



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 27 MARCH 2023

7:00PM

TOWN HALL BROADMEADOWS

OUR VISION:

Hume City Council will be recognised as a leader in achieving social, environmental and economic outcomes with a common goal of connecting our proud community and celebrating the diversity of Hume.

An audio recording of this meeting of the Hume City Council will be recorded and published in accordance with Council's Audio Recordings of Council Meetings Policy. The live stream of this meeting will not be recorded or published.

HUME CITY COUNCIL

**Notice of a
COUNCIL MEETING OF THE HUME CITY COUNCIL**
to be held on Monday, 27 March 2023
at 7:00PM
at the Town Hall Broadmeadows

Attendees:	a: Council	Cr Joseph Haweil Cr Karen Sherry Cr Jarrod Bell Cr Trevor Dance Cr Chris Hollow Cr Jodi Jackson Cr Naim Kurt Cr Jack Medcraft Cr Sam Misho Cr Carly Moore Cr Jim Overend	Mayor Deputy Mayor
	b: Officers	Ms Sheena Frost Ms Rachel Dapiran Mr Hector Gaston Mr Adam McSwain Mr Carl Muller Ms Fiona Shanks Mr Fadi Srour	Chief Executive Officer Director City Planning and Places Director City Services & Living Director Infrastructure and Assets Director Customer & Strategy Chief People Officer Chief Financial Officer

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

The Mayor read the following:

"Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi-wurrung, which includes 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 the existing family members of the Wurundjeri Woi-wurrung and to Elders past, present and future."

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 Ahmed Kucukali, from the Muslim 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 & CONDOLENCES**5.1 Presentation of Awards - Departing Manager Governance****6. CONFIRMATION OF MINUTES**

Minutes of the Council Meeting held on 14 March 2023, including Confidential Minutes.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 14 March 2023, 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.

<u>Item No</u>	<u>Title</u>	<u>Page</u>
8.1	4 Millar Road, Tullamarine - Development of nine double storey dwellings.....	5
8.2	80 Blackwells Lane Bulla - use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office to be used in conjunction with the proposed transfer station.....	47
8.3	State of Council Assets 2022.....	63
8.4	Correspondence received from or sent to Government Ministers or Members of Parliament - February 2023	91

9. NOTICES OF MOTION**9.1 NOM23/012 - Cr Joseph Haweil**

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.

That Council supports the forthcoming Eid Festival in Broadmeadows (April), organised by the Annual Islamic Eid Show Inc through an in-kind sponsorship of \$6,000 (excl GST), which would support event costs, including venue hire, event permits, bins and the cost of printing and installing a promotional banner for the event (on Council's existing display sign located at Pascoe Vale Road).

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:

13.1 Contract - Contaminated Land, Landfill and Environmental Audit Consultancy Services (MAV Contract CL7700-2021)

Item 14.1 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

The specified grounds apply because the report contains sensitive financial information and business names.

13.2 Contract - Trade Park Drive, Tullamarine - Road Reconstruction

Item 14.2 is confidential in accordance with Section 3(1)(g(ii)) of the Local Government Act 2020 because it is private commercial information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

The specified grounds apply because it contains information regarding contractual matters for a tender.

14. CLOSURE OF MEETING

**SHEENA FROST
CHIEF EXECUTIVE OFFICER**

23/03/2023

REPORT NO:	8.1
REPORT TITLE:	4 Millar Road, Tullamarine - Development of nine double storey dwellings
SOURCE:	Amy King, Town Planner
DIVISION:	City Planning & Places
FILE NO:	P24704
POLICY:	Hume Planning Scheme
STRATEGIC OBJECTIVE:	2.1: Facilitate appropriate urban development and enhance natural environment, heritage, landscapes and rural places
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Recommendation and conditions</i>2. <i>Planning Provisions and Clause 55 Assessment</i>3. <i>Zoning and Locality Map</i>4. <i>Advertised plans</i>

Application No:	P24704
Proposal:	Development of nine double storey dwellings
Location:	4 Millar Road, Tullamarine
Zoning:	General Residential Zone – Schedule 1
Applicant:	Your Design Group
Date Received:	02/08/2022

1. SUMMARY OF REPORT:

- 1.1 Planning approval is sought for the development of nine double storey dwellings at 4 Millar Road, Tullamarine. The site is located within the General Residential Zone – Schedule 1 and is not affected by any overlay controls.
- 1.2 The application was advertised by posting letters to adjoining landowners and occupiers and the display of sign on the site. Six objections were received, requiring the application to be determined by Council.
- 1.3 The application has been assessed against the relevant policies and provisions of the Hume Planning Scheme. This includes consideration of the concerns raised in the objections. On balance, the proposal is considered to meet the relevant objectives and requirements of the Hume Planning Scheme and it is recommended that a Notice of Decision to Grant a Planning Permit is issued.

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 nine double storey dwellings at 4 Millar Road, Tullamarine, subject to the conditions in Attachment 1.

3. PROPOSAL:

- 3.1 The application seeks planning permission for the development of the land for nine double storey dwellings at 4 Millar Road, Tullamarine, as follows:

REPORT NO: 8.1 (cont.)

