility for road users, and damage public infrastructure, and is therefore not permitted under the applicable road safety rules. Action Referred to Council's City Laws Department for parking enforcement.
Intersection of McPherson s Boulevard and Somerton Road	2	Congestion near intersection due to parking. Resident requesting indented parking due to complaints and fines related to parking on nature strip	Investigation McPherson Boulevard has previously been treated with indented parking bays. However, no indented parking bay was provided along the property frontage of the property on the east side of the McPherson Boulevard at its intersection with Somerton Road. It is proposed to install an indented parking bay in front of this property to improve safety and provide a parking opportunity along the property frontage consistent with the rest of the street. Action Construct an individual parking bay within property frontage.

SUMMARY OF ALL CYCLIST COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Arena Avenue	2	Cyclist Priority across Arena Avenue	Investigation There is currently priority for cyclists along side streets adjacent to Arena Avenue. Raised Safety Platforms were installed on Arena Avenue in 2026 which will assist in reducing vehicle speeds and improving cyclist safety. The kerbs within Arena Avenue comply with Council's standards. Action No action required.
	1	Narrow Kerbs causing discomfort	
Intersection of Aitken Boulevard and James Mirams Drive	1	Requesting a short section of cycling path between this intersection and Arena Recreation Reserve	Investigation Aitken Boulevard between Craigieburn Road and Silvester Parade is planned to be upgraded/duplicated within the 10-Year Capital Works Program. These works will include cycling improvements. Action No action required.
Everglade Crescent	1	Request for raised crossing with priority crossing	Investigation Everglade Crescent is a Local Access Streets with a default speed limit of 50km/h. Traffic surveys identified an 85th percentile speed of 43.4km/h and an average daily traffic volume of 349 vehicles per day. The recorded vehicle speeds and volumes are within acceptable levels for a Local Access Street. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Everglade Crescent in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Everglade Crescent does not meet Council's Guidelines for the consideration of traffic calming devices. Action No action required.
Everglade Crescent/ Pinnock Reserve	1	Requesting extension of shared user path from Everglade Crescent to Roxburgh Park Drive	Investigation This item is not within the scope of the LATM study for investigation. Action Referred to Council's Open Space Strategic Planning team.

SUMMARY OF ALL CYCLIST COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Silvester Parade, near Arena Avenue	1	Difficulty crossing	Investigation Refer to <u>Attachment 10</u> for proposed interim treatment at this location. Action Install a temporary rubber pedestrian island to improve pedestrian and cyclist safety when crossing.
Roxburgh Park Drive	1	Requesting bicycle Lane along Roxburgh Park Drive.	Investigation There is a SUP along Roxburgh Park Drive, for both pedestrians and cyclist. Action No action required
	1	Median Island is very steep. Difficulty holding bike when waiting on incline side.	Investigation The slope of the median meets standards. Action No action required.
Roxburgh Park Drive connection to St Clair Reserve	1	Requesting shared user path from Roxburgh Park Drive to be connected to Merrigan-Roxburgh park Walkway	Investigation Currently a footpath between Roxburgh Park Drive shared user path and Merrigan-Roxburgh Park Walkway shared user path. Investigation to be undertaken to upgrade the footpath to shared user path so cyclist can use it as a connection. Action Referred to Council’s Open Space Strategic Planning team.
Ravenhill Reserve	1	No cycling signs	Investigation No cycling signs are positioned adjacent to dedicated footpaths. There are several shared user paths through this in close proximity for cyclist access. Action No Action Required.
Kirwan Street	1	Vehicles yield to cyclist when crossing Kirwan Street	Investigation Noted Action No action required.

SUMMARY OF ALL CYCLIST COMMENTS RECIEVED			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Woodlands Park	2	Narrow shared user path	Investigation This item is not within the scope of the LATM study for investigation. Action Referred to Council's Open Space Strategic Planning team.
Bearley Place	1	Fallen Vegetation on path	Investigation Site observations indicated path is not currently covered in debris. Action Referred to Council's City Parks and Open Space (Park Asset Management) team for monitoring.
Cobby Court	1	Missing connections to nearby paths	Investigation Shared user path through woodlands park ends at Cobby Ct. Potential to connect it south, back into Woodlands Reserve which connects to Donald Cameron Drive. Action Referred to Council's Open Space Strategic Planning team.
Boyden Square	1	Bollards and barriers are a hindrance to cyclist.	Investigation Bollards are intended to restrict vehicles from entering the reserve. Action No action required.
Somerton Road	1	Strongly request that council implement protected bike lanes on Somerton Road; Ideally the whole of Somerton Road	Investigation Somerton Road is under the authority of the Department of Transport and Planning (DTP). As part of Victoria's Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Action Continue to advocate to the Department of Transport and Planning (DTP) for the widening of Somerton Road and cycling upgrades.

Examples of potential traffic treatments or improvements



As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Roxburgh Park West Area bounded by Aitken Boulevard, James Mirams Drive, Bridgewater Road, Donald Cameron Drive, Roxburgh Park Drive and Somerton Road.

In April 2025, Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 270 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues



Council is proposing to install traffic treatments as shown on the Proposed Traffic Management Plan overleaf. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed. If you would like to provide feedback on the proposed treatments, please do so using the online interactive mapping tool. Feedback will also be accepted in writing or by phone via the details provided.

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Roxburgh Park LATM area (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the Proposed Traffic Management Plan with the local community (also be available online) for feedback (now)

Approximately \$252,500 of funding has been proposed in the 2027/28 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic 3047
- RoxburghParkWestLATM@hume.vic.gov.au
- 9356 6786
- Please provide your feedback by Friday 27 February 2026

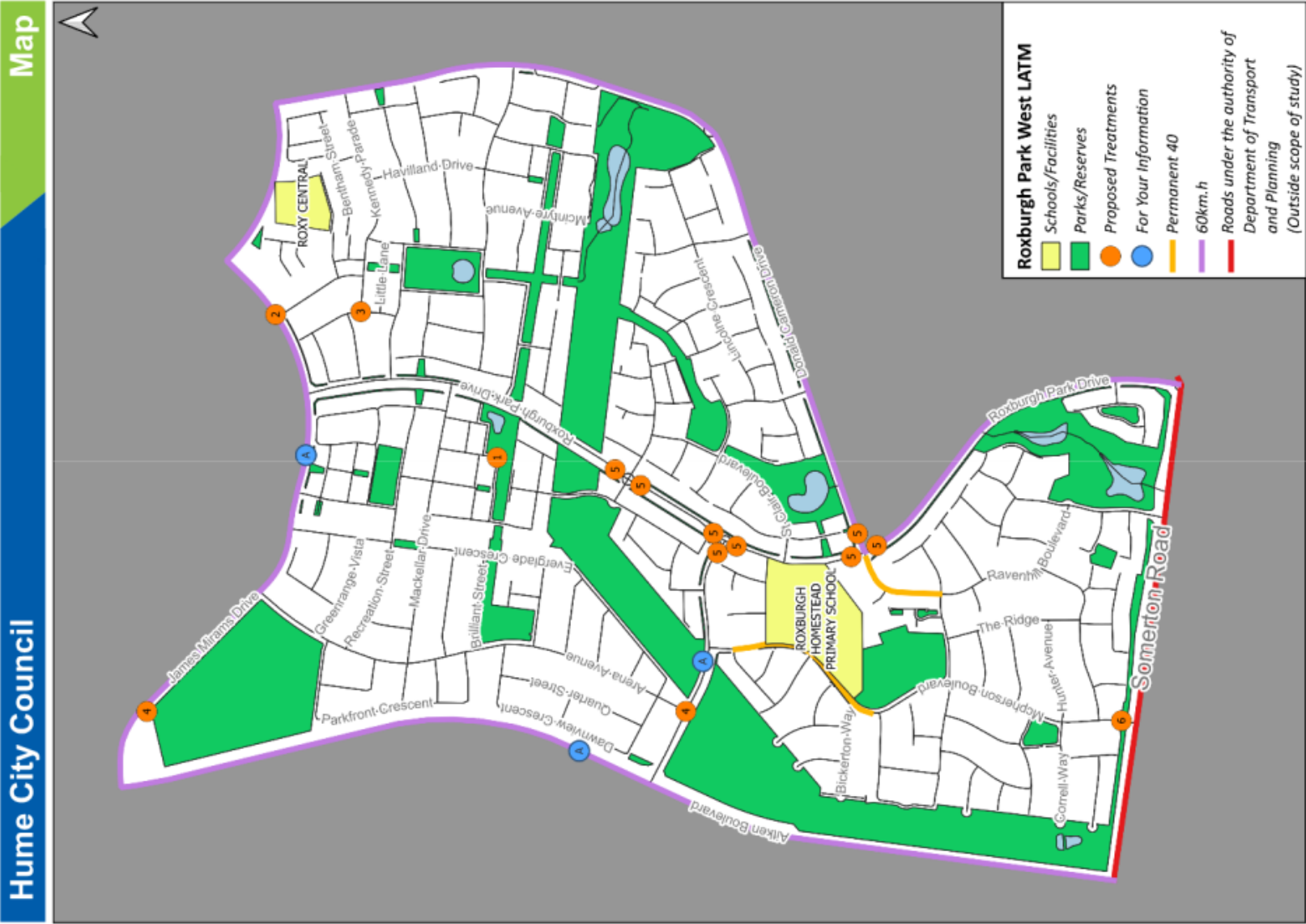


For more information scan QR code or visit participate.hume.vic.gov.au/roxburgh-park-west-latm



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For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm



SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Aitken Boulevard	1	Install a speed camera along this road. Racing	Investigation Victoria Police are responsible for implementing speed cameras, this is not within Councils authority. Action Referred to Victoria Police.
Arena Avenue	1	Speeding along Arena Avenue	Investigation Raised Safety Platforms were installed along Arena Avenue in 2026 to address speeding and safety issues. Action No action required.
Spence Avenue	1	Street not wide enough for Parking	Investigation Spence Avenue is a Local Access Street and has a road width of approximately 5.5 metres. Under the Hume City Parking on Narrow Streets Policy, Spence Avenue is considered a narrow street. Action Undertake parking surveys to determine if indented parking bays are warranted on Spence Avenue
Silvester Parade	3	Requesting roundabouts along Silvester Parade	Investigation Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. Therefore, implementation of permanent treatments is not considered appropriate at this stage, as they would be superseded by future planned works. Action No action required.
	1	Request for on-street parking for users of the reserve	Investigation Silvester Parade is planned to be upgraded/duplicated within the 10-year Capital Works Program. Therefore, implementation of permanent treatments is not considered appropriate at this stage, as they would be superseded by future planned works. Installation of additional parking facilities will be considered as part of the future road upgrade project. Action No action required.
	1	Pedestrian crossing near Pinnock Avenue	

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Brickerton Way	1	Painted roundabout to prevent parking on court bowl	Investigation The court bowl is treated with existing 'No Stopping' parking restrictions and hence parking in the court bowl is an illegal and enforceable offence. Action Referred to Council's City Laws Department for parking enforcement.
Tulloch Way	1	Speed humps along Tulloch Way	Investigation Tulloch Way is a Local Access Street with a default speed limit of 50km/h. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Tulloch Way in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Tulloch Way is approximately 150m long between treatment and road bends. Traffic calming treatments are typically placed at intervals of 120-150m in line with guidelines. The length of Tulloch Way is too short to accommodate the general spacing requirements for traffic calming treatments. Action No action required.
McKenzie Crescent	1	Need a solid white line at this road bend.	Investigation The road bend at this location has previously been treated with centre line marking which has since faded. Action Referred to Council's Technical Services team for line marking maintenance.
Boydon Square	1	Need to slow vehicles down	Investigation Boydon Square is a local access street and has a default speed limit of 50km/h. Traffic surveys at Boydon Square identified an 85th percentile speed of 44.5km/h and an average daily traffic volume of 465 vehicles per day. A review of the DTP Road Crash Information System was undertaken and indicates that there have been no recorded casualty crashes in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Boydon Square does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.

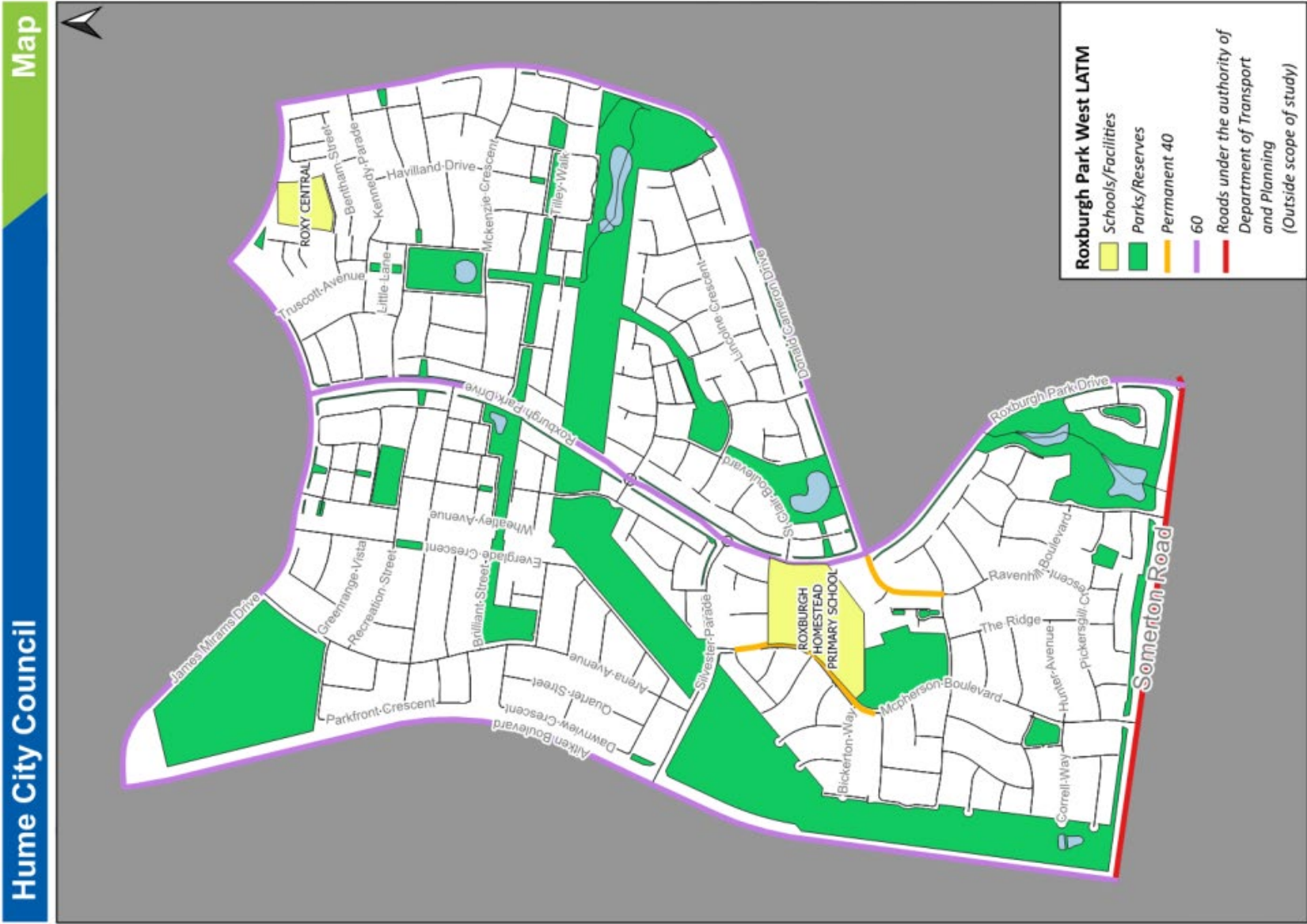
SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Truscott Avenue	1	Parking issues	Investigation. Truscott Avenue is a Local Access Street and has a road pavement width of 7.3 metres. Under the Hume City Parking on Narrow Streets Policy, Truscott Avenue is not considered a narrow street under Hume Council's Parking on Narrow Streets Policy and therefore does not meet warrants for indented parking bays. Action No action required.
Shortridge Circuit at Kennedy Parade	2	Narrow entry	Investigation Refer to <u>Attachment 10</u> for proposed treatment at this intersection. Action Give-way and solid centre line marking to delineate lanes and prevent parking.
Kennedy Parade, near Truscott Avenue	2	Request Parking bays.	Investigation Kennedy Parade is a Local Access Street and has a road pavement width of 7.3 metres which allows parking on both sides of the road and one lane of through traffic. Under the Hume City Parking on Narrow Streets Policy, Kennedy Parade is not considered a narrow street and is not eligible for indented parking bays. Action No action required.
McIntyre Avenue	1	Request for Indented Parking bays	Investigation. Since the second round of consultation for the LATM study, indented parking bays have been installed at McIntyre Avenue which was previously identified and planned to be delivered. Action No action required.
McIntyre Avenue	1	Request for Speed Bumps	Investigation McIntyre Avenue is a local access street and has a default speed limit of 50km/h. Existing traffic surveys on McIntyre Avenue identified an 85th percentile speed of 37.7km/h and an average daily traffic volume of 480 vehicles per day. McIntyre Avenue does not meet Council's Guidelines for the consideration of traffic calming treatments. Action No action required.