- 3.1.1 The existing dwelling, garage, shed and swimming pool are to be demolished and the site will be cleared.
- 3.1.2 The site will be developed with nine double storey dwellings, including four dwellings along the southern aspect of the site, five dwellings along the northern aspect of the site, and a common shared accessway through the middle of the site.
- 3.1.3 Vehicle access is to be provided via the existing crossover on the southern property boundary, and via the road reserve to Millar Road.
- 3.1.4 The proposed dwellings are all double storey and are to contain a kitchen, living, meals area, laundry and bathroom at ground floor level. The upper levels of all the dwellings contains three bedrooms (one of each with an ensuite) and a bathroom. Dwellings 6 and 9 also contain a bedroom at ground level and a retreat on the upper level.
- The dwelling composition is as follows:
- (a) Dwellings 1-5, 7-8: three bedroom dwellings.
- (b) Dwelling 6 and 9: four bedroom dwellings
- 3.1.5 Each dwelling is provided with a single vehicle garage with a tandem, open-air car parking space forward of the garage. A single visitors car parking space is provided within the western end of the accessway.
- 3.1.6 The dwellings are to be comprised of a mix of render and cladding, and varied roof forms from pitched to flat.
- 3.1.7 The development has a maximum height of 7.6 metres from ground level (dwelling 5).
- 3.1.8 Secluded private open space is provided for each dwelling to the rear (to the north for dwellings 1-5, and to the south for dwellings 6-9). Each dwelling is provided with at least 40 square metres of Private Open Space (POS) with at least 25 square metres of the POS meeting the requirements of Secluded Private Open Space (SPOS).
- 3.1.9 Private waste collection is proposed to service the dwellings, with collection points within the accessway nominated.
- 3.1.10 The development summary table is as follows:

Site area	1971 square metres
Dwelling density	1:219 square metres
Site coverage	42.62%
Site permeability	35.82%
Garden area	35.11%

4. SITE AND SURROUNDS:

Subject site

- 4.1 The Certificate of Title describes the land as Lot 1 on Plan of Subdivision 098338 (Volume 08987 / Folio 186). An easement (identified as E-1) bounds the eastern property boundary and is set aside for drainage and sewerage purposes. No restrictions are held on the Certificate of Title.
- 4.2 No buildings are proposed are proposed within the extent of the easement.

REPORT NO: 8.1 (cont.)

- 4.3 The subject site is located at the north-eastern end of Millar Road, in Tullamarine. The site is generally rectangular in shape with a curved frontage of 12.19 metres to Millar Road, a depth of 31.09 metres to the west, length of 50.75 metres to the north and an overall lot yield of 1971 square metres (see attachment 3: zone and locality map).
- 4.4 The site is currently occupied by a single storey dwelling which is located in the north-western corner of the site. A detached garage and shed are located to the side and rear of the dwelling. The site contains several trees, scattered throughout the site. Vehicle access is provided via an existing vehicle crossing, through a road reserve to Millar Road to the south-west.
- 4.5 The site is located approximately 78 metres north-east of the junction of Melrose Drive and Millar Road, within the suburb of Tullamarine.

Surrounding area

- 4.6 The site is surrounded by land within General Residential Zone – Schedule 1, which are mostly developed for residential purposes. This includes the site to the direct north and south of the subject site (containing multiple dwellings) and to the east (containing single dwellings).
- 4.7 Millar Road contains two main sections between Melrose Drive and Derby Street. A large multi-dwelling development is central to Millar Road. Dwellings generally present to Millar Road or internal common property accessways.
- 4.8 Multi-dwelling developments within the surrounding area range between two dwellings to thirty-nine dwellings and are smaller scale (double storey) with shared accessway arrangements.
- 4.9 Areas of parkland are found within proximity of the surrounding area. This includes Trade Park Reserve to the south-west, which contains lineal parkland areas and formal walking trails, and Tullamarine Reserve to the north which contains active open space opportunities.
- 4.10 Further west of Melrose Drive is a commercial area containing warehouses and modest industrial land uses. Commercial land is also located to the north of Millar Road.
- 4.11 The Melbourne Airport is to the north-west of the surrounding area.
- 4.12 Major arterial roads traverse through the area including Melrose Drive, Mickleham Road and the Tullamarine Freeway. Local bus services provide public transportation opportunities.

5. PLANNING CONTROLS:

Planning Policy Framework

- 5.1 The Planning Policy Framework of the Hume Planning Scheme (including the Local Planning Policy) sets out the relevant objectives and strategies applicable to this application, including those relating to housing, neighbourhood character and affordability. The objectives of the Planning Policy Framework have been considered in the assessment of this application and are attached to this report (see attachment).

Zone

- 5.2 The subject site is zoned General Residential Zone – Schedule 1. The purpose of this zone includes encouraging development that respects the neighbourhood character of the area and to encourage a diversity of housing types and growth, in areas that offer good access to services and transport.
- 5.3 The site is not affected by any overlays.

REPORT NO: 8.1 (cont.)

Planning permit trigger

- 5.4 A planning permit is required under the General Residential Zone – Schedule 1 (Clause 32.08-6 of the Hume Planning Scheme) for the development of two or more dwellings on a lot.

Aboriginal Cultural Heritage

- 5.5 The subject site is not located within an area identified for cultural heritage sensitivity. A mandatory preparation of a Cultural Heritage Management Plan is not required under the Aboriginal Heritage Regulations 2018.

Particular provisions

- 5.6 The key assessment provisions related to this proposal are found at Clause 52.06 – Car parking, Clause 53.18 – Stormwater management in urban development and Clause 55 – Two or more dwellings on a lot. These are detailed within the assessment.

6. REFERRALS:

- 6.1 The application was not required to be referred under Section 55 of the Planning & Environment Act 1987 to any external authorities.
- 6.2 The application was referred to Council’s Assets (Civil and Traffic) Departments for review and comment. They did not object to the issue of a permit, subject to including standard conditions relating to drainage and access.

7. ADVERTISING:

- 7.1 The application was advertised under Section 52 of the Planning & Environment Act 1987 via posting letters to adjoining landowners and occupiers and the display of a sign on the property frontage for a period of 14 days.
- 7.2 A total of six objections were received during the public notification period. The grounds of the objections and an Officer response are summarised as follows:
Traffic
- 7.3 The objections raised concerns with impacts to traffic, including on Millar Road and the safety for vehicles and pedestrians through the street. The application has been reviewed with regard to the potential traffic impacts. Ultimately it is found that the development would not pose a significant impact on Millar Road due to the scale of development proposed and the capabilities of the surrounding road network.
- 7.4 In addition, it is the responsibility of each vehicle driver to manoeuvre vehicles safely in accordance with relevant road rules and to share and use the common property accessway in a responsible manner.
Access
- 7.5 The development is proposed to be accessed via a single crossover to Millar Road, via the road reserve. The width of the accessway meets the minimum requirements of the Hume Planning Scheme and includes a passing area and visibility splays. This is appropriate and safe.
Car parking
- 7.6 The development provides the requisite number of car parking spaces for each dwelling and a single visitors space, in accordance with Clause 52.06 of the Hume Planning Scheme, with each dwelling has a single vehicle garage and tandem space. The swept path plans supplied with the application have demonstrated that vehicles (including the private garbage collection vehicle) can perform adequate vehicle movements through the site. Standard conditions are recommended to ensure areas set aside for parking are used exclusively for that purpose.
Overdevelopment of the site

REPORT NO: 8.1 (cont.)

- 7.7 There are general assessment indicators which can be used to form the position of a development being overdevelopment, such as site coverage, site permeability, private open space provision, garden area and car parking provision. In this instance, the application meets the minimum requirements of these provisions including Clause 55 and Clause 52.06. As assessed in the main body of the report, the development accords with the requirements of the Hume Planning Scheme and therefore does not represent an overdevelopment of the land.
Overlooking and overshadowing
- 7.8 Matters such as overlooking and overshadowing have been adequately addressed in the proposal and are within the allowances of the Hume Planning Scheme. This is detailed within the Clause 55 assessment (attachment 2).
Impacts on biodiversity
- 7.9 There are no planning controls affecting the land which would trigger a planning permit to lop, destroy or remove vegetation or require a detailed biodiversity assessment. A landscape plan has been supplied with the application showing the revegetation can occur throughout the site, including canopy and understorey vegetation to improve the local biodiversity.

8. ASSESSMENT:

- 8.1 The following assessment is against the relevant provisions of the Hume Planning Scheme.

Planning Policy Framework

- 8.2 The proposed development accords with the planning policy frameworks of the Hume Planning Scheme by providing a diverse housing option within an established community, well serviced with commercial, educational, and employment opportunities. Overall, the development results in an acceptable level of growth in a manner that does not result in amenity impacts or compromising the surrounding neighbourhood character.
- 8.3 A detailed list of the relevant planning policy framework is attached.

Housing Diversity Strategy

- 8.4 The subject site is identified within the Hume City Council Housing Diversity Strategy (adopted by Council 17 June 2020) as an area of gradual change. This area is recognised as containing some constraints (such as cul-de-sacs) or limited public transportation options and a preference for detached housing with some new units and townhouses to provide some housing diversity opportunities. The pattern is likely to be mixed, with change gradual as being when properties are sold and bought by residents to live in or be redeveloped for units or townhouses.
- 8.5 The development of the site for multi dwellings is generally aligned with this policy by redevelopment of the land for townhouses, providing further mix to the pattern of housing stock in the area.

Zoning considerations

- 8.6 The proposal development is consistent with the purpose and decision guidelines of the General Residential Zone – Schedule 1.
- 8.7 The site has access to a range of services and facilities and access to an established road network. Whilst public transportation options are limited, bus services do provide an alternative. The site has nearby commercial and recreational opportunities. Overall, this is considered a suitably serviced area for the development proposed.

REPORT NO: 8.1 (cont.)

- 8.8 Private waste collection is proposed, appropriate for the layout of the development.
- 8.9 The proposed development achieves the minimum mandatory garden area requirements under the zoning, with approximately 692 square metres (35.11%) provided.
- 8.10 The maximum building heights, site coverage and permeability all sit comfortably within the allowances of the zone. The proposal also meets all applicable objectives of Clause 55 of the Hume Planning Scheme (see attachment).