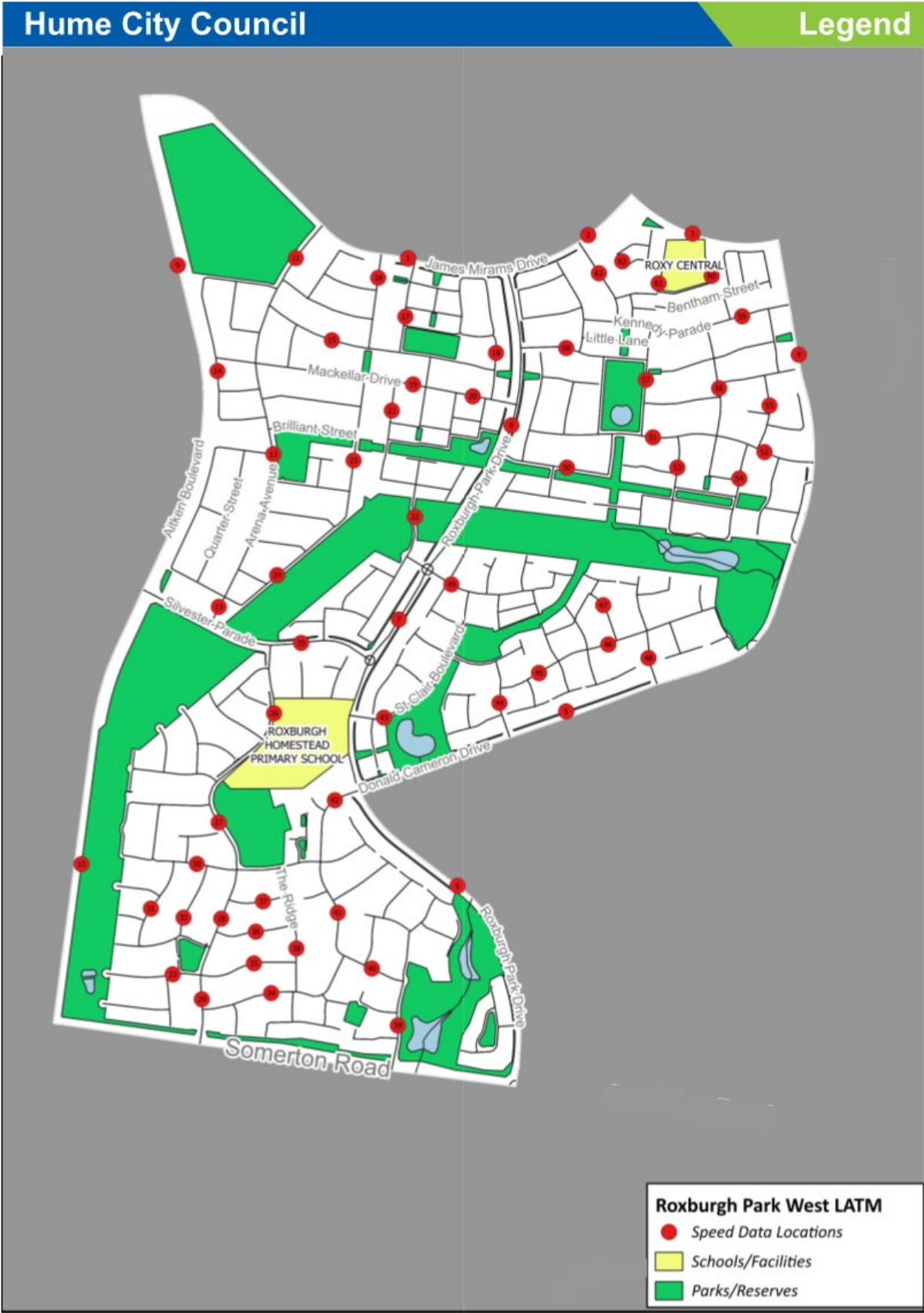
SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
James Mirams Drive	1	Turning lane on James Mirams Drive	Investigation James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program. The intersection will be upgraded as part of these works. Given the timing of these works, interim treatments would not be appropriate. Action No action required.
	4	Difficulty crossing/requesting crossing near intersection of Truscott Avenue	Investigation Refer to Attachment 10 for proposed treatment at this location. Action Construct missing footpath link between Roxburgh Park Drive and Truscott Avenue.
	2	Requesting raised crossing/signalised crossing at intersection with Lombard Street	Investigation A signalised crossing at this location would not meet traffic signal minimum spacing requirements given the proximity to the existing traffic signals at the intersection of Aitken Boulevard and James Mirams Drive and therefore is not supported. Furthermore, James Mirams Drive is planned to be upgraded/duplicated within the 10 Year Capital Works Program, which is expected to address broader pedestrian issues. Refer to Attachment 10 for proposed treatment at this location. Action Install a temporary rubber pedestrian island to improve visibility and delineation for road users at the intersection of James Mirams Drive and Lombard Street.
James Mirams Drive	1	Request for speed humps	Investigation James Mirams Drive is a Council Collector Road with a posted speed limit of 60km/h. Traffic surveys on James Mirams Drive identified an 85th percentile speed of 62.9 km/h and an average daily traffic volume of 14,762 vehicles per day. James Mirams Drive does not meet Council's Guidelines for the consideration of traffic calming treatments. In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
	2	Requesting footpath between Bridgewater Road and Truscott Avenue	Investigation Refer to <u>Attachment 10</u> for proposed treatment at this location. Action Construct missing footpath link between Roxburgh Park Drive and Truscott Avenue.
Donald Cameron Drive	1	Speeding/ racing/ requesting permanent 50km/h	Investigation Investigated in the Roxburgh Park East LATM completed in the 2024/25 financial year Action The below actions were identified in the Roxburgh Park East LATM, these projects have been indicatively listed in Councils 2028/29 Capital Works Program for delivery: (i) Construct a raised intersection treatment at Donald Cameron Drive and Southern Cross Drive with a non-priority pedestrian crossing on Southern Cross Drive. (ii) Construct a raised intersection treatment at Donald Cameron Drive/Lakeside Drive (North) intersection with non-priority pedestrian crossing on Donald Cameron Drive. Construct a raised intersection treatment at Donald Cameron Drive and Kirwan Avenue with a non-priority pedestrian crossing at the intersection.
Roxburgh Park Drive	1	Hooning/ Speeding	Investigation Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Action Victoria Police notified about reports of hoon behavior.
	1	Requesting a Speed hump near Mathews Cresnet	Investigation Investigated in the Roxburgh Park East LATM completed in the 2024/25 financial year. Action As part of the Roxburgh Park East LATM a project was identified to construct a raised intersection treatment on Roxburgh Park Drive at Matthews Crescent, with a non-priority pedestrian crossing on Matthews Crescent. This project is currently planned to be delivered in the 2026/27 financial year.

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Roxburgh Park Drive	2	Speed bumps required on Roxburgh Park Drive near Mackellar Drive	Investigation In relation to the reported hoon behaviour, traffic calming treatments are generally effective in reducing overall vehicle speeds. However, they are less effective at deterring deliberate hoon behaviour. Council does not have the authority to enforce hoon driving offences, enforcement of these matters is the responsibility of Victoria Police. Refer to <u>Attachment 10</u> for proposed treatment along Roxburgh Park Drive. Action Victoria Police notified about reports of hoon behavior Proposed Raised Safety Platforms at some intersections along Roxburgh Park Drive to reduce speeds and improve safety
Intersection of Silvester Parade and Roxburgh Park Drive	2	Speeding/ Pedestrian Safety	Investigation Refer to <u>Attachment 10</u> for proposed treatment at this intersection. Action Raised Safety Platforms on all approaches of this roundabout.
Intersection of Roxburgh Park Drive and Donald Cameron Drive	2	Speeding/ Pedestrian safety	Investigation Refer to <u>Attachment 10</u> for proposed treatment at this intersection. Action Construct three Raised Safety Platforms on the Roxburgh Park Drive and Donald Cameron Drive approaches to the roundabout intersection.
Intersection of Somerton Road and Roxburgh Park Drive	7	Congestion/ safety concerns	Investigation The intersection is under the authority of the Department of Transport and Planning (DTP). As part of Victoria’s Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Action Continue to advocate to the Department of Transport and Planning (DTP) for the widening of Somerton Road, and subsequent upgrades to its intersections.
Intersection of Somerton Road and Aitken Boulevard	1	Traffic light sensor not detecting motorbike	Investigation The intersection is under the authority of the Department of Transport and Planning (DTP). Action Referred to DTP.

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENTS	INVESTIGATION AND ACTION
Kennedy Parade	2	Parking/ Sight Distance	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install solid line marking and ‘No Stopping’ signage at the bend
Intersection of Kirwan Avenue and St Clair Boulevard	1	Widen roundabout entry and exits.	Investigation Swept path investigation shows vehicles travel as required. Widening of exits and entries may increase speeding at this intersection by decreasing deflection. Action No action required.
Intersection of Kirwan Street and Harwood Place	1	Requesting traffic island on bend of Kirwan Street as cars keep cutting corner when turning	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install centre line marking and give way line marking to improve delineation and priority.
Somerton Road	1	Requesting upgrade	Investigation Somerton Road is under the authority of the Department of Transport and Planning (DTP). As part of Victoria’s Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Action Continue to advocate to the Department of Transport and Planning (DTP) for the widening of Somerton Road, and subsequent upgrades to its intersections.





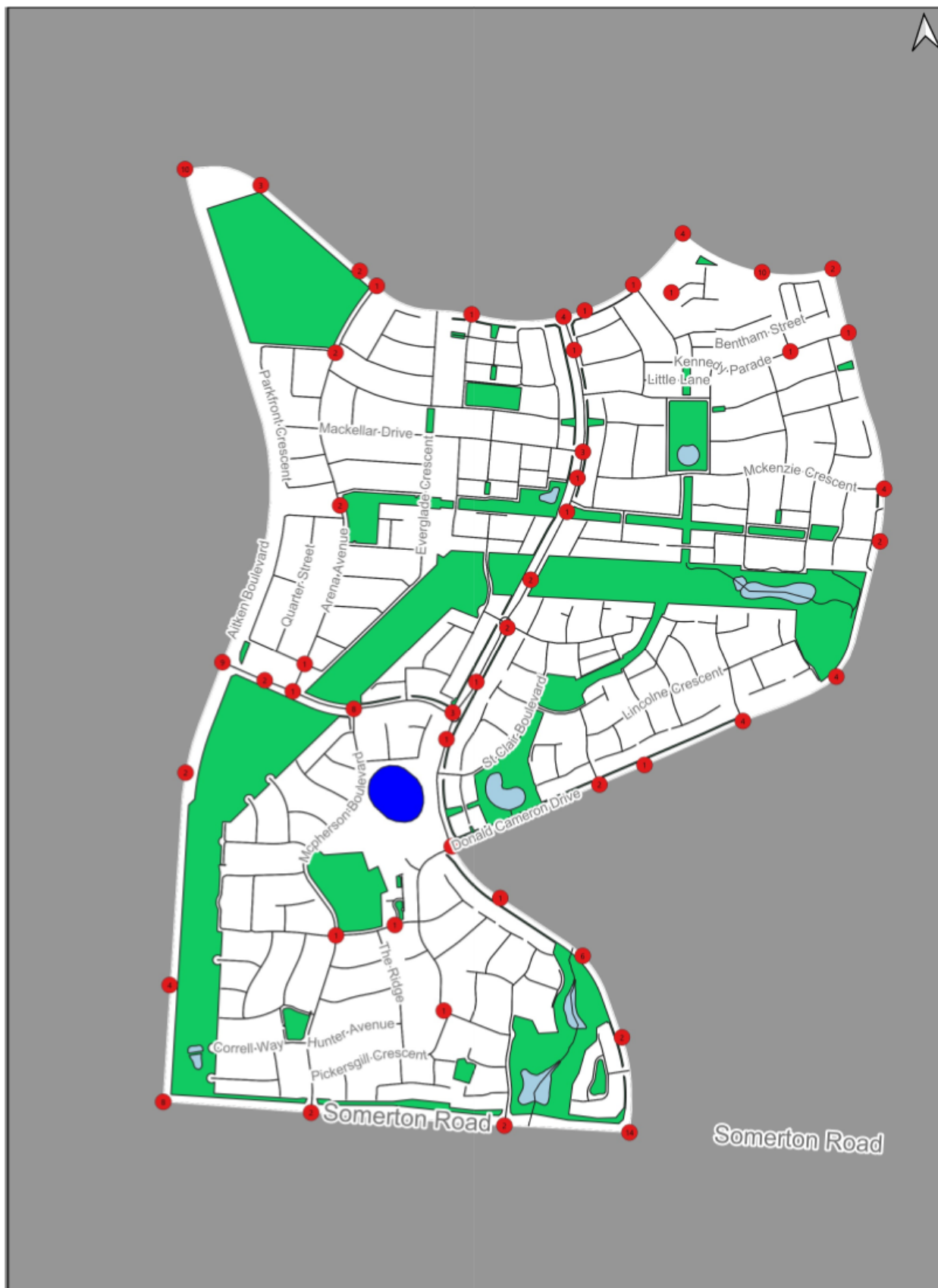
EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
1	James Mirams Dr Beside Property 41 Cambridge Crescent	24/02/2025	14,762	62.9	60
2	James Mirams Dr Behind Property 60 Hollywood Dr	28/02/2025	12,736	57	60
3	Bridgewater Rd Behind Property #33 Paroo Ave	28/02/2025	16,396	63.6	60
4	Donald Cameron Dr Behind Property 13 Wrigley Cres	28/02/2025	17,426	69.4	60
5	Donald Cameron Dr Behind Property #12 Gibney Cl	28/02/2025	7,507	69	60
6	Roxburgh Park Dr Behind Property 14 Weir Ct	28/02/2025	22,950	68.1	60
7	Roxburgh Park Dr Behind Property 18 Tolson C	28/02/2025	17,402	65.2	60
8	Roxburgh Park Dr Behind Property 1 Thompson Cres	28/02/2025	17,474	60.7	60
9	Aitken Blvd Near Arena Recreation Reserve Oval 1	28/02/2025	22,675	67.4	60
10	Aitken Blvd Near Gaussberg Walk	28/02/2025	16,001	67.8	60
11	Arena Ave Outside Property 13	28/02/2025	3,010	51.5	50
12	Arena Ave Beside Property 69 Dawnview Cres	28/02/2025	3,034	56.1	50
13	Arena Ave Outside Property 135	28/02/2025	3,979	36.7	50
14	Parkfront Cres Outside Property 26	28/02/2025	126	39.4	50
15	Recreation St Outside Property 36	28/02/2025	289	46.4	50
16	Recreation St Outside Property 5	28/02/2025	3,112	51.8	50
17	Cambridge Cres Outside Property 25	28/02/2025	332	42.7	50
18	Spence Ave Outside Property 36	28/02/2025	188	30.4	50
19	Mackaller Dr Outside Property 21	28/02/2025	192	42.4	50
20	Mackaller Dr Outside Property 14	28/02/2025	1,673	47.5	50
21	Wheatley Ave Outside Property 44	28/02/2025	228	40	50
22	Wheatley Ave Outside Property 5-7	28/02/2025	461	44.1	50

EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTILE SPEED KM/H	EXISTING SPEED LIMIT KM/H
23	Everglades Cres Outside Property 58	28/02/2025	316	39	50
24	Everglades Cres Outside Property 13	28/02/2025	349	43.4	50
25	Silvester Pde Between McPherson Blvd and Pinnock Ave	28/02/2025	13,634	58.9	50
26	McPherson Blvd Beside Property 10 Adare Rise	28/02/2025	1,737	43.2	40
27	McPherson Blvd Beside Property 15 Mellor Rise	28/02/2025	2,217	58.1	50
28	McPherson Blvd Outside Property 109	28/02/2025	2,553	57.9	50
29	McPherson Blvd Outside Property 124	28/02/2025	2,991	45.8	50
30	Douglas Mawson Dr Outside Property 7	28/02/2025	866	48.9	50
31	Stillwell Cres Outside Property 33	28/02/2025	230	43.8	50
32	Stillwell Cres Outside Property 16	28/02/2025	175	30.9	50
33	Correll Way Outside Property 7	28/02/2025	582	33.5	50
34	Pickersgill Cres Outside Property 19	28/02/2025	277	37.8	50
35	Hunter Ave Outside Property 11	28/02/2025	123	23.1	50
36	Thomas St Outside Property 11	28/02/2025	116	28.9	50
37	Wise Way Outside Property 5	28/02/2025	90	27.3	50
38	The Ridge Outside Property 14	28/02/2025	324	43	50
39	Ravenhill Blvd Outside Property 13	28/02/2025	2,340	54.6	50
40	Ravenhill Blvd Outside Property 34	28/02/2025	1,862	48.2	50
41	Ravenhill Blvd Outside Property 59	28/02/2025	1,455	46.6	50
42	Ravenhill Blvd Outside Property 80	28/02/2025	3,107	41.8	50
43	St Clair Blvd Outside Property 1	28/02/2025	378	36	50
44	Kirwan Ave Outside Property 6	28/02/2025	817	36.8	50
45	Lincolne Cres Outside Property 11	28/02/2025	446	39.7	50
46	Lincolne Cres Outside Property 29	28/02/2025	704	36.6	50
47	Jamieson Cl Outside Property 11	28/02/2025	145	30	50

EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME VEH/DAY	85 th PERCENTIL E SPEED KM/H	EXISTING SPEED LIMIT KM/H
48	Lincolne Cres Outside Property 42	28/02/2025	1,609	43.4	50
49	St Clair Blvd Outside Property 52	28/02/2025	1,031	38.9	50
50	McKenzie Cres Outside Property 19	28/02/2025	458	44.5	50
51	McKenzie Cres Outside Property 50	28/02/2025	864	39.6	50
52	McKenzie Cres Outside Property 78	28/02/2025	1,946	35.3	50
53	McIntyre Ave Outside Property 58	28/02/2025	480	37.7	50
54	McIntyre Ave Outside Property 5	28/02/2025	324	36.2	50
55	Shepherd Ave Outside Property 7	28/02/2025	243	35.8	50
56	Havilland Dr Outside Property 9	28/02/2025	332	40.3	50
57	Boyden Square Outside Property 14	28/02/2025	465	44.5	50
58	Kennedy Parade Outside Property 15	28/02/2025	592	40.2	50
59	Kennedy Parade Outside Property 74	28/02/2025	1,548	49.4	50
60	Fouz St Outside Property 12	28/02/2025	718	35.8	50
61	Hollywood Dr Outside Property 76	28/02/2025	192	33.8	50
62	Hollywood Dr Outside Property 12	28/02/2025	963	38.8	50