Car parking

- 8.11 The proposed development meets the purpose and standards of Clause 52.06 – car parking of the Hume Planning Scheme.
- 8.12 Two car parking spaces are provided for each dwelling (one under cover), which meets the requirements for 3 or more bedrooms.
- 8.13 A single visitors car parking space is provided. This meets the minimum required under Clause 52.06 (which requires 1 per 5 dwellings). The location of the visitors space is acceptable given that all vehicles can manoeuvre correctly. Landscaping between the visitors space and dwelling 1 will provide separation between these public and private spaces.
- 8.14 The internal accessway has been designed in a manner that allows each vehicle to exit in a forward motion, as required under the Hume Planning Scheme. A passing area is provided within the accessway at the point of the crossover, measuring 7 metres wide x 7 metres long. This will allow vehicles to safely pass each other to gain access to the crossover to enter and exit the site.
- 8.15 All car parking spaces and garages meet the minimum dimensions required. This includes a required 500mm buffer between spaces, where provided in tandem.
- 8.16 Overall, the car parking arrangement is acceptable to the requirements of Clause 52.06 of the Hume Planning Scheme.

Stormwater Management in Urban Development

- 8.17 The development provides an adequate response to the objectives of Clause 53.18 of the Hume Planning Scheme, achieving a minimum 100% STORM Rating using the STORM Rating tool from Melbourne Water. This is achieved using stormwater measures (rainwater tanks for each dwelling) which will facilitate water re-use on site and limit direct stormwater run-off. This achieves best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999).

Clause 55 – Two or more dwellings on a lot

- 8.18 Clause 55 of the Hume Planning Scheme seeks to ensure that development is consistent with neighborhood character and addresses amenity matters.
- 8.19 The application was accompanied with a suitably prepared neighbourhood and site description and design response, used in the consideration of this assessment.
- 8.20 A detailed assessment against each objective and standard of Clause 55 is attached to this report. In summary, the proposal meets these relevant provisions and results in an

REPORT NO: 8.1 (cont.)

appropriate development outcome without compromising internal amenity or neighbourhood character.

8.21 Sufficient spacing has been set aside for landscaping purposes, including within each Secluded Private Open Space.

8.22 Other design practicalities have also been addressed such as parking, traffic, waste collection and postal servicing.

8.23 The development accords with Clause 55 of the Hume Planning Scheme.

9. CONCLUSION

9.1 As detailed above, the application has been assessed against the relevant provisions of the Hume Planning Scheme. The development accords with the relevant Planning Policy Framework, Clause 55, Clause 52.06 and Clause 53.18 of the Hume Planning Scheme.

9.2 The objections received during the public notification have been given due regard in the assessment process.

9.3 It is recommended that the application be supported and that a Notice of Decision to Grant a Planning Permit be issued subject to conditions.

REPORT NO: 8.1 (cont.)

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Attachment 1 – Recommendation and Conditions**P24704: 4 MILLAR ROAD, TULLAMARINE 3043**

Proposal: Development of nine double storey dwellings.

That Council, having considered the application its merits and the objections received, resolves to issue a Notice of Decision to Grant a Planning Permit for the development of nine double storey dwellings at 4 Millar Road, Tullamarine, subject to the following conditions:

1. The development as shown on the endorsed plans or described in the endorsed documents must not be altered or modified except with the 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 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. 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.
5. The measures within the approved Stormwater Management Plan must be implemented and maintained to the satisfaction of the responsible authority.
6. Outdoor lighting must not be located other than that which is normal to a private dwelling or shown on the endorsed plans, except with prior written consent to the responsible authority.
7. 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.
8. All external materials, finishes and paint colours are to be to the satisfaction of the responsible authority.
9. All external cladding and roofing of the buildings hereby permitted must be of a non-reflective nature and must be coloured or painted in muted shades or in colours satisfactory to the Responsible Authority.
10. The development permitted by this permit must not, in the opinion of the responsible authority, adversely affect the amenity of the locality.
11. Areas set aside for 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 plans 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.
12. Parking is only permitted within allocated car parking spaces. No vehicles are to park within the accessway.

13. The visitors parking bay is to be line marked and signed accordingly.
14. All plumbing work, sewer pipes etc (except for spouting and stormwater pipes) associated with the new dwellings shall be concealed from general view.
15. 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 and vehicles that will use that crossing. The location, design and construction of the vehicle crossing must be approved by the responsible authority after first obtaining a road opening permit from Council.
16. Stormwater runoff from all areas must be retained within the property and drained to the site’s underground internal stormwater system.
17. Any cut or fill must not interfere with the natural overland stormwater flow.
18. No polluted and / or sediment laden runoff is to be discharged directly or indirectly into Council’s drains or watercourses during construction.
19. Collection of waste must be in accordance with the Waste Management Plan as approved by the Responsible Authority. Collection of waste must be undertaken by a private contractor and must not cause unreasonable disturbance to nearby residential properties to the satisfaction of the Responsible Authority in accordance with the endorsed Waste Management Plan.
20. This permit will expire if one of the following circumstances applies:
 - i. The development and use are not started within three years of the date of this permit; or
 - ii. 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:

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

Notes:

- If a request for an extension of commencement/completion dates is made out of time allowed by Condition 20 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.
- Consultation with Councils Garbage Service to agree on format of garbage collection.
- 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.

- 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.
- Any structure proposed to be built over an easement requires Council and relevant service authority’s approval prior to the issuing of a building permit.
- New vehicles crossings and/or modifications to existing vehicle crossings require an application for a ‘Consent to Dig in the Road Reserve’ permit for a vehicle crossing to be submitted to Council for approval. A copy of the Council endorsed plan showing all vehicle crossing details is to be attached to the application. Any service relocations are to the approval of the Service Authority and at the owner’s cost.
- 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.
- An “Application for Legal Point of Stormwater Discharge” is required to be submitted to Council prior to connection to the drainage system.
- The internal stormwater drainage design must be approved by the relevant Building Surveyor as per the Building Regulation 2006, Reg. 610.
- Prior to commencement of any works within 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.

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Attachment – Planning Policy Framework
P24704: 4 MILLAR ROAD, TULLAMARINE

Proposal: Development of nine double storey dwellings.

The following Planning Policy Framework objectives of the Hume Planning Scheme are relevant to this proposal:

Clause	Applicable objective / strategy / purpose
<i>Planning Policy Framework</i>	
11.01-1S – Settlement	<i>To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.</i>
15.01-1S – Urban design	<i>To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.</i>
15.01-2S – Building design	<i>To achieve building design outcomes that contribute positively to the local context and enhance the public realm.</i>
16.01-1S – Housing supply	<i>To facilitate well-located, integrated and diverse housing that meets community needs.</i>
16.01-2S – Housing affordability	<i>To deliver more affordable housing closer to jobs, transport and services.</i>
<i>Local Planning Policy Framework</i>	
21.03-2 - Housing	<i>To increase the diversity of housing in Hume.</i>
21.04-1 – Urban design	<i>To enable well designed medium density and higher density residential development that protects the amenity of existing residents and sensitively responds to identified preferred neighbourhood character.</i>
21.04-2 – Environmentally Sustainable Design and Development	<i>To encourage environmentally sustainable design and development.</i>
21.04-3 – Landscape character	<i>To ensure development protects significant and unique landscape values which contribute to Hume’s character and identity.</i>
22.14 – Tullamarine Local Policy	<i>To retain and enhance the identified elements that contribute to the character of the area.</i>
<i>Zoning Provisions</i>	
32.08 – General Residential Zone (Schedule 1)	<i>To implement the Municipal Planning Strategy and the Planning Policy Framework. To encourage development that respects the neighbourhood character of the area. To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</i>
<i>Particular Provisions</i>	
52.06- Car parking	<i>To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework. To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be</i>

	<p><i>generated, the activities on the land and the nature of the locality.</i></p> <p><i>To support sustainable transport alternatives to the motor car.</i></p> <p><i>To ensure that car parking does not adversely affect the amenity of the locality.</i></p> <p><i>To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.</i></p>
53.18 – Stormwater Management in Urban Development	<p><i>To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.</i></p>
55 – Two or more Dwellings on a lot and Residential Buildings	<p><i>To implement the Municipal Planning Strategy and the Planning Policy Framework.</i></p> <p><i>To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.</i></p> <p><i>To encourage residential development that provides reasonable standards of amenity for existing and new residents.</i></p> <p><i>To encourage residential development that is responsive to the site and the neighbourhood.</i></p>

Clause 55 assessment

Clause 55 of the Scheme seeks to ensure that development is consistent with neighbourhood character and provides an acceptable built form which is responsive to the site and surrounding area.

A satisfactory neighbourhood and site description and design response plan have been provided for consideration. Assessment of the proposal against the requirements of Clause 55 of the Scheme is provided below. In summary, the proposal satisfies the objectives and/or standards of the Clause.

Neighbourhood character and infrastructure (Standard B1 to B5)

B1 – Neighbourhood character objective	<p>The broader neighbourhood character objectives of Standard B1 including seeking to ensure that the design respects the existing character or contributes to a preferred neighbourhood character. They also seek to ensure that development responds to the features of the site and the surrounding area.</p> <p>The application provides an appropriate written response demonstrating consistency with the local area, and the site description details several multi-unit developments within the neighbourhood of double storey infill development. This includes within Millar Road and the immediate surrounding streets, such as Melrose Drive and Mickleham Road.</p> <p>The proposed dwellings adopt satisfactory setbacks from all boundaries and incorporate recessive upper floor elements and varied building materials, reducing visual bulk and responding to the general character of the area. The provision of secluded private open space for each</p>
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	dwelling assists in providing a landscaped setting for each dwelling, which responds to the overall pattern of the area.
B2 – Residential policy objective	<p>Given the site is located within a well serviced location, the proposal is consistent with higher level state planning residential policies, including Clause 21.02 – Urban Structure and settlement ‘To facilitate large scale change that meets the needs of Hume’s growing population and provides choice and equitable access to a range of housing, employment, transport, services and facilities’.</p> <p>Specific to Tullamarine, Clause 22.14-4 of the Hume Planning Scheme provides objectives and design responses to consider with any application. It also describes this area as consistently low scale, brick dwellings in established but simple garden settings. The low pitched, hipped roofs are a dominant feature of the streetscapes. The streetscapes have an openness created by the frequent lack of front fencing and consistent front and side setbacks.</p> <p>This policy also includes the consideration of landscaped settings, the rhythm of dwelling spaces and enduring that new buildings do not dominate the streetscape. The proposed development responds to these objectives by providing each dwelling with a landscaped setting, utilising low pitched roof forms and sufficient setbacks. A landscape plan was submitted with the application demonstrating the ability to achieve meaningful landscaping outcomes, including the provision of canopy trees and understorey vegetation. The orientation of the lot and its narrow frontage to the street ensures that the nine dwellings do not form a dominant element in the streetscape and will generally interface with the central common property, rather than directly to Millar Road.</p> <p>Overall, the development responds to both the wider and specific residential policy objectives of the Hume Planning Scheme.</p>
B3 – Dwelling diversity objective	Not applicable to this application as it is less than 10 dwellings.
B4 - Infrastructure	The development can be connected to reticulated services, including sewerage, drainage, electricity and gas. It is considered that the net outcome of three additional dwellings is unlikely to unreasonably overload the capacity of the existing utility services and infrastructure in the area.
B5 – Integration with the street	The development provides adequate vehicle links to the street, in accordance with B5. Due to the narrow frontage and lot orientation, it is not possible to orientate all the dwellings to face directly onto Millar Road. Dwelling 6 will integrate directly with the frontage with each other dwelling integrating directly with the internal accessway which is an appropriate design response.