Hume City Council

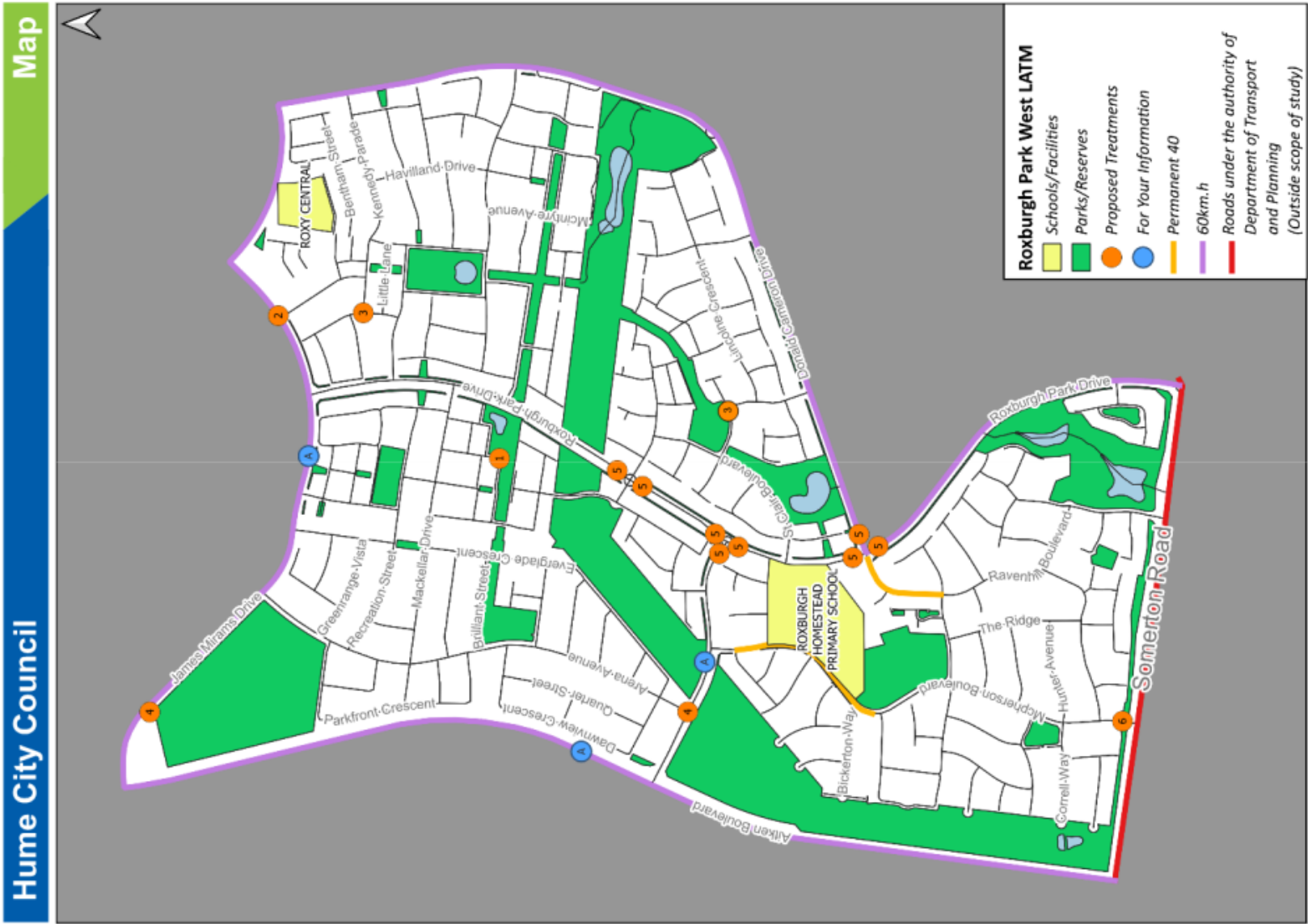
Map



LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD					
ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Somerton Road	Near Aitken Boulevard intersection	Signalised Intersection	8	Yes Rear end crashes (some due to driver error)	Department of Transport and Planning (DTP) is the responsible road authority for Somerton Road including its intersection with local roads. As part of Victoria’s Big Build, the state government is investigating a potential upgrade to Somerton Road, between Fleetwood Drive and Roxburgh Park Drive. Council continues to advocate to the state and federal government to upgrade/duplicate Somerton Road and include improvements including safety improvements along the road length as well as at intersections.
	At the intersection of Roxburgh Park Drive	Roundabout	14	Yes Westbound vehicles crashing into the rear of vehicles in front that have stopped to give way at the roundabout	
Aitken Boulevard	At the intersection of Somerton Road	Signalised Intersection	3	No	Aitken Boulevard between Somerton Road and Craigieburn Road is scheduled to be upgraded/duplicated within the 10-Year Capital Works Program. The upgrade will include a review of these intersections including any safety improvements. The intersection of Aitken Boulevard and James Mirams Drive was treated with a raised intersection in 2021 as part of the Australian Government’s Black Spot Program to improve safety and reduce vehicle speeds. The intersection does not meet Council’s Guidelines for the consideration of further traffic calming devices.
	Between 300 and 400m north of intersection with Somerton Road	Road Length	4	No	
	At the intersection of Silvester Parade	Signalised Intersection	9	Yes Vehicles turning right onto Silvester Parade failing to give way to vehicles travelling south bound on Aitken Boulevard	
	At the Intersection of James Mirams Drive	Signalised Intersection	10	Yes Vehicles failing to give-way when there is a competing signal phasing	

LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD					
ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
James Mirams Drive	At the intersection of Bridgewater Road	Roundabout	4	No	The intersection of James Mirams Drive and Bridgewater Road was treated with raised safety platforms on the Bridgewater Road approaches in 2021 as part of the Australian Government's Black Spot Program to improve safety and reduce vehicle speeds. The intersection does not meet Council's Guidelines for the consideration of further traffic calming devices.
Donald Cameron Drive	At the intersection of Lakeside Drive (south)	Roundabout	4	Yes Vehicles approaching the roundabout at high speed and veering off the road	As part of the Roxburgh Park East LATM study completed in the 2024/25 financial year raised safety platforms were proposed on northern and southern approaches to the roundabout. This project has been indicatively listed in Councils 2028/29 Capital Works Program for delivery.
Donald Cameron Drive	At the intersection of Thomas Brunton Parade	Signalised Intersection	3	No	A review of the crashes did not identify a treatable crash trend.
Donald Cameron Drive	At the intersection of Kirwan Avenue	T-Intersection	3	Yes Right turn vehicles failing to give way	Raised safety platform with non-priority pedestrian crossing has been proposed in the previous Roxburgh Park East LATM completed in 2024/25 FY to address this issue.
Roxburgh Park Drive	At the intersection of Matthews Crescent	T-Intersection		Yes Right turn vehicles failing to give way	As part of the Roxburgh Park East LATM study completed in the 2024/25 financial year a raised intersection is proposed at this location and is planned for delivery in the 2026/27 financial year.
Roxburgh Park Drive	At the intersection of Silvester Parade	3-leg Roundabout	3	Yes Right turn vehicles failing to give way	Proposed raised safety platform with non-priority pedestrian crossing on all approaches.
Roxburgh Park Drive	At the intersection of Mackellar Drive	T-Intersection	3	No	Rear end crashes with vehicles waiting to turn right prior to the recent upgrade/duplication of Roxburgh Park Drive which provided a dedicated right turn lane.

LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD					
ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
James Mirams Drive	At the intersection of Roxburgh Park Drive	4-leg Roundabout	4	No	Road to be upgraded/duplicated within the 10-year Capital Works Budget. Safety improvements to be considered as part of upgrade.
Bridgewater Road	At the intersection of Fouz Street	Signalised Intersection	10	Yes, Vehicles turning right onto Fouz Street failing to give-way to vehicles travelling west-bound on Bridgewater Road at the signal intersection.	Signal phasing allows straight through movements on Bridgewater Road to operate concurrently in both directions, with right turn movements into Fouz Street controlled via filtered turns, requiring drivers to yield to opposing traffic. A review of the DTP Road Crash Information System was undertaken and indicates that there were 10 recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The crash history indicates a trend of right turning vehicles failing to give way to opposing traffic. Council is currently assessing the intersection against the eligibility requirements of the Victorian Government's 2027/28 Black Spot Program to determine whether it meets the criteria for future funding applications to support safety improvements.



For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm



Examples of potential traffic treatments or improvements

TREATMENT 1



PROPOSED PRAM CROSSING
CONNECTING TO EXISTING
FOOTPATH NETWORKS

TREATMENT 2



UPGRADING FOOTPATH
CONNECTION

TREATMENT 3



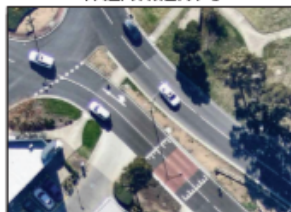
GIVE-WAY INTERSECTION

TREATMENT 4



TEMPORARY RUBBER
PEDESTRIAN REFUGES

TREATMENT 5



RAISED SAFETY PLATFORM ON
APPROACHES OF
ROUNDBOUTS

TREATMENT 6



INDIVIDUAL INDENTED PARKING
BAY

INFORMATION (A)

COUNCIL IS PROPOSING AN
UPGRADE OF THIS ROAD
WITHIN THE TEN YEAR CAPITAL
WORKS PROGRAM



For more information scan QR code or visit
participate.hume.vic.gov.au/roxburgh-park-west-latm



PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Roundabout intersection of Roxburgh Park Drive and Donald Cameron Drive/ Ravenhill Boulevard	Community feedback identified concerns regarding speeding and safety along Roxburgh Park Drive and Donald Cameron Drive including at its intersection. Roxburgh Park Drive is a Trunk Collector Road with a posted speed limit of 60km/h. Roxburgh Park Drive, between Matthews Crescent and Purcell Crescent, carries an average daily traffic volume of 22,950 vehicles and has an 85th percentile speed of 68.1km/h. Donald Cameron Drive is a Trunk Collector Road with a posted speed limit of 60km/h. Donald Cameron Drive, between Kirwan Avenue and Rossiter Avenue, carries an average daily traffic volume of 7,507 vehicles and has an 85th percentile speed of 69.0 km/h. A review of the DTP Road Crash Information System was undertaken and indicates that there were two recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. One crash involved a vehicle entered the roundabout and failed to give way to a vehicle already circulating. Another crash involved loss of control at the roundabout. Raised safety platforms are proposed on Roxburgh Park Drive and Donald Cameron Drive approaches to reduce vehicle speeds. Raised safety platforms will slow vehicles entering the roundabout from Donald Cameron Drive and Roxburgh Park Drive improving safety. The treatment is also consistent with other proposed treatments at other roundabout on Roxburgh Park drive.	Raised safety platforms on Roxburgh Park Drive and Donald Cameron Drive approaches.	This proposal received two community submissions reiterating the need for reduced vehicle speeds, indicating community support for the proposal.

PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Roundabout Intersection of Roxburgh Park Drive and Silvester Parade	Community feedback identified concerns regarding speeding and failure to give way along both roads including at the intersection. Silvester Parade is a Local Collector Road with a posted speed limit of 50km/h. It has an average daily traffic volume of 13,634 vehicles per day and an 85th percentile speed of 58.9 km/h near its intersection with Roxburgh Park Drive. Roxburgh Park Drive is a Trunk Collector Road with a posted speed limit of 60km/h. It has an average daily traffic volume of 17,402 vehicles per day and an 85th percentile speed of 65.2 km/h near its intersection with Silvester Parade. A review of the DTP Road Crash Information System (RCIS) database indicates there were three recorded casualty crashes at this roundabout in the most recently available 5-year period between 1 July 2019 to 30 June 2024. The crash pattern indicates vehicles from Silvester Parade failing to give way to vehicles on Roxburgh Park Drive. Raised safety platforms are proposed on all roundabout approaches to reduce vehicle speeds and improv safety.	Raised safety platforms on all roundabout approaches.	This proposal received two community submissions reiterating the need for reduced vehicle speeds, indicating community support for the proposal.

PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Roundabout intersection of Roxburgh Park Drive and Pinnock Avenue/St Clair Boulevard	Community feedback identified concerns regarding speeding on Roxburgh Park Drive and safety issues at this intersection. Roxburgh Park Drive is a Trunk Collector Road with a posted speed limit of 60km/h. It has an average daily traffic volume of 17,402 vehicles per day and an 85th percentile speed of 65.2 km/h near its intersection with Pinnock Avenue. A review of the DTP Road Crash Information System (RCIS) database indicates there were two recorded casualty crashes at this roundabout in the most recently available 5-year period between 1 July 2019 to 30 June 2024. One crash involved a vehicle failing to give way when entering from St Clair Boulevard. Another involved a speeding vehicle losing control along Roxburgh Park Drive. Raised safety platforms are proposed on the north and south approach to the roundabout to reduce vehicle speeds on the Roxburgh Park Drive approaches to the roundabout.	Raised safety platforms on the Roxburgh Park Drive northern and southern approaches to the roundabout.	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Silvester Parade near Arena Avenue	Community feedback raised concerns regarding pedestrian safety when crossing Silvester Parade near its intersection with Arena Avenue. Silvester Parade is currently scheduled for upgraded/duplication within Council's 10-Year Capital Works Program. It is proposed to install a temporary rubber pedestrian refuge. This treatment will provide an interim pedestrian staging point and improve, safety delineation, visibility and driver awareness of pedestrians. Permanent pedestrian safety treatments will be considered as part of the upgrade/duplication project.	Temporary rubber pedestrian refuge	This proposal received one community submission indicating support for the proposal.

PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
James Mirams Drive near Lombard Street	Community feedback raised concerns regarding pedestrian safety and the need for a pedestrian crossing facility on James Mirams Drive near Lombard Street. James Mirams Drive is currently scheduled for upgraded/duplication within Council's 10-Year Capital Works Program. It is proposed to install a temporary rubber pedestrian refuge. This treatment will provide an interim pedestrian staging point and improve, safety delineation, visibility and driver awareness of pedestrians. Permanent pedestrian safety treatments will be considered as part of the upgrade/duplication project.	Install a temporary rubber pedestrian refuge	This proposal received two community submissions requesting a signalised pedestrian crossing at this location, with one comment raising concerns regarding the effectiveness of the interim treatment.
James Mirams Drive between Truscott Avenue and Roxburgh Park Drive	Community feedback raised concerns regarding the need for a safe pedestrian crossing point across James Mirams Drive at this location. There is currently no formal pedestrian crossing facility at this location. A pedestrian crossing facility is available 160m to the east at the intersection of James Mirams Drive and Bridgewater Road. There is also a pedestrian crossing facility 180m to the west at the intersection of James Mirams Drive and Roxburgh Park Drive however there is no connecting footpath on the south side of James Mirams Drive to access this location. Site observations indicate frequent pedestrian use, with a goat track having formed on the south side of James Mirams Drive. James Mirams Drive is currently scheduled for upgraded/duplication within Council's 10 Year Capital Works Program. A pedestrian crossing at the intersection of Truscott Avenue and James Mirams Drive will be considered as part of this project. In the interim a footpath is proposed to be installed on the south side of James Mirams Drive between Truscott Avenue and Roxburgh Park Drive.	Install footpath on south side of James Mirams Drive between Truscott Avenue and Roxburgh Park Drive.	This proposal received four community submissions further requesting a crossing point at this location.
Shortridge Circuit & Kennedy Parade	Community feedback raised concerns about parking near the road bend of Shortridge Circuit	Install Give-Way line marking and	This proposal received two

PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
	and Kennedy Parade causing difficulty maneuvering at the intersection and near misses. Comments were also received regarding the narrow width of Shortridge Circuit and vehicles blocking the road when waiting to turn onto Kennedy Parade. A review of the DTP Road Crash Information System (RCIS) database indicates there were no recorded casualty crashes at this intersection in the most recently available 5-year period between 1 July 2019 to 30 June 2024. Shortridge Circuit is a 6m wide road, making it a narrow street. To address this concern Give-Way line marking and signage, center line marking and 'No Stopping' parking restriction signage is proposed at the intersection. This will provide delineation for vehicles whilst also preventing parking near the intersection.	signage with solid centre line marking.	community submissions, one in favor of the proposal and the other requesting a widening of the intersection. Widening the intersection is not required, the intersection geometry is appropriate for a local road intersection.
Kirwan Avenue & Harwood Place	One submission was received during the second round of consultation requesting a traffic island due to vehicles cutting the corner and entering the wrong side of the road. It is proposed to install centre line marking and 'No Stopping' parking restrictions to help delineate vehicle paths and discourage incorrect turning movements.	Install centre line marking and 'No Stopping' signage at the intersection.	Proposal identified due to feedback raised in the second round of consultation, affected properties to be consulted prior to installation.
Franklin Avenue	The study identified that an existing pram crossing had no connecting pram crossing across the street to connect footpaths between Franklin Avenue and Woodlands Park. Community feedback requested a connection to address this missing pedestrian link.	Construct a pram crossing and footpath connection.	This proposal did not receive any feedback, indicating general community support for the proposed treatment.
McPherson's Boulevard near Somerton Road	Community feedback raised concerns about congestion near the intersection due to parking behaviors. Investigation found an opportunity to provide a single indented parking bay to improve access and reduce congestion.	Construct an individual parking bay.	This proposal did not receive any feedback, indicating general community support for the proposed treatment.

REPORT NO:	8.13
REPORT TITLE:	Coolaroo Local Area Traffic Management Study
SOURCE:	Ileas Sami, Engineer Joseph Ianni, Coordinator Project Planning
DIVISION:	Assets, Operations & Sustainability
FILE NO:	HCC25
POLICY:	-
STRATEGIC OBJECTIVE:	SO1.3 Safe and well-maintained places
ATTACHMENTS:	1. <i>Estimated Cost and Funding Source of Treatments</i> 2. <i>Consultation One Brochure</i> 3. <i>Summary of all Comments Received in Consultation One</i> 4. <i>Consultation Two Brochure</i> 5. <i>Summary of all Comments Received in Consultation Two</i> 6. <i>Locality Plan</i> 7. <i>Traffic Speed and Volume Data and Locations Map</i> 8. <i>Crash Locations Map and Summary of Locations with Three or More Recorded Crashes</i> 9. <i>Final Traffic Management Plan</i> 10. <i>Final Traffic Management Plan Treatment Details</i>

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1 Hume City Council undertakes two Local Area Traffic Management (LATM) studies each financial year. In 2025/2026 a commitment was made to undertake a LATM study for the Coolaroo area, as shown in [Attachment 6](#). A Final Traffic Management Plan has been developed which includes 26 proposed traffic treatments valued at a total of \$1,942,500 as detailed in [Attachment 9](#).

2. RECOMMENDATION:

That Council:

- 2.1 Adopt the Coolaroo Local Area Traffic Management (LATM) Study report and Final Traffic Management Plan (TMP) as shown in [Attachment 9](#).
- 2.2 Allocate \$242,500 from Council’s 2027/2028 Capital Works Annualised Program – Local Area Traffic Management Facilities for item 1 in [Attachment 1](#).
- 2.3 List items 2 to 8 in [Attachment 1](#) at an estimated value of \$1,607,000 for consideration in Council’s Future Capital Works Annualised Program – Traffic Management Facilities for future funding.
- 2.4 List items 9 to 25 in [Attachment 1](#) at an estimated value of \$83,000 for funding consideration in Council’s Future Operating Budget – Responsive Road Safety Works.

REPORT NO: 8.13 (cont.)

- 2.5 List item 26 in Attachment 1 at an estimated value of \$10,000 for funding consideration in Council’s Future Capital Works Annualised Program - New Footpath Construction Program.
- 2.6 Inform the residents and property owners within the study area and the online consultation participants of the adopted Coolaroo LATM study Final Traffic Management Plan (TMP).
- 2.7 Provide a copy of the adopted Coolaroo LATM study Final TMP on Council’s website for viewing by the general public.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Council has the power under the Local Government Act 2020; Road Safety (Traffic Management) Regulations 2019; Road Safety Rules 2017 and the Road Safety Act 1986 to install and modify traffic control devices on local roads where authority has been delegated to Council.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- a) Council decisions are to be made and actions taken in accordance with the relevant law.
- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- d) The municipal community is to be engaged in strategic planning and strategic decision making.
- e) Innovation and continuous improvement is to be pursued.
- g) The ongoing financial viability of the Council is to be ensured.
- i) The transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this report are:

- (a) Every person lawfully within Victoria has the right to move freely within Victoria and to enter and leave it and has the freedom to choose where to live.
- (b) Every person has the right to life and has the right not to be arbitrarily deprived of life.

5.1.2 The above rights are not being limited by the recommended action in this report.

5.2 GENDER EQUALITY ACT 2020

5.2.1 The policy, program or service in this report has a direct and significant impact on the public; therefore, a Gender Impact Assessment was completed. The key recommendations and findings of this assessment were:

- (a) Acknowledge that gender and intersectionality factors may restrict members of the community from providing input to the consultation process of the LATM study.

REPORT NO: 8.13 (cont.)

- (b) Coolaroo LATM study area has a high culturally and linguistically diverse (CALD) community, and people from CALD communities are more likely to experience language and institutional barriers when participating in community consultations.
- (c) Whilst the majority of responses received were via the online mapping tool, a number of responses, predominantly from older members of the community, were received by phone and mail.
- (d) Maintain alternative options for residents to respond to LATM study consultations.
- (e) Commit to capturing gender and intersectionality information when consulting with the community in future studies to monitor if the study is being informed by all groups within the community.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 The total estimated cost to install the traffic management devices recommended in Attachment 1 is \$1,942,500.
- 6.2 There is \$485,389 in the 2027/28 Capital Works Annualised Program – Local Area Traffic Management Facilities budget allocated for works related to two LATM studies; Coolaroo and Roxburgh Park West. Of this \$242,500 has been allocated to Coolaroo LATM study.
- 6.3 The allocation of the funds is based on the evaluation of the proposed traffic treatments for the two LATM studies. Priorities were established based on crashes, traffic speeds and volumes at the proposed treatment sites.
- 6.4 The estimated cost of the remaining treatments is \$1,700,000 to be listed in Council’s future budgets as follows:
 - 6.4.1 \$1,607,000 will be listed in Council’s Capital Works Annualised Program - Traffic Management Facilities for future funding.
 - 6.4.2 \$83,000 will be listed in Council’s Responsive Road Safety Works – Operating Budget for future funding.
 - 6.4.3 \$10,000 will be listed in Council’s Capital Works Annualised Program - New Footpath Construction Program for future funding.
- 6.5 As part of the annual budgeting process Council could consider potentially increasing the amount allocated towards LATM capital implementation to facilitate more streamlined delivery of associated capital projects across the city.