Site Layout and building massing (Standards B6 to B15)

B6 – Street setback objective	A minimum 4 metre setback is provided from the frontage to Millar Road to the edge of dwelling 6. The dwelling to the south has a zero setback to its front property boundary, and the dwellings at 250 Melrose Drive are setback a minimum of approximately 3 metres. Given the lack of uniformed setbacks within the immediate area, and general minimal front setbacks within this section of Millar Road, the proposed 4 metre setback for the development is considered to meet the objectives of B6 and allows for efficient use of the lot.
B7 – Building height objective	The maximum building height of the development is dwelling 5 with a maximum height of 7.6 metres to the top of the roofline. This is less than the maximum 11 metres allowed in compliance with the General Residential Zone and the 9 metres height permitted under Standard B7.
B8 – Site coverage objective	The proposal contains a site coverage percentage of 42.66%, which is less than the maximum 60% permitted under Standard B8.
B9 – Permeability and stormwater management objectives	The development has suitable site permeability, with 35.82% provided (exceeding the minimum 20% required). The STORM Rating report supplied with the application demonstrates a minimum 100% stormwater rating can be achieved through the use of rainwater tanks for each dwelling, capturing water runoff from each rooftop.
B10 – Energy efficiency objective	Where possible, the application provides north facing living and habitable room windows at ground and first floors for the proposed dwellings. Where north facing windows cannot be provided, windows are provided to the east or west elevation. Shadow diagrams submitted with the application indicate that no existing solar energy facilities (at the time of this assessment) on adjoining rooftops will be impacted by the development.
B11 – Open space objective	The proposal does not contain communal open space in or adjacent to the site.
B12 – Safety objective	Dwelling layouts provide for the safety and security of residents in accordance with Standard B12.
B13 – Landscape objective	Existing planted vegetation on the site is to be removed (consisting of trees, small shrubs and lawn). Open space areas are sufficient to provide appropriate landscaping and replacement vegetation to the streetscape in accordance with Standard B13. A landscape plan has been supplied with the application, demonstrating the ability to conduct landscaping throughout the site including within each secluded open space.
B14 – Access objective	The development will retain the existing crossover to Millar Road. This is considered to be safe, manageable, and convenient in accordance with Standard B14. Council’s Traffic Engineers have also reviewed the proposal with regards to internal access and raise no issue with the retention of the existing crossover. Further condition of permit will require any structure or landscaping to not exceed 900mm in height for the visibility splays.
B15 – Parking location objectives	Vehicle parking is appropriately located and provides convenient parking for residents. There are no habitable room ground floor located within 1.5 metres from the shared driveway.

Site Layout and building massing (Standards B17 to B24)

B17 – Side and rear setback objective	All three dwellings are setback in accordance with Standard B17 at both ground and first floor level.
B18 – Wall on boundary objective	No walls on boundary are proposed.
B19 – Daylight to existing windows objective	Daylight to existing habitable room windows will not be detrimentally affected by the development. The plans demonstrate that all existing habitable room windows within proximity to the development outlook an open area with minimum dimension of 1 metre clear to the sky in accordance with the requirements.
B20 – North - facing windows objective	The proposed dwellings are not located within 3 metres of any north facing habitable room windows.
B21 – Overshadowing objective	<p>Shadow diagrams supplied with the application indicate that overshadowing is minimal and generally maintained within the sites own boundaries and the projections from existing fence lines.</p> <p>The proposed development is not considered to result in a detrimental amenity impact to the adjoining properties as a result of overshadowing. The main impact of shadowing will affect the property to the direct south at 9am and to the east at 3pm. This shadowing is minimal and compliant with the regulation of Standard B21, as the proposed dwellings will not impact sunlight access to the secluded private open space areas on adjoining lots for at least 5 hours of the of the day between 9am and 3pm on 22 September.</p> <p>As such, the proposed development complies with Standard B21.</p>
B22 – Overlooking objective	<p><u>Ground floor:</u></p> <p>At ground level, all three dwellings have a maximum finished floor level less than 800mm. It is noted that the subject site is bound by existing 1.8m high paling fences along all property boundaries. As per Clause 55.04-6, the requirements of standard B22 do not apply where there is a visual barrier at least 1.8 metre high and the floor level of the habitable room is less than 800mm above ground level at the boundary. The ground floor windows comply with B22.</p> <p><u>First floor level:</u></p> <p>All windows that have potential to create overlooking to adjoining properties are proposed to be constructed with obscure glass to a height of 1.7 metres or are set to 1.7 metres above finished floor level, in full accordance with the requirements of Standard B22.</p>
B23 – Internal views objective	The site plan nominates that each dwellings Secluded Private Open Space will be treated with fencing of 1.8 metres. There are no direct views from the first-floor level windows into other dwellings Secluded Private Open Space as all habitable windows are obscured up to a height of 1.7m.
B24 – Noise impact objective	The proposal is unlikely to give rise to additional noise beyond what would normally be expected from residential properties. The permit is also conditional that any external sources of noise such as air-conditioning, heating and the like is located appropriately on the land/building and be suitably insulated to reduce noise emissions. As such, the proposal complies with Standard B24.