7. OPPORTUNITIES & RISKS:

- 7.1 The Coolaroo LATM study aims to improve the safety and amenity of the area. The installation of traffic treatments will assist in reducing the likelihood and severity of crashes. It also aims to improve the wellbeing of motorists, cyclists and pedestrians.
- 7.2 The Coolaroo LATM study aims to improve pedestrian and cyclist connectivity throughout the area. The study contributes to the objectives of Victoria’s Climate Change Strategy, as promoting other methods of travel will subsequently reduce carbon emissions within the area and contribute to the overall goal of net-zero emissions by 2050.

REPORT NO: 8.13 (cont.)

8. COMMUNITY ENGAGEMENT:

- 8.1 A brochure seeking details of existing traffic issues experienced by residents in the Coolaroo LATM study area was distributed to residential properties, schools, businesses and community facilities in March 2025. A copy of the brochure can be found in Attachment 2.
- 8.2 The brochure directed residents to an online mapping tool which allowed comments to be placed on locations of interest within a map of the LATM study area.
- 8.3 The community was encouraged to respond online via the interactive map tool, but were alternatively able to provide responses via email, phone and mail.
- 8.4 The study and link to the online map was also advertised to the community via the Participate Page on Hume City Council’s website, with prompts from Council’s social media account as well.
- 8.5 The first stage of the consultation involved the distribution of brochures to the 1,654 properties within the local community of the LATM study area. In addition, the online map tool and brochure were available to the community online for comment for 4 weeks between 17 March and 13 April 2025. A total of 59 responses were received from 40 respondents.
- 8.6 A summary of all feedback received regarding the initial consultation can be found in Attachment 3, along with investigation outcomes.
- 8.7 Taking into consideration the feedback received, the consultation two brochure as shown in Attachment 4 was prepared and distributed to the residential properties, schools, businesses and community facilities within the LATM area in January 2026. This brochure included details of proposed treatments.
- 8.8 The brochure was also made available online for review for 4 weeks between 27 January and 27 February 2026 via the online mapping tool. The community were able to view each of the proposed treatments and locations online via the interactive map tool and provide comments. The community was also given the option to provide feedback via email, phone or mail.
- 8.9 The study and link to the online map for the consultation two brochure was again advertised to the community via the Participate Page on Hume City Council’s website, with prompts from Council’s social media account as well.
- 8.10 Whilst the purpose of the second round of consultation was to identify whether the community supported the proposed treatments, the majority of responses received did not relate to the proposed treatments but to specific traffic, pedestrian, cyclist and parking issues experienced within the LATM study area. A total of 21 responses were received from 10 respondents. A summary of the issues raised in the second round of consultation and investigation outcomes is provided in Attachment 5.
- 8.11 A final letter will be sent to all properties in the Coolaroo LATM area advising of the outcome of the study and adopted traffic treatments. In addition, this information will be provided for viewing to the wider community on Council’s website.

9. DISCUSSION:

9.1 Background

- 9.1.1 A LATM study aims to improve safety and residential amenity in local streets on an area wide approach. It is a proactive way to identify and treat traffic, parking, pedestrian, cycling and accessibility issues in an area.

REPORT NO: 8.13 (cont.)

- 9.1.2 Most LATM studies will identify more projects that can be delivered within the funding that is initially allocated. However, identification of projects does not create an obligation to deliver projects within a set timeframe. Rather, the identification of projects helps to establish a prioritized pipeline of projects that can be progressed as funding becomes available through either external grant opportunities or potential increases in the amount of capital works program funding allocation.
- 9.1.3 Hume City Council undertakes two LATM studies each year. In 2025/26 a commitment was made to undertake a LATM study for the Coolaroo area bounded by Pascoe Vale Road, Barry Road, Glenelg Street and the Upfield Railway Line. A locality plan of the area is shown in Attachment 6.
- 9.1.4 A LATM study was previously undertaken in the Coolaroo area in 2011. Most of the traffic treatments proposed in that study have since been implemented. The only outstanding treatment is a proposed right turn lane at the intersection of Barry Road and Kyabram Street.
- 9.1.3.1 At the time, it was identified that Council would forward a funding application to VicRoads (now Department of Transport and Planning DTP) to support delivery of this upgrade. As the intersection is located on a section of Barry Road which is managed by DTP, implementation ultimately sits with DTP and is subject to their approval, funding and prioritisation processes.
- 9.1.3.2 This proposal was originally justified based on an identified trend in crashes in the 2011 LATM study. However, a review of the DTP Road Crash Information System (RCIS) for the most recently available 5-year period between 1 July 2019 to 30 June 2024 indicates that there has been only one recorded casualty crash involving a vehicle turning into Kyabram Street. Furthermore, from a design perspective, there is insufficient space within the road reserve of Barry Road to accommodate a dedicated right turn lane.
- 9.1.3.3 Converting an existing through lane on Barry Road into a turning lane would also be undesirable, as the current traffic volumes on Barry Road are too high to support a reduction in capacity.
- 9.1.3.4 Accordingly, it is no longer considered necessary to continue advocating to DTP for this treatment. In addition, the implementation of the truck ban as part of this LATM study as detailed in Attachment 10 is expected to further reduce turning movements at the intersection.
- 9.1.5 The traffic treatments that were implemented through the previous LATM study have been effective in reducing traffic speeds and enhancing road safety in the area. This is demonstrated by the general lack of speeding issues identified in the automatic traffic counts that were undertaken for this study as shown in Attachment 7. Although volumes have increased, the speeds within the LATM study area have generally reduced since the initial LATM study was undertaken in 2011.
- 9.1.6 Since the initial study was undertaken, LATM investigations have evolved to place greater emphasis on community engagement as a key mechanism for identifying issues, alongside a strong focus on the experience and accessibility of all road user groups.
- 9.1.7 The recommendations provided in this report align with relevant standards and guidelines. These documents provide the rational and recommended actions for addressing local traffic, parking, and accessibility issues in the area.

REPORT NO: 8.13 (cont.)

9.2 Existing Conditions

- 9.2.1 Coolaroo is located approximately 21 kilometers north of Melbourne’s CBD with an area of approximately 2.1 square kilometers.
- 9.2.2 Coolaroo is a residential and industrial area with several community facilities including Coolaroo South Primary School and Kindergarten, St Mary Coptic Orthodox College, St. Abdisho Assyrian Church of the East Cathedral, Progress Reserve, Coolaroo Railway Station and more.

9.3 Analysis

- 9.3.1 Automatic traffic counters were placed on numerous roads within the study area to obtain existing traffic speed and volume data. The recorded traffic speeds and volumes for the area are shown in Attachment 7. The traffic counts were conducted in March 2025.
- 9.3.2 Crash statistics for the area were also obtained from the DTP Road Crash Information System (RCIS) database for the most recently available 5-year period at the time, which was between 1 July 2019 to 30 June 2024. The locations and number of reported casualty crashes for the study area are shown in Attachment 8.
- 9.3.3 These sites were analysed to determine whether any actions could be taken to reduce the risk of further crashes. A summary of locations or lengths of road with 3 or more crashes in the most recently available 5-year period, with any proposed actions, are also shown in Attachment 8.
- 9.3.4 Council sought resident and community feedback on existing traffic, parking, and accessibility issues within the Coolaroo LATM study area as detailed in section 8 of this report.
- 9.3.5 One of the common themes in resident feedback was traffic speed and safety issues on Pascoe Vale Road, near the 7-Eleven intersection, particularly at its intersection with 7-Eleven and Melba Vale Country Club. Traffic speeds and parking were also concerns on Longford Crescent and Kyabram Street.
- 9.3.6 The second round of consultation included details of proposed traffic treatments that were developed taking into consideration community feedback, traffic speeds, volumes and crash data.
- 9.3.7 There were no objections received regarding the proposed treatments, suggesting general support from the consulted community for these proposals.
- 9.3.8 There was an additional project included in the final traffic management plan as a result of the second round of consultation. This proposal includes the upgrade of an existing gravel path to a concrete footpath within the reserve walkway between Pearson Crescent and Flynn Crescent. The directly affected properties will be consulted with during the design stage of this project.
- 9.3.9 The final traffic management plan including all proposed treatments is detailed in Attachment 9. Details of the treatments including the associated traffic investigations can be found in Attachment 10.

REPORT NO: 8.13 (cont.)

10. CONCLUSION

- 10.1** The works recommended in the Coolaroo LATM study address concerns raised by residents within the study area. The proposed treatments in the consultation two brochure as detailed in Attachment 4 were sent to residents within the LATM study area and made available for community comment online. There were no objections received across the treatments, suggesting general support from the consulted community for these proposals.
- 10.2** There was an additional project included in the final traffic management plan, which was not included in the consultation two brochure, and as such was not reviewed by the community. This project directly addressed concerns raised by residents during the LATM study consultation process. Directly affected properties will be consulted with during the design stage of this project.

ESTIMATED COST AND FUNDING SOURCE OF TREATMENTS			
NO.	TREATMENTS	LOCATION	ESTIMATED COST (\$Exl. GST)
COUNCIL'S 2027/28 CAPITAL WORKS PROGRAM - LATM FACILITIES			
1	Install Raised Safety Platforms	Maffra Street	\$242,500
TOTAL			\$242,500
COUNCIL'S FUTURE CAPITAL WORKS ANNUALISED PROGRAM - TRAFFIC MANAGMNET FACILITIES			
2	Upgrade at grade school crossing into raised school crossing	Thorpdale Avenue	\$150,000
3	Install Raised Safety Platforms	Thorpdale Avenue	\$200,000
4	Upgrading Chicanes into Raised Safety Platforms	Longford Crescent	\$400,000
5	Upgrade existing pedestrian crossing into raised pedestrian crossing	Longford Crescent	\$200,000
6	Install Raised Safety Platforms	Kyabram Street	\$500,000
7	Upgrade from gravel to concrete footpath	Progress Reserve	\$115,000
8		Pearson - Flynn Walkway	\$42,000
TOTAL			\$1,607,000
COUNCIL'S FUTURE OPERATING BUDGET - RESPONSIVE ROAD SAFTEY WORKS			
9	Truck ban	Longford Crescent	\$4,000
10		Kyabram Street (residential side)	\$4,000
11	Install solid center Line-marking and 'no-stopping' signage along road bends	Westmere Crescent	\$5,000
12		Norval Crescent	\$5,000
13		Moyne Crescent	\$5,000
14		Marcus Crescent	\$5,000
15	Install 'Give-way' line marking and signage	Norval Crescent	\$5,000
16	Install solid center Line-marking and 'no-stopping' signage close to the intersection	Warne Street	\$5,000
17	Extend bike lane line marking	Kyabram Street	\$5,000
18	Improving 'Give-Way' line marking	Guildford Avenue	\$5,000
19		Hilgay Street	\$5,000
20		Bushfield Crescent	\$5,000
21		Crossley Crescent	\$5,000
22		Flynn Crescent	\$5,000
23		Pearson Crescent	\$5,000
24		Karnak Crescent	\$5,000
25		Marcus Crescent	\$5,000
TOTAL			\$83,000
COUNCIL'S FUTURE NEW FOOTPATH CONSTRUCTION PROGRAM			
26	construct pram crossing and footpath connection	Kyabram Street	\$10,000
TOTAL			\$10,000
TOTAL COST OF ALL PROJECTS			\$1,942,500

Disclaimer: The projects listed above are subject to change in value and allocation due to factors such as price fluctuations and budget adjustments.

Examples of potential traffic treatments or improvements



HumeLink

Multilingual telephone
information service

Enquiries 9205 2200

المعلومات باللغة العربية	9679 9815	Γραφοποιός στο ελληνικό	9679 9818	Türkçe bilgi için	9679 9822
معلومات باللغة الإيطالية	9679 9809	Per avere informazioni in italiano	9679 9819	Muốn biết thông tin tiếng Việt	9679 9823
Za informacije na bosanskom	9679 9816	За информације на српском	9679 9820	For other languages...	9679 9824
Za informacije na hrvatskom	9679 9817	Para información en español	9679 9821		



As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Coolaroo Area bounded by Pascoe Vale Road, Barry Road, Glenelg Street and Upfield Train Line.

We are seeking your feedback on traffic issues within the study area that you would like Council to further investigate. The preferred way for you to respond is by using the online interactive mapping tool. Online you can read the comments made by community members and add to the community discussion.

The type of feedback you provide could be related to:

Traffic

Speeding issues
Safety issues
Congestion issues



Pedestrians & Cycling

Access and connectivity
Cycling lanes/paths
Footpaths and shared paths



Parking

Parking restrictions
Parking congestion
Safety issues



Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Coolaroo Area (now)
2. Investigate and develop a draft plan to address the issues
3. Share the draft plan with the local community (will also be available online) for feedback

Note: Funding of up to \$252,500 has been proposed in the 2027/28 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic 3047
- CoolarooLATM@hume.vic.gov.au
- 9356 6785
- Please provide your feedback by Sunday 13 April 2025

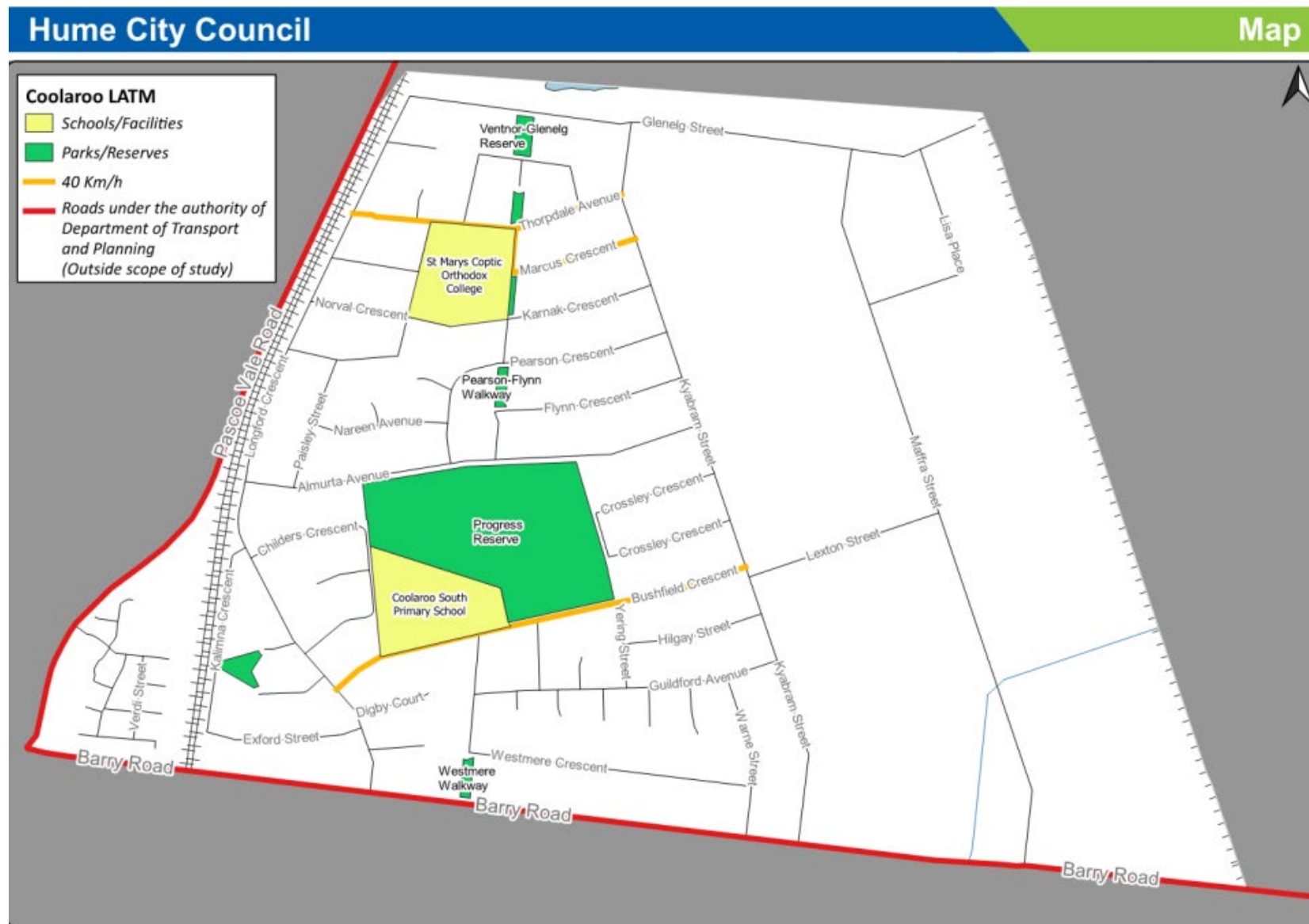


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For more information scan QR code or visit
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SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Barry Road	1	Pothole at intersection with Maffra Street	Investigation Barry Road is under the authority of the DTP. Action Referred to the DTP.
	1	Congestion	
	3	Timing of Intersection Signals	
	3	Cars speed through intersection and run through red lights	Investigation Illegal movements are only enforceable through Victoria Police. Action Referred to Victoria Police.
Pascoe Vale Road	2	Congestion	Investigation Pascoe Vale Road is under the authority of the DTP. Action Referred to the DTP.
	9	Dangerous intersection	

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Longford Crescent	4	Congestion during peak times	Investigation Longford Crescent is a Local Collector Road and is designed to distribute traffic to the arterial road network. Traffic volumes recorded along Longford Crescent range from approximately 1,939 to 3,365 vehicles per day, depending on the location. These volumes are considered appropriate for a road of this classification. In addition, elevated traffic volumes are typical on roads located in proximity to a train station due to their role in accommodating access and circulation within the surrounding area. Action As part of the LATM a truck ban is proposed on Longford Crescent, which will help reduce traffic volumes and improve congestion.
	1	Heavy vehicle usage on local road	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Truck Ban.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Westmere Crescent	1	Speeding	Investigation Westmere Crescent is a Local Access Street with a default speed limit of 50km/h. Existing traffic surveys identified an 85th percentile speed of 40.2km/h and an average daily traffic volume of 567 vehicles per day. These vehicle speeds and volumes are within acceptable levels for a Local Access Street. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Westmere Crescent in the most recently available 5-year period. Westmere Crescent does not meet Council's Guidelines for the consideration of traffic calming devices. Action No action required.
Kyabram Street	2	Sight distance issues at intersection	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Relocate 'Give Way' line marking
	1	Speeding	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install Raised Safety Platforms.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Kyabram Street	2	Request for Indented Parking Bays	Investigation Council is aware of the parking concerns, and is undertaking a separate investigation outside the LATM. Action No further action needed.
	1	Heavy vehicle usage on local road	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Truck Ban on northbound carriageway.
Almurata Avenue	2	Speeding	Investigation Almurata Avenue is a Local Access Street with a default speed limit of 50km/h. Existing traffic surveys identified an 85th percentile speed of 43.3km/h and an average daily traffic volume of 703 vehicles per day. Therefore, Council's warrants are not met for traffic calming. A review of the DTP Road Crash Information System was undertaken and indicates that there were no recorded casualty crashes on Almurata Avenue in the most recently available 5-year period. Almurata Avenue does not meet Council's Guidelines for the consideration of traffic calming devices. Action No action required.

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Karnak Crescent	1	Cars parked too close to intersection	Investigation Refer to <u>Attachment 10</u> for proposed treatment at this intersection. Action Relocate 'Give Way' line marking.
	1	Narrow street	Investigation Karnak Crescent is a Local Access Street and has a road pavement width of approximately 7.2 meters. Under the 'Hume City Parking on Narrow Streets Policy', Karnak Crescent is not considered a narrow street. Action No further action is required.
Glenelg Street	1	Unregistered cars parked	Investigation Illegal parking is enforceable by City Laws. Action Referred to City Laws for enforcement
	1	Using panel shops as housing	Investigation Concerns raised relate to the unauthorised use of property. Action Referred to Planning Enforcement Team for enforcement

SUMMARY OF ALL TRAFFIC COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Pearson Crescent	1	Narrow street	Investigation Pearson Crescent is a Local Access Street and has a road pavement width of approximately 7.2 meters. Under the 'Hume City Parking on Narrow Streets Policy', Pearson Crescent is not considered a narrow street. Action No further action is required.
Thorpdale Avenue	1	Request for Indented Parking Bays	Investigation Thorpdale Avenue is a Local Access Street and has a road pavement width of approximately 7.2 meters. Under the 'Hume City Parking on Narrow Streets Policy', Thorpdale Avenue is not considered a narrow street. Action No further action is required.
Maffra Street	1	Speeding	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install Raised Safety Platforms.

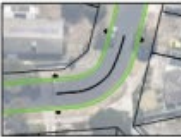
SUMMARY OF ALL PEDESTRIAN COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Progress Reserve	1	Existing path is gravel and needs to be upgraded	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Upgrade existing gravel path to concrete footpath.
Flynn Crescent Pearson Crescent	1	Existing path is gravel and needs to be upgraded	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Upgrade existing gravel path to concrete footpath.
Longford Crescent	1	Paths have too much of a slope	Investigation Insufficient information given Action No further action required
	1	Will the path be closed when Somerton and/or Beveridge terminal is in use?	Investigation Out of scope Action No further action needed
Glenelg Street	1	Rubbish Dumping	Investigation Referred to Waste and Sustainability team Action No further action required

SUMMARY OF ALL PARKING COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Maffra Street	1	Courtesy Bus	Investigation Out of scope Action No further action is required
Warne Street	1	Congestion at the intersection with Barry Road	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install 'No Stopping' restrictions and centre line marking
	1	Request for Indented Parking Bays	Investigation Warne Street is a Local Access Street and has a road pavement width of approximately 7.1 meters. Under the 'Hume City Parking on Narrow Streets Policy', Warne Street is not considered a narrow street. Action No further action is required.
Kyabram Street	4	Illegal Parking	Investigation Illegal parking is enforceable by City Laws. Action Referred to City Laws for enforcement
Progress Reserve	1	Drug Dealing	Investigation Concerns relating to drug-related activity fall outside Council's responsibility and should be reported to Victoria Police. Action No further action required

SUMMARY OF ALL PARKING COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Karnak Crescent	2	Sight distance Issue	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Relocate existing ‘Give Way’ line marking.
Mladen Court	1	Rubbish collection issues due to indented parking bays	Investigation Observations show that there is enough space to place bins on neighboring nature strips and/or road bends. Action No further action required
Ventron Crescent	1	Teachers and students are parking all day	Investigation Duration of stay survey is to be conducted outside of LATM study. Action No further action required

SUMMARY OF ALL CYCLIST COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Barry Road	2	No safe way to cross Barry Road	Investigation There are signalised crossings at the intersections along Barry Road that enable safe crossing for pedestrians and cyclists. Action No further action is required.
	2	Unsafe travelling along Barry Road and request for Bike Lane	Investigation Barry Road is under the authority of the DTP. Action Referred to DTP for investigation.
Longford Crescent	1	Request for Cyclist facilities	Investigation Longford Crescent is classified as a local collector road with a constrained carriageway width, making it unsuitable for the provision of on-road bicycle lanes. The road measures approximately 3.9 metres in width, the introduction of a 1.2-metre bicycle lane would reduce the remaining carriageway to approximately 2.7 metres, which is insufficient to accommodate safe two-way vehicle movements. In addition, the removal of existing chicanes and their replacement with raised safety platforms is expected to improve overall safety conditions for cyclists by providing more consistent road geometry and enhanced speed reduction. Action No further action is required.
	1	Replacement of chicanes with raised safety platforms	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Replace existing chicanes with raised safety platforms.

SUMMARY OF ALL CYCLIST COMMENTS RECEIVED			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Kyabram Street	1	Request for footpath connection across Kyabram Street	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Install pram crossing and footpath link on Kyabram Street.
	1	Removal of bicycle lanes	Investigation Each carriageway of Kyabram Street has a width of approximately 7.15 meters and is wide enough to accommodate a bicycle lane. Therefore, the removal of the bike lane is not necessary. Action No further action required
	2	Improved bicycle lane line marking	Investigation Refer to Attachment 10 for proposed treatment at this intersection. Action Extend existing bicycle lane line marking.
Pascoe Vale Road	1	Dangerous driving	Investigation Matters relating to dangerous driving behaviour are managed through enforcement by Victoria Police. Action Referred to Victoria Police.
Upfield Station	1	Bike path along the Somerton line	Investigation This matter falls outside the scope of this assessment. Future planning for the Upfield railway line is managed by the State Government. Action No further action is required.
Glenelg Street	1	Request for bike path along Glenelg Street	Investigation There is an existing off road cyclist path along Glenelg Street. Action No further action is required.

TREATMENT 1  TRUCKS PROHIBITED SIGNAGE (SUBJECT TO APPROVALS)	TREATMENT 2  CENTRE LINE MARKING ALONG ROAD BENDS	TREATMENT 3  GIVE-WAY INTERSECTION
TREATMENT 4  NO STANDING NEAR INTERSECTIONS	TREATMENT 5  BIKE LANE LINE MARKING	TREATMENT 6  UPGRADING FOOTPATH
TREATMENT 7  RAISED SAFETY PLATFORMS	TREATMENT 8  CHICANES INTO RAISED SAFETY PLATFORM SUBSTATION	TREATMENT 9  RAISED SCHOOL CROSSING
TREATMENT 10  RAISED PEDESTRIAN CROSSING	TREATMENT 11  IMPROVED GIVE-WAY LINE MARKING	TREATMENT 12  PROPOSED PRAM CROSSING

INFORMATION (A)

COUNCIL IS AWARE OF THE INTERSECTION CONCERNS, AND WILL RAISE IT WITH THE RELEVANT BODY.

INFORMATION (B)

COUNCIL IS AWARE OF THE PARKING CONCERNS, AND IS UNDERTAKING A SEPARATE INVESTIGATION OUTSIDE THIS LATM.



As part of Hume City Council's ongoing commitment to Local Area Traffic Management (LATM), Council is undertaking a study of traffic issues within the Coolaroo Area bounded by Pascoe Vale Road, Barry Road, Glenelg Street and Upfield Train Line.

In April 2025, Council sought community input into the LATM via an online mapping tool to identify areas for consideration or improvement. More than 50 responses were received from the community. This feedback has been reviewed and used to form the basis of a proposed traffic management plan to address the issues raised by the community. In addition to community input, the study has considered:

- Traffic speeds and volumes
- Casualty crashes
- Pedestrian and cycling connectivity
- Parking issues



Council is proposing to install traffic treatments as shown on the Proposed Traffic Management Plan overleaf. These proposals are preliminary, and before Council makes any decisions on the treatments, we would like to hear your opinions on what is being proposed. If you would like to provide feedback on the proposed treatments, please do so using the online interactive mapping tool. Feedback will also be accepted in writing or by phone via the details provided.

Local Area Traffic Management Study Process

1. Seek community feedback on traffic issues within the Coolaroo LATM area (completed)
2. Investigate and develop a draft plan to address the issues (completed)
3. Share the Proposed Traffic Management Plan with the local community (also be available online) for feedback (now)

Approximately \$252,500 of funding has been proposed in the 2027/28 Council budget to commence implementation of actions. Projects that are beyond the scope of this initial funding will be considered for future funding under Council's Capital Works Program.

Have your say:

- Scan the QR code to view the online interactive mapping tool
- Hume City Council, PO Box 119, Dallas Vic 3047
- CoolarooLATM@hume.vic.gov.au
- 9356 6785
- Please provide your feedback by Friday 27 February 2026

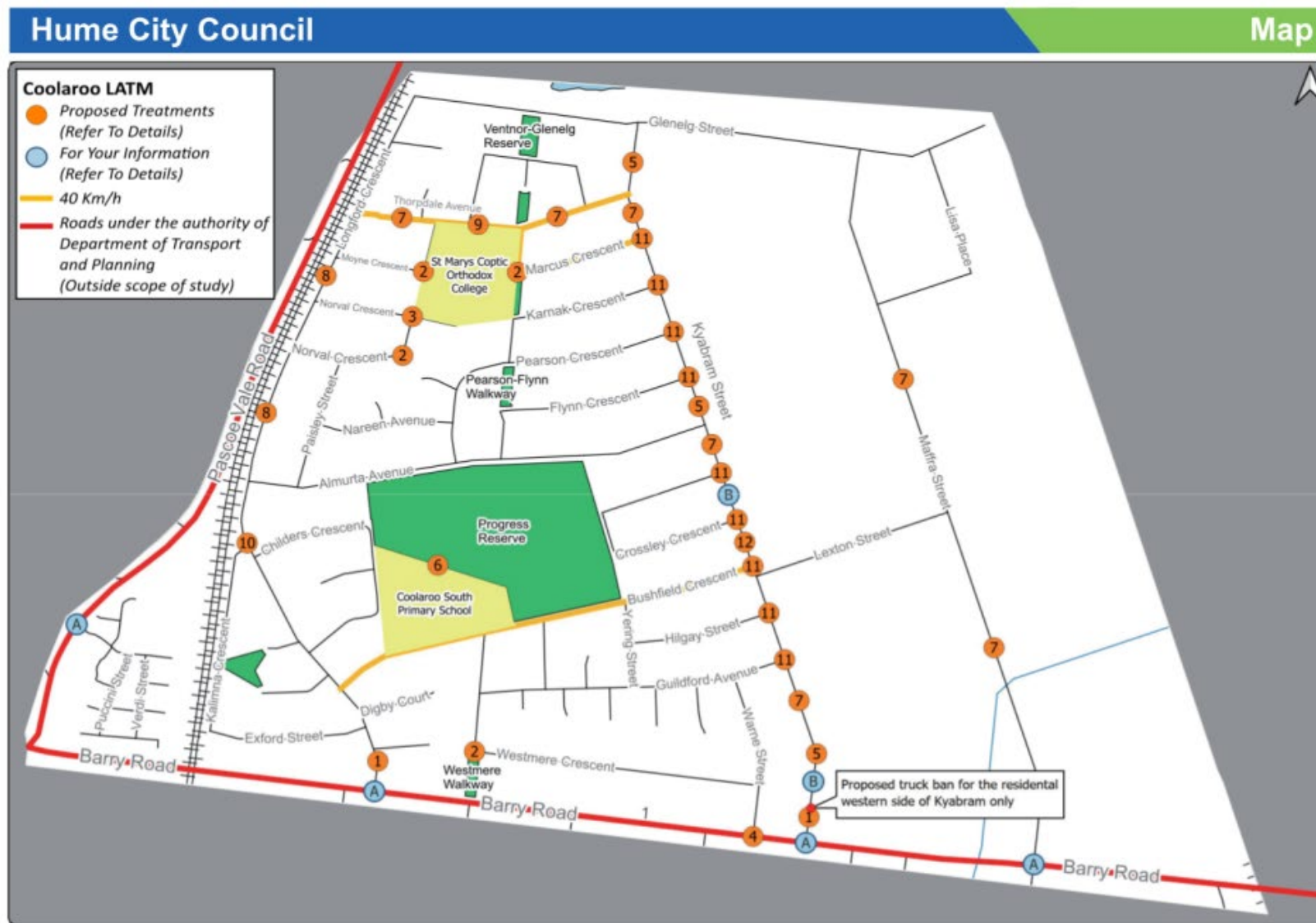


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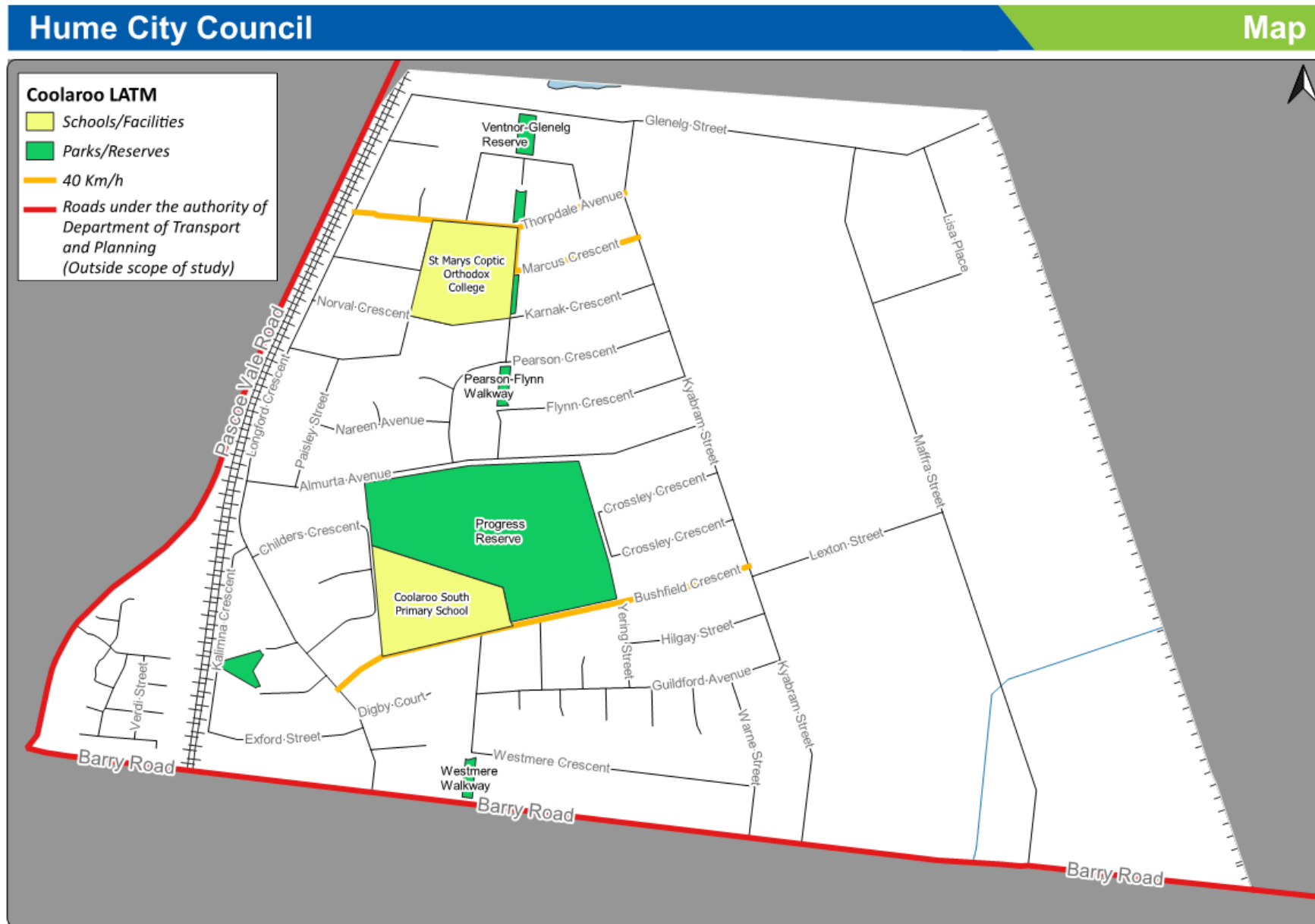
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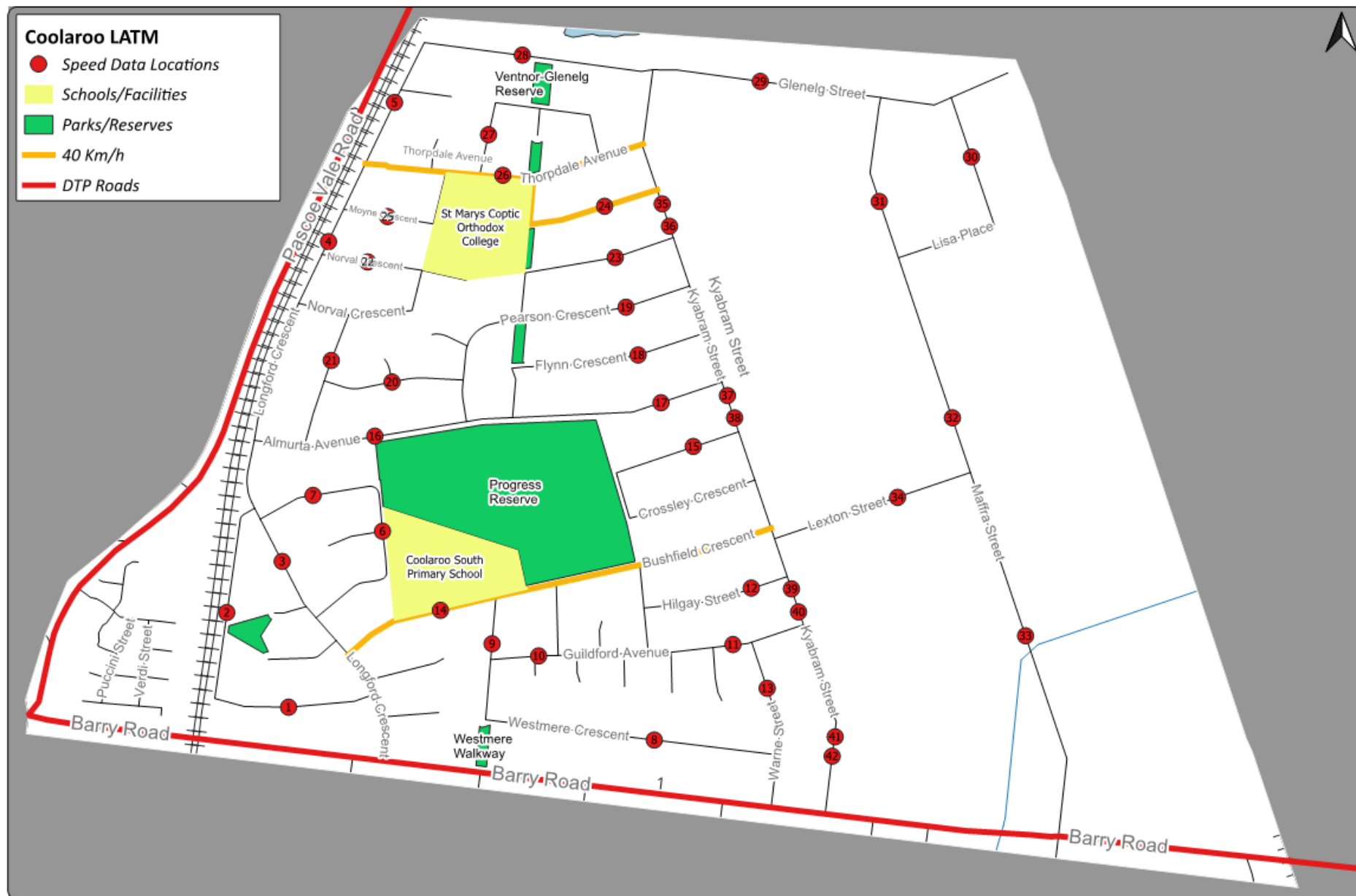


SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Kyabram Street	1	Request for Indented Parking Bays/Illegal parking	Investigation Council is aware of the parking concerns, and is undertaking a separate investigation outside the LATM. Action No further action needed.
	3	Request to Extend turning lane onto Barry Road	Investigation Parking is restricted within 20 metres of the intersection, and a 20-metre turning lane is considered sufficient to safely accommodate turning vehicle movements. In addition, further reductions in on-street parking along Kyabram Street are not considered appropriate, noting that previous community feedback has identified a need for increased parking availability in this area. It is also noted that higher traffic volumes are typical on roads in proximity to schools due to peak drop-off and pick-up activity. Action No further action required.
Pascoe Vale Road	1	Dangerous driving	Investigation Matters relating to dangerous driving behaviour are managed through enforcement by Victoria Police. Action Referred to Victoria Police.
	2	Dangerous intersection	Investigation Matters relating to dangerous driving behaviour are managed through enforcement by Victoria Police. Action Referred to Victoria Police.
	1	Congestion	Investigation Pascoe Vale Road is under the authority of the DTP. Action Continue to advocate to the DTP for improvements to congestion.