On-Site Amenity and Facilities (Standard B25-B30)

B25 – Accessibility objective	The proposed development has ground level entries and wide hallways and open planned living areas, which can be easily modified if required and amenities to ensure that the development is accessible for people with limited mobility. In addition, dwellings 6 and 9 contain bedrooms on ground floor level, satisfying Standard B25.																																								
B26 – Dwelling entry objective	The proposal contains entry doors that are identifiable from the street and internal accessway. The porch of all dwellings are designed to achieve a sense of personal address, create a transitional space, and provide shelter around the entry.																																								
B27 – Daylight to new windows objective	All new windows will receive appropriate daylight and the minimum dimension of one metre clear to the sky in accordance with Standard B27.																																								
B28 – Private Open Space	<div>An assessment of the proposed POS and SPOS for each dwelling is provided below:</div> <table><tr><td></td><td>POS</td><td>SPOS</td><td>Minimum dimension of 3m and accessible from a living room?</td></tr><tr><td>Dwelling 1</td><td>71m²</td><td>57m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 2</td><td>41m²</td><td>35m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 3</td><td>40m²</td><td>33m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 4</td><td>40m²</td><td>36m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 5</td><td>83m²</td><td>76m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 6</td><td>91m²</td><td>25m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 7</td><td>53m²</td><td>26m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 8</td><td>56m²</td><td>39m²</td><td>Yes, Living/meals/kitchen</td></tr><tr><td>Dwelling 9</td><td>152m²</td><td>89m²</td><td>Yes, Living/meals/kitchen</td></tr></table> <div>The proposal satisfies the requirements in standard B28 as the POS and SPOS areas of all dwellings exceed the minimum dimensions, total area, and have direct access from a living room.</div>		POS	SPOS	Minimum dimension of 3m and accessible from a living room?	Dwelling 1	71m ²	57m ²	Yes, Living/meals/kitchen	Dwelling 2	41m ²	35m ²	Yes, Living/meals/kitchen	Dwelling 3	40m ²	33m ²	Yes, Living/meals/kitchen	Dwelling 4	40m ²	36m ²	Yes, Living/meals/kitchen	Dwelling 5	83m ²	76m ²	Yes, Living/meals/kitchen	Dwelling 6	91m ²	25m ²	Yes, Living/meals/kitchen	Dwelling 7	53m ²	26m ²	Yes, Living/meals/kitchen	Dwelling 8	56m ²	39m ²	Yes, Living/meals/kitchen	Dwelling 9	152m ²	89m ²	Yes, Living/meals/kitchen
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Dwelling 9	152m ²	89m ²	Yes, Living/meals/kitchen																																						
B29 – Solar access to open space objective	All dwellings will receive afternoon northern sunlight in accordance with Standard B29.																																								
B30 – Storage objective	External storage has not been provided in the form of a shed in the areas of secluded private open space. Each shed is nominated with an area of 6m ³ in accordance with B30.																																								

Detailed Design (Standard B31 to B34)

B31 – Design detail objective	The proposed dwellings have been designed to respond to the surrounding character of the area in terms of a contemporary form and materials. The use of brick, cement render and Colourbond elements is consistent with the evolving character of the area. The design incorporates varied roof forms, keeping the overall height to a minimum and avoiding high pitched elements.
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REPORTS – OFFICERS’ REPORTS**27 MARCH 2023****COUNCIL MEETING**