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
Barry Road	1	Request for turning lane into pharmacy	Investigation Barry Road is under the authority of the DTP. Action Continue to advocate to the DTP for a separate turning lane at the Pharmacy.
	1	Request for turning lane into Childcare facility	Investigation Barry Road is under the authority of the DTP. Action Continue to advocate to the DTP for a separate turning lane at the Childcare facility.
Bushfield Crescent	1	Request for Indented Parking Bays	Investigation Bushfield Crescent is a Local Access Street and has a road pavement width of approximately 7.3 meters. Under the ‘Hume City Parking on Narrow Streets Policy’, Bushfield Crescent is not considered a narrow street. Action No further action is required.
Longford Crescent	1	Speeding concerns	Investigation Community feedback raised concerns about speeding on Longford Crescent. Longford Crescent is a local collector road with a default speed limit of 50km/h. Longford Crescent carries an average of 1,939 vehicles a day, with an 85th percentile speed of 53km/h. Although the 85th percentile speed does not meet Council’s warrants for the installation of traffic calming devices, Chicanes are no longer considered best practice, as they are not consistent with current design practices. As a result, the replacement will be Raised Safety Platforms, enhancing safety for all road users. A review of the DTP Road Crash Information System (RCIS) database indicates there was a total of one crash along Longford Crescent in the most recently available 5-year period. The crash has no relation to speeding or driving behavior. Action Upgrade chicanes into raised safety platforms

SUMMARY OF ALL COMMENTS RECEIVED IN CONSULTATION 2			
LOCATION	NO.	RESIDENT COMMENT	INVESTIGATION AND ACTION
	1	Parking concerns	Investigation Longford Crescent is a Local Access Street and has a road pavement width of approximately 8.4 meters. Under the 'Hume City Parking on Narrow Streets Policy', Longford Crescent is not considered a narrow street. Action No further action is required.





EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME (VEH/DAY)	85TH PERCENTILE SPEED (KM/H)	EXISTING SPEED LIMIT (KM/H)
1	Exford St Outside Property 12, Coolaroo	12/03/2025 – 19/03/2025	239	45	50
2	Kalimna Cres Outside Property 18, Coolaroo	12/03/2025 – 19/03/2026	142	41.5	50
3	Longford Cres Outside Property 44, Coolaroo	12/03/2025 – 19/03/2027	3,365	49.9	50
4	Longford Cres Outside Property 94, Coolaroo	12/03/2025 – 19/03/2028	1,939	53	50
5	Longford Cres Outside Property 124, Coolaroo	12/03/2025 – 19/03/2029	434	48.8	50
6	Childers Cres Outside Property 19, Coolaroo	12/03/2025 – 19/03/2030	140	38.8	50
7	Childers Cres Outside Property 35, Coolaroo	12/03/2025 – 19/03/2031	142	33.2	50
8	Westmere Cres Outside Property 17, Coolaroo	12/03/2025 – 19/03/2032	316	43.2	50
9	Westmere Cres Outside Property 85, Coolaroo	12/03/2025 – 19/03/2033	567	40.2	50
10	Guildford Ave Outside Property 33, Coolaroo	12/03/2025 – 19/03/2034	401	47.7	50
11	Guildford Ave Outside Property 11, Coolaroo	12/03/2025 – 19/03/2035	651	47.4	50
12	Hilgay St Outside Property 9, Coolaroo	12/03/2025 – 19/03/2036	124	34.7	50
13	Warne St Outside Property 24, Coolaroo	12/03/2025 – 19/03/2037	487	43.2	50
14	Bushfield Cres Outside Property 63, Coolaroo	12/03/2025 – 19/03/2038	1,210	44.4	40
15	Crossley Cres Outside Property 40, Coolaroo	12/03/2025 – 19/03/2039	180	36.5	50
16	Almurta Ave Outside Property 60, Coolaroo	12/03/2025 – 19/03/2040	790	47.5	50
17	Almurta Ave Outside Property 9, Coolaroo	12/03/2025 – 19/03/2041	703	43.3	50

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EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME (VEH/DAY)	85TH PERCENTILE SPEED (KM/H)	EXISTING SPEED LIMIT (KM/H)
18	Flynn Cres Outside Property 13, Coolaroo	12/03/2025 – 19/03/2042	304	41.9	50
19	Pearson Cres Outside Property 22, Coolaroo	12/03/2025 – 19/03/2043	226	37.8	50
20	Nareen Ave Outside Property 9, Coolaroo	12/03/2025 – 19/03/2044	197	41.9	50
21	Paisley St Outside Property 19, Coolaroo	12/03/2025 – 19/03/2045	147	39.3	50
22	Norval Cres Outside Property 29, Coolaroo	12/03/2025 – 19/03/2046	374	38.2	50
23	Karnak Cres Outside Property 12, Coolaroo	12/03/2025 – 19/03/2047	236	41.3	50
24	Marcus Cres Outside Property 10, Coolaroo	12/03/2025 – 19/03/2048	195	35.3	40
25	Moyne Cres Outside Property 10, Coolaroo	12/03/2025 – 19/03/2049	264	34.4	50
26	Thorpdale Ave Outside Property 26, Coolaroo	12/03/2025 – 19/03/2050	1,002	47.5	40
27	Ventnor Cres Outside Property 17, Coolaroo	12/03/2025 – 19/03/2051	190	32.9	50
28	Glenelg St Outside Property 79, Coolaroo	12/03/2025 – 19/03/2052	349	48.4	50
29	Glenelg St Outside Property 43, Coolaroo	12/03/2025 – 19/03/2053	1,011	54.2	50
30	Lisa Pl Outside Property 30, Coolaroo	12/03/2025 – 19/03/2054	235	39.2	50
31	Maffra St Outside Property 126, Coolaroo	12/03/2025 – 19/03/2055	1256	58.3	50
32	Maffra St Outside Property 84, Coolaroo	12/03/2025 – 19/03/2056	3,184	60.5	50
33	Maffra St Outside Property 36, Coolaroo	12/03/2025 – 19/03/2057	5,530	62.8	50
34	Lexton St Outside Property 20, Coolaroo	12/03/2025 – 19/03/2058	1,152	58.5	50

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EXISTING TRAFFIC SPEEDS AND VOLUMES					
TRAFFIC COUNT NO.	LOCATION	SURVEY DATE	DAILY VOLUME (VEH/DAY)	85TH PERCENTILE SPEED (KM/H)	EXISTING SPEED LIMIT (KM/H)
35	Kyabram St Outside Property 109, Coolaroo	12/03/2025 – 19/03/2059	1,050	56.3	50
36	Kyabram St Outside Property 108, Coolaroo	12/03/2025 – 19/03/2060	1,097	57.7	50
37	Kyabram St Outside Property 69, Coolaroo	12/03/2025 – 19/03/2061	2,169	57.1	50
38	Kyabram St Outside Property 64–66, Coolaroo	12/03/2025 – 19/03/2062	2,159	63.1	50
39	Kyabram St Outside Property 39, Coolaroo	12/03/2025 – 19/03/2063	2,769	58.1	50
40	Kyabram St Outside Property 32, Coolaroo	12/03/2025 – 19/03/2064	2,812	56.8	50
41	Kyabram St Outside Property 11, Coolaroo	12/03/2025 – 19/03/2065	3,256	52.4	50
42	Kyabram St Outside Property 8, Coolaroo	12/03/2025 – 19/03/2066	2,895	50.5	50

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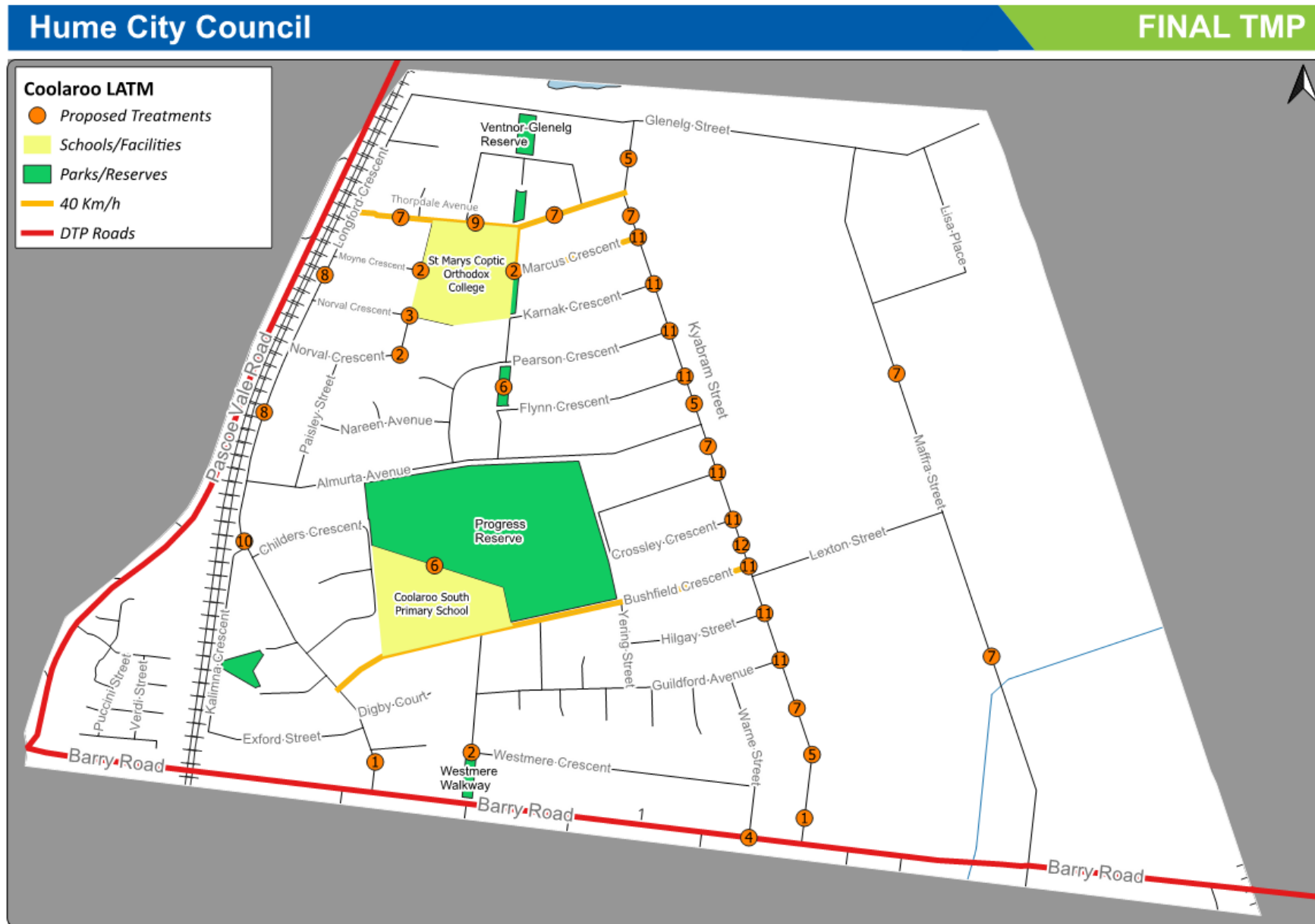


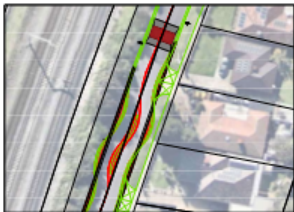
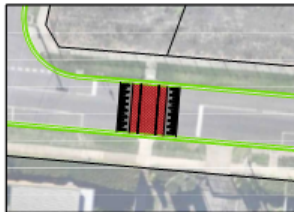
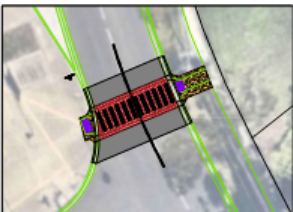
LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD					
ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Barry Road	Intersection of Pascoe Vale Road	Signalised Intersection	4	Yes Westbound vehicles are merging late to turn into Pascoe Vale Road going northbound and are colliding with vehicles.	DTP is the responsible road authority for managing Barry Road including and its intersection with local and arterial roads. Council continues to advocate to state and federal government about current conditions of Roads and it's users.
	Along Barry Road (near property 543)	Physical and Line-marked Island	3	No	Crash history does not indicate an Crash history does not indicate any trend and hence no further action required y trend and hence no further action required
	Intersection of Blair Street	Signalised Intersection	5	Yes Vehicles are ignoring pedestrian signals	DTP is the responsible road authority for managing Barry Road including and its intersection with local and arterial roads. Council continues to advocate to state and federal government about current conditions of Roads and it's users.
	Intersection of Kyabram Street	Signalised Intersection	4	No	Crash history does not indicate any trend and hence no further action required

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LOCATIONS WITH 3 OR MORE RECORDED CRASHES IN A 5-YEAR PERIOD					
ROAD	LOCATION	EXISTING TREATMENT	NO. OF CRASHES IN 5-YEAR PERIOD	IDENTIFIED CRASH TREND	PROPOSED ACTION
Barry Road	Intersection of Dallas Drive	Physical Island and intersection	3	Yes Drivers attempting to turn right on Barry Road, though a four (4) lane road.	DTP is the responsible road authority for managing Barry Road and its intersection with local roads. Council continues to advocate to state and federal government about current conditions of Roads and it's Users.
	Intersection of Maffra and King Street	Signalised Intersection	5	No	Crash history does not indicate any trend and hence no further action required
	Along Barry Road (near property 391)	Line-marked Island	5	No	
	Intersection of Doy Street	Physical Island and intersection	7	Yes Failure to give way	DTP is the responsible road authority for managing Barry Road including and its intersection with local and arterial roads. Council continues to advocate to state and federal government about current conditions of Roads and it's users.

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TREATMENT 1  TRUCKS PROHIBITED SIGNAGE (SUBJECT TO APPROVALS)	TREATMENT 2  CENTRE LINE MARKING ALONG ROAD BENDS	TREATMENT 3  GIVE-WAY INTERSECTION
TREATMENT 4  NO STANDING NEAR INTERSECTIONS	TREATMENT 5  BIKE LANE LINE MARKING	TREATMENT 6  UPGRADING FOOTPATH
TREATMENT 7  RAISED SAFETY PLATFORMS	TREATMENT 8  CHICANES INTO RAISED SAFETY PLATFORM SUBSTATION	TREATMENT 9  RAISED SCHOOL CROSSING
TREATMENT 10  RAISED PEDESTRIAN CROSSING	TREATMENT 11  IMPROVED GIVE-WAY LINE MARKING	TREATMENT 12  PROPOSED PRAM CROSSING

PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Longford Crescent	Community feedback raised concerns regarding heavy vehicles using residential roads to navigate to the industrial area of Coolaroo and/or Barry Road. The traffic count data collected in front of 44 Longford Crescent, showed that 7.9% of the daily traffic volume of 3,365 were heavy vehicles. Given the high percentage of heavy vehicles accessing the residential area, instead of using industrial road routes, as well as the safety risk posed by trucks and larger vehicles using residential streets, a truck ban on the residential streets is proposed. Through further analysis it is established that the heavy vehicles use Almurta Avenue and Thorpdale Avenue, which are also Local Streets, to get to their industrial destination. The location of the proposed truck ban allows for access to all industrial properties, whilst restricting access to the residential areas. The truck ban is subject to consultation and approval from the DTP.	Truck ban	This proposal did not receive any feedback, indicating that this treatment is generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Kyabram Street	Community feedback raised concerns regarding heavy vehicles using residential roads to navigate to the industrial area of Coolaroo and/or Barry Road. The traffic count data collected in front of 11 Kyabram Street, showed that 10.7% of the daily traffic volume of 3,256 were heavy vehicles. Given the high percentage of heavy vehicles accessing the residential area, instead of using industrial road routes, as well as the safety risk posed by trucks and larger vehicles using residential streets, a truck ban on the residential streets is proposed. The location of the proposed truck ban allows for access to all industrial properties, whilst restricting access to the residential areas. This data and proposal only consider the residential western side of Kyabram Street and will only apply to the residential side of Kyabram Street. The truck ban is subject to consultation and approval from the DTP.	Truck ban	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Westmere Crescent	Community feedback raised concerns about cars being parked along the road bends on these roads. Sight distance assessments were undertaken to suitable locations where parking can occur without impacting visibility for road users. Solid center line-marking will be installed to restrict parking and improve safety around the road bends.	Install solid center line marking along road bends	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Norval Crescent			
Moyne Crescent			
Marcus Crescent			

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Intersection of Norval Crescent and Mladen Court	Community feedback raised concerns regarding sight distance issues at the intersection of Norval Crescent and Mladen Court. Currently, there is limited indication of priority at the intersection. To address this, Give Way line marking and signage are proposed to establish clear priority for road users and improve safety at the intersection.	Give-Way intersection	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Intersection of Warne Street and Barry Road	Community feedback raised concerns about difficulty entering Warne Street from Barry Road. An assessment identified that vehicles parked in close proximity to the intersection are impacting visibility. To address this and reinforce the existing road rule prohibiting parking within 10 meters of an intersection, line marking and 'No Stopping' signage are proposed near the intersection to improve sight distance and support safer vehicle movements.	Install 'No Stopping' signage and solid centre line marking	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Progress Reserve	Community feedback raised concerns about the need to upgrade the existing footpath in Progress Reserve. The existing gravel footpath provides a low level of amenity and can be difficult for users, particularly in wet conditions or for those with mobility needs. Upgrading the path to concrete will provide a safer, more accessible and durable pedestrian connection, improving comfort and usability for all users and encouraging increased walking within the local area. As the proposed footpath upgrade aligns with the future master plan for Coolaroo Progress Reserve, both projects will be delivered concurrently.	Upgrade existing gravel footpath to concrete	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Pearson-Flynn Walkway	Community feedback raised concerns about the need to upgrade the existing footpath connecting Flynn Crescent and Pearson Crescent. The existing gravel footpath provides a low level of amenity and can be difficult for users, particularly in wet conditions or for those with mobility needs. Upgrading the path to concrete will provide a safer, more accessible and durable pedestrian connection, improving comfort and usability for all users and encouraging increased walking within the local area. This proposal was identified during further investigations undertaken following the draft TMP consultation period and was therefore not presented to the broader community for feedback. However, properties directly affected by the proposal will be consulted individually near time of construction.	Upgrade existing gravel footpath to concrete	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Kyabram Street	Community feedback highlighted concerns that the existing bike lane line marking does not continue through sections of the road, resulting in a gap where there is no clear delineation between the parking lane and the bicycle lane. In response, additional bike lane line marking is proposed to provide continuous delineation, helping to clearly define the bicycle lane space, discourage vehicle encroachment, and improve safety for all road users.	Bicycle lane line marking	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Kyabram Street	Community feedback raised concerns about speeding on Kyabram Street. Kyabram Street is a local collector road with a divided carriageway servicing residential properties on the west side and industrial properties on the east, it has an existing speed limit of 50km/h. The residential side of Kyabram Street carries an average of 3,256 vehicles per day, with an 85th percentile speed of 58.1km/h. As the average vehicles per day is above 3,000, the installation of Raised Safety Platforms is warranted on the western residential side of Kyabram Street. The Industrial side carries an average of 2,159 vehicles a day, with an 85th percentile speed of 63.1km/h. As the 85th percentile speed exceeds the speed limit of 50km/h by greater than 10km/h, the installation of Raised Safety Platforms is warranted on the eastern industrial side of Kyabram Street. A review of the DTP Road Crash Information System (RCIS) database indicates there was one crash along Kyabram Street in the most recently available 5-year period. The incident occurred when a bicycle rider travelling eastbound along Almurta Avenue turned southbound onto Kyabram Street, at which point the rear tire lost traction, causing the rider to fall. No injuries were reported. The traffic data meets warrants of Council's guidelines for the installation of traffic calming devices on both sides of Kyabram Street.	Raised safety platforms	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Maffra Street	Community feedback raised concerns about speeding on Maffra Street. Maffra Street is a local industrial road with an existing speed limit of 50km/h. Maffra Street carries an average of 5,530 vehicles a day, with an 85th percentile speed of 62.8km/h. As the 85th percentile speed exceeds the speed limit of 50km/h by greater than 10km/h, the installation of Raised Safety Platforms is warranted on Maffra Street. A review of the DTP Road Crash Information System (RCIS) database indicates there were a total of four crashes along Maffra Street in the most recently available 5-year period. The incidents did not involve speeding and do not show a pattern of behavior on Maffra Street. The traffic data meets warrants of Council's guidelines for the installation of traffic calming devices.	Raised safety platforms	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Thorpdale Avenue	Community feedback raised concerns about speeding on Thorpdale Avenue. Thorpdale Avenue is a local collector road abiding St Mary's Coptic Orthodox College and has the speed of 40km/h. Thorpdale Avenue carries an average of 1,002 vehicles per day, with an 85th percentile speed of 53.1km/h. (From 4pm till 6am.) As the 85th percentile speed exceeds the speed limit of 40km/h by greater than 10km/h, the installation of Raised Safety Platforms is warranted on Thorpdale Avenue. A review of the DTP Road Crash Information System (RCIS) database indicates there was a total of one crash along Thorpdale Avenue in the most recently available 5-year period. The crash has no relation to speeding or driving behavior. The traffic data meets warrants of Council's guidelines for the installation of traffic calming devices.	Raised safety platforms	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Longford Crescent	Community feedback raised concerns about speeding on Longford Crescent. Longford Crescent is a local collector road with a default speed limit of 50km/h. Longford Crescent carries an average of 1,939 vehicles a day, with an 85th percentile speed of 53km/h. Although the 85th percentile speed does not meet Council's warrants for the installation of traffic calming devices, Chicanes are no longer considered best practice, as they are not consistent with current design practices. As a result, the replacement will be Raised Safety Platforms, enhancing safety for all road users. A review of the DTP Road Crash Information System (RCIS) database indicates there was a total of one crash along Longford Crescent in the most recently available 5-year period. The crash has no relation to speeding or driving behavior.	Upgrade chicanes into raised safety platforms	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Thorpdale Avenue	Community feedback raised concerns about speeding on Thorpdale Avenue. Thorpdale Avenue is a local collector road abiding St Mary's Coptic Orthodox College and has a posted speed limit of 40km/h. An at grade school crossing is currently provided on Thorpdale Avenue. Thorpdale Avenue carries an average of 1,002 vehicles a day, with an 85th percentile speed of 53.1km/h. (From 4pm till 6am.) As the 85th percentile speed exceeds the speed limit of 40km/h by greater than 10km/h, the installation of a Raised School Crossing is warranted. The at-grade school crossing is proposed to be upgraded to a raised school crossing. A review of the DTP Road Crash Information System (RCIS) database indicates there was a total of one crash along Thorpdale Avenue in the most recently available 5-year period. The crash has no relation to speeding or driving behavior. The traffic data meets Council's guidelines for the installation of traffic calming devices.	Raised school crossing	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Longford Crescent	Community feedback raised concerns about speeding and lack of pedestrian facilities on Longford Crescent. Longford Crescent is a local collector road with the set speed limit of 50km/h. Longford Crescent carries an average of 1,939 vehicles a day, with an 85th percentile speed of 53km/h. A review of the DTP Road Crash Information System (RCIS) database indicates there was a total of one crash along Longford Crescent in the most recently available 5-year period. The crash has no relation to speeding or driving behavior. It is proposed to upgrade the existing at-grade pedestrian crossing to a raised pedestrian crossing, as its proximity to Coolaroo Train Station is expected to generate high pedestrian volumes, and the raised treatment will improve safety for all road users.	Raised pedestrian crossing	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Guildford Avenue	Community feedback raised concerns regarding sight distances at the intersections of these roads with Kyabram Street. A sight distance assessment identified that the existing 'Give Way' line marking is positioned too far back from the intersection, limiting drivers' ability to clearly observe approaching vehicles. On Kyabram Street. To address this, it is proposed to relocate the Give Way' line marking closer to Kyabram Street at these intersections is proposed to improve visibility and support safer vehicle movements at the intersection.	Relocation of 'Give-Way' line marking	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.
Hilgay Street			
Bushfield Crescent			
Crossley Crescent			
Flynn Crescent			
Pearson Crescent			
Karnak Crescent			
Marcus Crescent			

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PROPOSED LATM TREATMENTS			
LOCATION	INVESTIGATION	PROPOSAL	COMMUNITY FEEDBACK
Kyabram Street	Community feedback raised concerns about the lack of pedestrian facilities on Kyabram Street. A pram crossing is proposed on Kyabram Street due to the proximity of bus stops on both sides of the road and the absence of a formal crossing within 300 metres, to improve accessibility and safety for pedestrians.	Pram crossing	This proposal did not receive any feedback, indicating that this treatment was generally well accepted by the community.

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REPORT NO:	8.14
REPORT TITLE:	Review of Council Annual Grant Contributions to Local Victorian State Emergency Service (SES) Units
SOURCE:	Samuel Ferrier, Manager City Safety
DIVISION:	Assets, Operations & Sustainability
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	SO4.1 A high performing organisation that prioritises continuous improvement, safety and accountability.
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

No Council officers involved in the preparation of this Report have a general or material interest in relation to the matters for consideration.

1. SUMMARY OF REPORT:

- 1.1** Hume City Council has historically supported local State Emergency Service (SES) units through the provision of land and facilities, together with annual financial contributions to assist with operational costs.
- 1.2** Council's existing funding agreements with local SES units expired at the conclusion of the 2025/26 financial year. In light of this expiry, this report provides an overview of Council's current support arrangements, outlines key strategic and policy considerations, and presents a range of options for Council's consideration regarding future funding and support arrangements for SES units servicing the Hume municipality.

2. RECOMMENDATION:

That Council:

- 2.1** Notes the contents of this report, including the expiry of Council's existing funding agreements with local SES units at the conclusion of the 2025/26 financial year.
- 2.2** Endorses Option 1, maintain existing annual funding contributions to SES for a three year term, together with the ongoing provision of land and facilities.
- 2.3** Directs officers to enter a new funding agreement, with the local SES units.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1** Under the *Local Government Act 2020*, Council has broad powers to provide goods, services and financial assistance that support the wellbeing of its municipal community and contribute to the achievement of Council Plan outcomes.

REPORT NO: 8.14 (cont.)

- 3.2** Council's support to local SES units is informed by the 2017 Memorandum of Understanding between Victoria State Emergency Service (VICSES), the Municipal Association of Victoria (MAV) and the Victorian Government. The MOU establishes a framework whereby councils are expected to facilitate long-term occupancy arrangements for SES units located on council-owned or managed land, generally at nominal rent, while the Victorian Government assumes primary responsibility for funding SES operations and facility maintenance costs.
- 3.3** While the MOU contemplates ongoing local government support through the provision of land and facilities, it does not require councils to provide direct operational funding to local SES units. Accordingly, any direct financial contributions provided by Council are discretionary and determined by Council policy and budget decisions.

4. OVERARCHING GOVERNANCE PRINCIPLES:

This report supports Council in giving effect to the following Overarching Governance Principles:

- b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- c) The economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
- f) Collaboration with other Councils and Governments and statutory bodies is to be sought.

5. IMPACT ASSESSMENTS:

Charter of Human Rights and Responsibilities Act 2006

- 5.1** In developing this report, consideration has been given to the rights protected under the Charter of Human Rights and Responsibilities Act 2006 (Vic).
- 5.2** The options presented in this report relate to Council's funding and resource allocation arrangements for volunteer emergency service organisations. Officers have not identified any option that would directly limit or infringe the human rights protected by the Charter.

Gender Equality Act 2020

- 5.3** The funding arrangements considered in this report do not have a direct and significant impact on the public.
- 5.4** Accordingly, a Gender Impact Assessment is not required under the Gender Equality Act 2020 (Vic).

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1** Council's adopted 2026/27 Budget includes provision for the funding historically allocated to local SES units, with a total budget allocation of \$101,280.30 (inc. GST) retained pending Council's consideration of this report.
- 6.2** No additional budget allocation is required to implement any of the options outlined in this report. However, the allocation and distribution of the retained funding will be subject to Council's preferred approach to future SES support arrangements.

REPORT NO: 8.14 (cont.)

- 6.3** Should Council resolve to continue or replace the existing funding arrangements (Options 1 or 3), the retained budget can be utilised to support the implementation of the adopted model.
- 6.4** Should Council resolve to cease annual operational funding (Option 2), the retained budget allocation would become available for reallocation through a future Council budget process or for other Council priorities, subject to Council resolution.

7. OPPORTUNITIES & RISKS:

Opportunities

- 7.1** Reviewing Council's SES funding arrangements provides an opportunity to:
 - 7.1.1** Ensure Council's support model reflects changes to the emergency services funding landscape, including the introduction of the Emergency Services and Volunteers Fund (ESVF).
 - 7.1.2** Improve consistency and equity in the level of support provided to volunteer emergency service organisations, including both SES and CFA agencies.
 - 7.1.3** Strengthen transparency, accountability and governance in the allocation and administration of Council funding.
 - 7.1.4** Better align emergency services funding arrangements with Council's broader funding, grants and community investment principles.
 - 7.1.5** Support community safety, resilience and emergency preparedness outcomes through a contemporary and sustainable funding approach.

Risks

- 7.2** Changes to Council's existing SES funding arrangements may result in:
 - 7.2.1** Reduced funding certainty for local SES units and potential impacts on activities currently supported through Council contributions.
 - 7.2.2** Negative perceptions from volunteers, emergency service agencies and sections of the community if changes are viewed as a reduction in Council support.
 - 7.2.3** Transitional challenges associated with implementing new funding models, assessment processes or eligibility criteria.
 - 7.2.4** Increased administrative requirements where new funding programs, grant streams or accountability measures are introduced.
 - 7.2.5** Ongoing funding inequities or inconsistencies if future arrangements do not appropriately balance support across volunteer emergency service organisations operating within the municipality.

8. COMMUNITY ENGAGEMENT:

- 8.1** Council maintains ongoing relationships with local SES units through existing funding agreements, lease arrangements and regular operational engagement.
- 8.2** In preparing this report, officers have engaged with local SES representatives to advise of the expiry of current funding agreements and Council's intention to review future funding and support arrangements.

REPORT NO: 8.14 (cont.)

- 8.3 The purpose of this report is to seek Council direction on future funding arrangements. As such, broader community consultation has not been undertaken at this stage.
- 8.4 Should Council determine to amend existing funding arrangements or implement a new funding model, further engagement will be undertaken with affected emergency service organisations to support implementation and transition planning.

9. DISCUSSION:

Background:

- 9.1 The Victorian State Emergency Service (VICSES) is a volunteer-based emergency management agency that plays a critical role in responding to emergencies including floods, storms, road crash rescues, search and rescue operations, evacuations and a range of other emergency incidents.
- 9.2 Victorian local governments have historically played an important role in supporting SES units operating within their municipalities.
- 9.3 Prior to 2017, councils were expected to contribute approximately 50 percent of local SES units operating costs, with the balance funded by the Victorian Government. This support was commonly provided through a combination of direct financial contributions and in-kind assistance, including the provision of land and facilities, low-cost occupancy arrangements, facility maintenance, municipal works and services, vehicle and fleet support, equipment and other operational resources required to support local SES capability and service delivery.
- 9.4 In response to varying support arrangements between municipalities and to provide greater certainty regarding the ongoing operation of SES units across Victoria, a Memorandum of Understanding (MOU) was executed in December 2017 between VICSES, the Municipal Association of Victoria (MAV) and the Victorian Government. This MOU established a revised framework for the support and accommodation of SES units across Victoria, and provided that:
 - 9.4.1 Councils to facilitate long-term occupancy arrangements for SES units located on council-owned or managed land, generally at nominal or peppercorn rental; and,
 - 9.4.2 The Victorian Government assuming responsibility of SES unit operational costs, alongside costs associated with maintaining and upgrading facilities subject to approved long-term occupancy arrangements with councils.
- 9.5 These reforms shifted the role of local government away from direct operational funding and towards the provision of suitable land, facilities and favourable occupancy arrangements. Responsibility for ongoing operational funding was intended to rest primarily with the Victorian Government under a more consistent statewide funding model.

Hume City Council local SES unit support arrangements:

- 9.6 Despite these changes, Hume City Council has continued to provide support to SES units servicing the municipality through both long-term peppercorn lease arrangements and annual financial contributions.

REPORT NO: 8.14 (cont.)

- 9.7 Three SES units provide services to the Hume municipality. While the Broadmeadows–Fawknor SES Unit services parts of Hume, it is located within Merri-bek City Council and operates from land and facilities owned by Merri-bek City Council. Hume City Council nevertheless provides this unit with an annual financial contribution, while responsibility for land and facilities support rests with Merri-bek City Council.
- 9.8 A summary of Council's current support arrangements for each SES unit is provided in the table below:

	Sunbury SES Unit	Craigieburn SES Unit	Broadmeadows-Fawknor SES Unit
Site address	21 McDougall Road, SUNBURY VIC 3429	151A Craigieburn Road, CRAIGIEBURN 3064	1161 Sydney Road, HADFIELD VIC 3046
Hume City Council Annual Financial Contribution	\$33,760.10 (INC GST)	\$33,760.10 (INC GST)	\$33,760.10 (INC GST)
Facility Lease & License Agreement	Current, long-term lease of facility/land owned by Council expiring 30 June 2029. Agreed rental rate: \$1.00 per annum plus GST	Current, long-term lease of facility/land owned by Council expiring 30 June 2029. Agreed rental rate: \$1.00 per annum plus GST	NA – Operates on land owned by City of Merri-bek

- 9.9 Council's annual financial contributions to local SES units are governed by funding agreements that require funds to be utilised for eligible operational purposes, including vehicle, building maintenance and utility costs. Funding is subject to annual acquittal and reporting requirements.

Future SES Support considerations:

- 9.10 Council's funding agreements with local SES units expired at the conclusion of the 2025/26 financial year. The expiry of these agreements provides an opportunity for Council to review its current support model and determine whether direct financial assistance to local SES units should be continued, amended or discontinued.
- 9.11 While Council is required under the 2017 MOU to provide support through the provision of land and facilities, direct operational funding remains discretionary.
- 9.12 Officers have identified several strategic, financial and policy considerations that may assist Council in determining future funding arrangements:

9.12.1 Introduction of the Emergency Services and Volunteers Fund:

The Emergency Services and Volunteers Fund (ESVF), introduced in July 2025, established a dedicated funding mechanism for emergency services, including Victoria SES. The ESVF is funded through a levy applied to Victorian property owners and collected via council rates notices.

Given that Hume residents and businesses now contribute directly to the funding of Victoria SES through this levy, Council may wish to consider whether ongoing municipal operational funding remains necessary or appropriate alongside this broader funding framework.

REPORT NO: 8.14 (cont.)

9.12.2 Council support to local Country Fire Authority (CFA) brigades:

Hume City is home to four volunteer-based Country Fire Authority (CFA) brigades located in Bulla, Kalkallo, Sunbury and Wildwood. Like SES, these brigades play a critical role in emergency response, community preparedness and disaster resilience.

Council currently provides each brigade with an annual contribution of \$4,375 (indexed annually by CPI), together with various forms of in-kind support. This level of support is substantially lower than the recurrent funding currently provided to SES units. Council may wish to consider whether the current funding disparity between these volunteer emergency service organisations remains appropriate.

9.12.3 Level of Support Provided to the Broadmeadows-Fawkner SES Unit:

The Broadmeadows–Fawkner SES Unit currently receives the same annual contribution from Hume City Council as the Sunbury and Craigieburn SES Units. While the unit provides important services to Hume residents, it also services communities within Merri-bek and operates from facilities located within that municipality.

Council may wish to consider whether the current funding contribution appropriately reflects the geographic area serviced by the unit and the shared benefit derived by neighbouring municipalities.

Future SES Funding & Support Options

9.13 Having regard to the considerations outlined above, Council may consider the following options:

Option	Overview	Benefits	Risks
Option 1 – Continue Current Funding Arrangements (Status Quo)	Maintain existing annual funding contributions to SES units, together with the ongoing provision of land and facilities.	Provides funding certainty for SES units; demonstrates Council's ongoing commitment to local emergency services; maintains established arrangements and relationships.	Continues funding beyond Council's MOU obligations; maintains disparity with CFA funding; does not reflect changes to State funding arrangements.
Option 2 – Cease Annual Operational Funding	Discontinue annual funding contributions while continuing to provide land and facilities in accordance with the MOU.	Aligns with Council's MOU obligations; recognises the State Government's primary funding responsibility; enables Council funding to be redirected to other Council priorities and service delivery needs.	May be perceived as a reduction in support for volunteer emergency services; could affect stakeholder relationships and local capacity to deliver activities not funded through state arrangements.
Option 3 – Establish a Dedicated Emergency Services Support Program	Replace the existing SES-specific arrangement with a dedicated funding program available to both SES and CFA organisations, based on	Provides a more equitable approach to supporting volunteer emergency services; recognises the complementary roles of SES and CFA	May result in changes to funding allocations between organisations; requires development and ongoing

REPORT NO: 8.14 (cont.)

	agreed eligibility and allocation criteria.	volunteers; maintains Council investment in community safety, preparedness and resilience.	administration of a funding framework; demand may exceed available funding.
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9.14 Officers note that all three options are viable and each presents a different balance between funding certainty, equity, financial sustainability and Council's role in supporting volunteer emergency service organisations.

10. CONCLUSION

- 10.1** Council has a long history of supporting local SES units through both financial and in-kind assistance.
- 10.2** The expiry of the current funding agreements provides an opportunity to review these arrangements in the context of changes to the emergency services funding environment, Council's support for other volunteer emergency service organisations, and Council's broader funding principles.
- 10.3** The options presented provide Council with a range of approaches to future support arrangements. Collectively, they highlight the opportunity for Council to review how it supports volunteer emergency service organisations and to ensure future investment aligns with contemporary funding arrangements, community safety priorities and the important contribution made by volunteers to emergency preparedness, response and resilience across the municipality.

REPORT NO:	9.1
REPORT TITLE:	NOM26/26 - Cr Ally Watson - Northern Study Hub Model
SOURCE:	Ruth Robles McColl, Manager Strategic Projects & Places
DIVISION:	Planning, Places & Delivery
FILE NO:	HCC26/688
POLICY:	-
ATTACHMENTS:	Nil

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION

The Northern Study Hub in Broadmeadows has become an important local asset, providing accessible tertiary education support, study facilities, mentoring and student services that assist people to participate in higher education closer to home.

The Hub has demonstrated the positive impact that locally based education infrastructure can have on educational participation, workforce readiness and social mobility. Through collaboration between government, education providers and community stakeholders, the Hub has supported students who may otherwise face barriers to accessing and completing tertiary studies.

As one of Australia's fastest-growing municipalities, Hume continues to experience significant population growth in its northern communities, including Mickleham and Kalkallo. While these communities continue to expand rapidly, many residents remain geographically separated from major education and employment centres. Students living in Mickleham and Kalkallo often face lengthy commutes to access university campuses, particularly during peak periods. A journey to institutions such as RMIT Bundoora, La Trobe University Bundoora and Victoria University Footscray can regularly exceed 90 minutes or longer each way when travelling by public transport or during peak road congestion. Travel to the Melbourne University Parkville campus can take even longer. These travel times can present a significant barrier to participation in higher education, particularly for students balancing study with work, caring responsibilities and family commitments.

The success of the Northern Study Hub demonstrates the value of providing study opportunities closer to where people live. By reducing travel times and creating local access to support networks, study hubs help address the isolation often experienced by residents in outer-growth communities while improving educational and employment outcomes.

Given the success of the Northern Study Hub model in Broadmeadows, there is an opportunity to advocate for future consideration of a similar study hub presence within Hume's northern growth corridor. There is also merit in exploring partnerships with developers, education providers and employers to investigate opportunities for integrated study and work hub spaces that can support learning, employment and community connection as these communities mature.

REPORT NO: 9.1 (cont.)

2. RECOMMENDATION:

That Council:

2.1 Write to the Federal Minister for Education:

- 2.1.1 Highlighting the success of the Northern Study Hub in Broadmeadows and its positive impact on educational participation, employment pathways and community wellbeing across Melbourne's north.**
- 2.1.2 Request the Australian Government consider a future Study Hub, or similar tertiary education support facility, within Hume's northern growth corridor, including Mickleham and Kalkallo**

2.2 Requests officers explore opportunities to work with developers, education providers, tertiary institutions and major employers to investigate the establishment of a study and work hub space within Mickleham, Kalkallo or surrounding growth areas.

2.3 Receives a report outlining potential partnership models, funding opportunities, suitable locations and next steps to support the delivery of a future study and work hub in Hume's north.

3. OFFICER COMMENTS

- 3.1 Officers acknowledge the important role accessible education infrastructure plays in supporting lifelong learning, workforce participation and community connectivity. The Northern Study Hub in Broadmeadows provides a successful example of a partnership-based model that improves access to higher education and support services closer to where people live.
- 3.2 Mickleham and Kalkallo are among Hume's fastest-growing communities and will continue to require investment in community, education and employment infrastructure as their populations grow. There may be opportunities to explore partnerships with developers, to continue to develop relations with tertiary institutions through the Hume Multiversity Program, training providers and employers to support the future delivery of study and work hub facilities within the northern growth corridor. Such facilities could provide local access to study spaces, remote working facilities, digital connectivity and education support services, reducing the need for residents to travel long distances to access these opportunities.
- 3.3 Should the motion be adopted, officers can prepare correspondence to the Federal Minister for Education and investigate potential partnership and funding opportunities for consideration by Council.

REPORT NO:	9.2
REPORT TITLE:	NOM26/27 - Cr Ally Watson - John Laffan Reserve
SOURCE:	Terry Jenvey, Manager Active Living Megan Taylor, Manager City Strategy Luke Maguire, Coordinator Sport and Recreation
DIVISION:	City Services & Living
FILE NO:	HCC26/688
POLICY:	-
ATTACHMENTS:	Nil

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION

John Laffan Reserve is a significant recreation and open space asset within Craigieburn, providing sporting facilities and access to the Merri Creek corridor. Its strategic location adjacent to Merri Creek and within the broader marram baba Merri Creek Regional Parklands corridor presents opportunities to strengthen active recreation, connectivity and community access.

Council's Open Space Strategy identifies the importance of improving open space quality, connectivity, walking and cycling links, and access to waterways to meet the needs of Hume's growing population.

The Donnybrook Road Upgrade will directly interface with the reserve and presents an opportunity to explore funding and infrastructure outcomes that can support both interim and long-term improvements to John Laffan Reserve, including improved pedestrian connections through the reserve.

In the immediate term, and in response to community calls for improved access, there is an opportunity to establish a gravel pathway linking the existing bridge over Merri Creek with Donnybrook Road. This would provide a practical, low-cost improvement to pedestrian connectivity through the reserve while longer-term planning and funding opportunities are explored.

Referring the development of a John Laffan Reserve Masterplan to the 2027/28 budget process would enable Council to consider the project alongside competing priorities while ensuring that any future investment is informed by community consultation, strategic planning objectives and emerging opportunities associated with surrounding growth and infrastructure projects. The masterplan would provide a strategic framework to guide the reserve's long-term development, identify future investment priorities and support funding opportunities.

2. RECOMMENDATION:

That Council:

- 2.1 Notes the strategic importance of John Laffan Reserve as outlined in Council's Open Space Strategy and the impact of Donnybrook Road upgrade project on John Laffan Reserve.

REPORT NO: 9.2 (cont.)

- 2.2 Explores funding opportunities for interim and long-term improvements to John Laffan Reserve, including but not limited to, through the project impact of Donnybrook Road upgrades.**
- 2.3 Refer development of a John Laffan Reserve Masterplan to the 2027/28 budget planning process for consideration**
- 2.4 Implement an interim arrangement to provide a gravel pathway from the bridge over Merri Creek through John Laffan Reserve to Donnybrook Road.**

3. OFFICER COMMENTS

Officers acknowledge the strategic importance of John Laffan Reserve as a significant recreation and open space asset. The reserve plays an important role in providing access to active recreation opportunities, facilitating connections to the Merri Creek corridor and supporting broader open space outcomes identified within Council's Open Space Strategy and Hume Active Living Plan.

The Hume Active Living Plan identifies the preparation of a reserve master plan for guiding future recreation and open space investment. Consistent with the Plan's implementation framework, development of a master plan for John Laffan Reserve aligns with Horizon 2 actions (Years 1 to 7) and would provide a strategic basis for future infrastructure planning, investment prioritisation, community engagement and external funding opportunities.

Officers support the development of a John Laffan Reserve Master Plan however, given the scale and complexity of the site, its environmental values, stakeholder engagement requirements and the need to integrate outcomes from surrounding growth and infrastructure projects, it is recommended that the project be considered across two financial years rather than being fully delivered within a single financial year. This approach would allow sufficient time for investigation, planning, community consultation and detailed assessment to ensure a robust and deliverable outcome. A project proposal for the master plan will be referred to the 2027/28 budget process for consideration.

In relation to pedestrian connectivity, officers advise that investigations are currently underway regarding the potential use of developer contribution funding collected by the City of Whittlesea to support the development of a connecting pathway between the recently constructed Merri Creek bridge and the broader path network within John Laffan Reserve. Preliminary planning and cost estimates are being developed to inform future funding and delivery considerations.

Any pathway proposal will require careful assessment of the site's environmental constraints and statutory requirements. In particular, portions of the reserve contain environmentally sensitive areas, including habitat associated with the protected Growling Grass Frog, and are subject to environmental overlay and biodiversity considerations. Further investigation will therefore be required to determine an appropriate alignment, construction methodology and approval pathway that balances improved community access with the protection of significant environmental values.

Officers will continue to explore funding opportunities associated with the Donnybrook Road Upgrade and other external funding programs that may assist in delivering both interim and

REPORT NO: 9.2 (cont.)

long-term improvements within John Laffan Reserve. These investigations will help inform future Council consideration of investment priorities for the reserve and support the development of an integrated long-term vision for the site.

REPORT NO:	9.3
REPORT TITLE:	NOM26/28 - Cr Jarrod Bell - Arts and Sports Precinct
SOURCE:	Terry Jenvey, Manager Active Living Luke Maguire, Coordinator Sport and Recreation
DIVISION:	City Services & Living
FILE NO:	HCC26/688
POLICY:	-
ATTACHMENTS:	Nil

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION

Sunbury College, in partnership with the Sunbury Basketball Association and other stakeholders, has undertaken work to develop a masterplan for the redevelopment of the College's existing gymnasium into a sport and arts precinct. The proposed precinct includes four indoor multi-purpose sports courts and a performing arts facility.

Hume City Council's Active Living Plan identifies the need for additional indoor court capacity in Sunbury and nominates exploring a partnership with the Department of Education at Sunbury College as a Very High Priority. The delivery of four additional indoor courts would make a significant contribution towards meeting current and future community demand in Sunbury.

A partnership model may enable these courts to be delivered sooner and at a significantly lower cost to Council than Council constructing, owning and operating a standalone four-court stadium. The proposed arrangement would represent a new infrastructure-delivery model for Hume City Council, involving a Council capital contribution towards facilities located on State Government land that Council would not construct, own or operate; and it is intended that the project would be led and delivered by Sunbury College and the Victorian Government, including responsibility for project planning, design, procurement and construction.

Council's role would be limited to contributing capital funding towards the indoor sports court component and securing appropriate long-term community access, enabling Council to support the accelerated delivery of additional courts without adding a Council-led construction project to its capital works delivery program.

2. RECOMMENDATION:

That Council:

- 2.1 **Confirms Council's in-principle willingness to partner with Sunbury College, the major political parties, the Sunbury Basketball Association and the Sunbury Netball Association to further develop the sport and arts precinct proposal.**
- 2.2 **Refers consideration of a potential Council capital contribution of up to \$10 M towards the indoor sports court component of the precinct to a future Council budget process including the following:**
 - 2.2.1 **the proposed project scope, status, indicative costs and delivery timeframe;**

REPORT NO: 9.3 (cont.)

- 2.2.2 the roles and responsibilities of each project partner, including the anticipated role of any incoming Victorian Government in project design, procurement and construction;
 - 2.2.3 an appropriate governance framework and the proposed terms of a Memorandum of Understanding between the parties;
 - 2.2.4 the funding model, including potential government, sporting, community and philanthropic contributions and the proposed amount and timing of any Council contribution;
 - 2.2.5 whether a potential Council contribution would need to be incorporated into Council's long-term capital works program or otherwise provided through a future budget;
 - 2.2.6 ownership, project delivery, facility management and operating arrangements;
 - 2.2.7 arrangements to secure appropriate long-term community access, including court allocations, hours of access, pricing and access for local sporting associations and other community users;
 - 2.2.8 responsibility for maintenance, renewal, utilities, staffing, bookings, insurance, compliance and other ongoing costs
 - 2.2.9 the legal, financial, accounting, asset-management and risk implications of Council contributing towards infrastructure it would not construct, own or operate
 - 2.2.10 the protections required for Council's investment and continued community access to the courts; and
 - 2.2.11 a value-for-money and whole-of-life-cost comparison with Council constructing, owning and operating an equivalent standalone indoor sports facility.
- 2.3 Confirms that any potential Council capital contribution would apply only to the indoor sports court component of the precinct and would remain subject to further investigation, a future Council budget process and a further resolution of Council.

3. OFFICER COMMENTS

Officers acknowledge the work undertaken by Sunbury College, the Sunbury Basketball Association and other stakeholders in developing the proposed Sport and Arts Precinct.

The proposal aligns with the Hume Active Living Plan, which identifies the provision of additional indoor courts in Sunbury and partnerships with the Department of Education as a Very High Priority.

Officers support the proposal in principle and recommend the development of a business case in partnership with Sunbury College, the Department of Education and other relevant stakeholders. The business case will assess project scope, costs, governance arrangements, funding opportunities, community access outcomes, operational responsibilities, risks and value for money, including comparison with a Council-owned and operated facility.

The Business Case will be developed using a portion of the \$2,500,000 funding committed to Eric Boardman Stadium, Sunbury from the Australian Government aligning with the funding agreement.

REPORT NO: 9.3 (cont.)

Following completion of the business case, a report will be presented to Council for consideration through a future budget and decision-making process. Any Council contribution would remain subject to a future Council resolution, project feasibility, appropriate governance arrangements, secured community access outcomes and partner funding commitments.

REPORT NO:	9.4
REPORT TITLE:	NOM26/29 - Cr Naim Kurt - Dumped Rubbish Woodlands Park
SOURCE:	Mark Doyle, Manager City Parks & Open Spaces
DIVISION:	Assets, Operations & Sustainability
FILE NO:	HCC26/688
POLICY:	-
ATTACHMENTS:	Nil

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION

The land along Oaklands Road has previously been identified to Council by the former Roads Minister, in correspondence dated 17 September 2024, as an informal service road.

The area has increasingly been used for off-road driving, informal 4WD testing and illegal dumping. Its easy access from Oaklands Road and ability to exit back onto the arterial road and then on to Tullamarine Freeway has contributed to these activities.

Oaklands Road is now a significant traffic route, meaning rubbish dumped along this stretch is highly visible to tens of thousands of motorists each day, creating significant environmental and amenity impacts.

As this area of road is a State Arterial Rd, the City of Hume is limited in actions available to it. In the short term fencing, barriers and surveillance would assist in preventing dumped rubbish in this area.

Woodlands Historic Park has undergone several expansions in previous decades and in the long term, extending the boundary of Woodlands Historic Park to the outer perimeter of Oaklands Road would provide a better long term outcome that would protect the land from further degradation and damage.

As part of Council's campaign to Keep Hume Clean the above measures would help in providing advice to government on a practical solution to a notorious dumping area, with a site specific response in the short and long term, whilst also enhancing Woodlands Historic Park by enlarging the park for enjoyment by the wider community.

REPORT NO: 9.4 (cont.)



2. **RECOMMENDATION:**

That Council:

- 2.1 **Write to the Victorian Minister for Environment requesting consideration of extending the boundary of Woodlands Historic Park to the outer perimeter of Oaklands Road, to provide greater protection and management of the land.**
- 2.2 **Write to the Victorian Minister for Roads and Road Safety requesting action to address illegal dumping and inappropriate vehicle access along the informal service road adjoining Oaklands Road, including consideration of fencing, barriers, signage, surveillance and other appropriate measures.**

3. **OFFICER COMMENTS**

The Notice of Motion aligns with Council's advocacy priorities and a letter can be drafted and addressed to the two ministers within existing operational resources.

REPORT NO:	9.5
REPORT TITLE:	NOM26/30 - Cr Sam Misho - Somerton Road Duplication
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Office Of The CEO
FILE NO:	HCC26/688
POLICY:	-
ATTACHMENTS:	Nil

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. BACKGROUND INFORMATION

Somerton Road is a critical east-west transport corridor connecting Greenvale, Roxburgh Park and surrounding communities to employment precincts, schools, shopping centres, public transport and Melbourne Airport. The corridor supports more than 25,000 vehicles per day, with traffic volumes increasing by 32 per cent since 2018. Despite this growth, the section between Roxburgh Park Drive and Mickleham Road remains a single carriageway, resulting in significant congestion, travel delays and road safety concerns for residents, commuters and businesses.

The Victorian Government has completed planning investigations and a business case for the Somerton Road Upgrade, including traffic modelling, environmental investigations and community consultation. With this work complete, the project is well positioned to progress to the funding and delivery stage.

Council is currently advocating for the duplication of Somerton Road through its Advocating for a Better Future campaign. Advocacy activities include social media, targeted advertising, solar digital display trailers along the corridor and translated community postcards delivered to properties in Greenvale, Roxburgh Park and Meadow Heights.

2. RECOMMENDATION:

That Council:

- 2.1 Notes our organisation's previous advocacy and resolution calling for the duplication of Somerton Road between Roxburgh Park Drive and Mickleham Road, and notes that despite continued population and traffic growth, a funding commitment for construction has not yet been secured.**
- 2.2 Notes that, as communicated by the former Minister for Roads and Road Safety, planning investigations and business case work for the Somerton Road Upgrade have been completed, and considers that the project should now progress from planning and advocacy to funding and delivery.**
- 2.3 Writes to the current Victorian Minister for Roads and Road Safety seeking a commitment in the 2027–28 Victorian State Budget to fund and deliver the duplication of Somerton Road between Roxburgh Park Drive and Mickleham Road, together with an indicative construction commencement and completion timeline.**

REPORT NO: 9.5 (cont.)

- 2.4 Writes to the Victorian Shadow Minister for Roads and Road Safety calling on the Liberal and National Parties to commit to funding and delivering the duplication, including an indicative construction timeline.**
- 2.5 Provides copies of Council's correspondence to the local State Members of Parliament representing the affected communities and seeks their support for Council's advocacy.**
- 2.6 Seeks a response from both the Minister and Shadow Minister before the Victorian Parliamentary caretaker period.**

3. OFFICER COMMENTS

This Notice of Motion is consistent with Council's adopted advocacy priorities and supports Council's ongoing efforts to secure investment in critical transport infrastructure for Hume's growing communities.

Given the project's importance and the completion of planning and business case work, Council should continue advocating to both the Victorian Government and the Victorian Liberal and National Parties to secure a funding commitment for delivery of the project.