Attachment 2 - Planning Provisions and Clause 55 Assessment

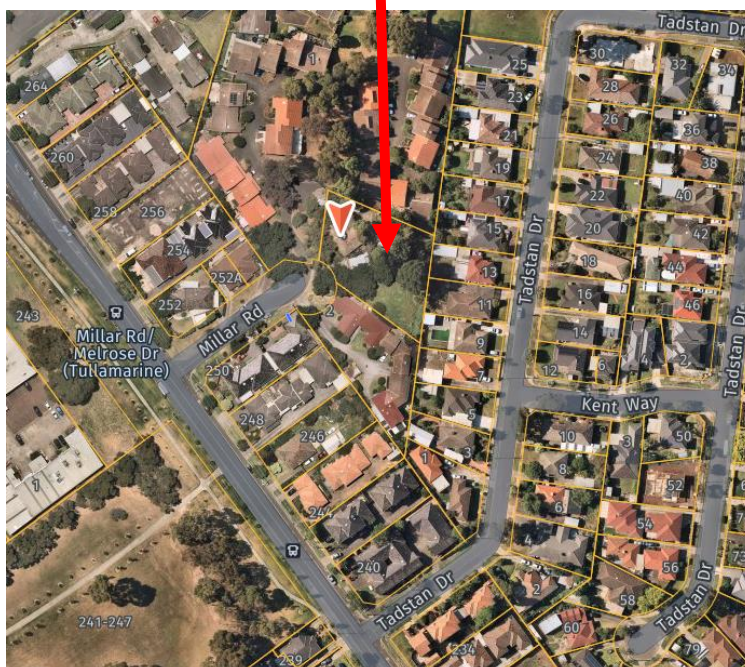
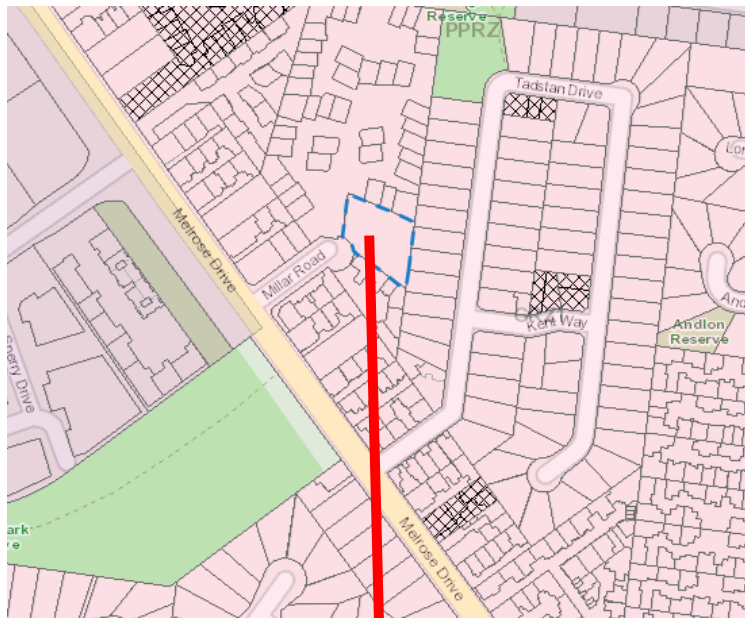
	This is considered to be consistent with Standard B31.
B32 – Front fence objective	There is no front fence proposed.
B33 – Common property objective	The common property driveway is safe, practical and can be easily maintained by all dwellings. There is no other common property required.
B34 – Site services objectives	<p>Site services have been located where possible in the most efficient and economical location.</p> <p>Provision has been made for the storage of bins and external clotheslines have been located in convenient and appropriate locations. Mailboxes are also nominated. The proposal meets the standards and objectives related to site services.</p>

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LOCALITY MAP

P24704

4 MILLAR ROAD, TULLAMARINE



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TP1	NEIGHBOURHOOD DESCRIPTION PLAN
TP2	DESIGN RESPONSE PLAN
TP3	GROUND FLOOR PLAN
TP4	FIRST FLOOR PLAN
TP5	ELEVATIONS
TP6	ELEVATIONS
TP7	3D PERSPECTIVE VIEWS
TP8	SHADOW DIAGRAMS - 21 SEPTEMBER
TP9	SHADOW DIAGRAMS - 21 SEPTEMBER
TP10	SHADOW DIAGRAMS
TP11	SHADOW DIAGRAMS - 21 SEPTEMBER
TP12	GARDEN AREA PLAN
TP13	RAINWATER CATCHMENT PLAN
TP14	TURNING CIRCLES
TP15	TURNING CIRCLES
TP16	TURNING CIRCLES
TP17	TURNING CIRCLES
TP18	TURNING CIRCLES



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1 WOODLAND STREET, ESSENDON 3040

info@yourdesigngroup.com.au
www.yourdesigngroup.com.au

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ISSUE

DATE
2.06.2022
3.10.2022
5.11.2022
7.12.2022

PROJECT:

PROPOSED DWELLINGS AT:
MILLAR ROAD, TULLAMARINE

DRAWING TITLE :

COVER SHEET

DATE : _____ JOB No. : _____

NOV 2022

DRAWING NO. :
TP00





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71 WOODLAND STREET (ESSENDON 340)
PH: 1300 1205 740
info@yourdesigngroup.com.au
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DESIGN RESPONSE PLAN

PROPOSED DWELLINGS AT:
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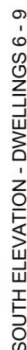
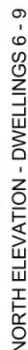




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SHADOW LEGEND
PROPOSED SHADOW
EXISTING SHADOW
NOTE: SHADOWS RELATIVE TO 11AM & 12PM
21 SEPTEMBER



SHADOW 11AM



SHADOW 12PM

YOUR DESIGN GROUP
PTY LTD

73 WOODLAND STREET (SEBENKON 340)

info@yourdesigngroup.com.au
www.yourdesigngroup.com.au

PH: 080 005 7462
COUNCIL REF: 25/11/2022
COUNCIL REF: 07/12/2022

DATE:

PROJECT:

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JOB NO.:

PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE

SHADOW DIAGRAMS - 21 SEPTEMBER

TP9

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GARDEN AREA

SITE AREA	1979m ²
GAP REQUIREMENT	(25%) 494m ²
MINIMUM GARDEN AREA	1485m ²
GARDEN AREA %	33.11%
GARDEN AREA	6500m ²

YOUR DESIGN GROUP
PTY LTD

71 WOODLAND STREET | ESEBENDON 3040
PH: 1300 205 740
info@yourdesigngroup.com.au
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GARDEN AREA PLAN

PROJECT:

PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE

DATE:

13.10.2022

AMENDMENT

COUNCIL 081

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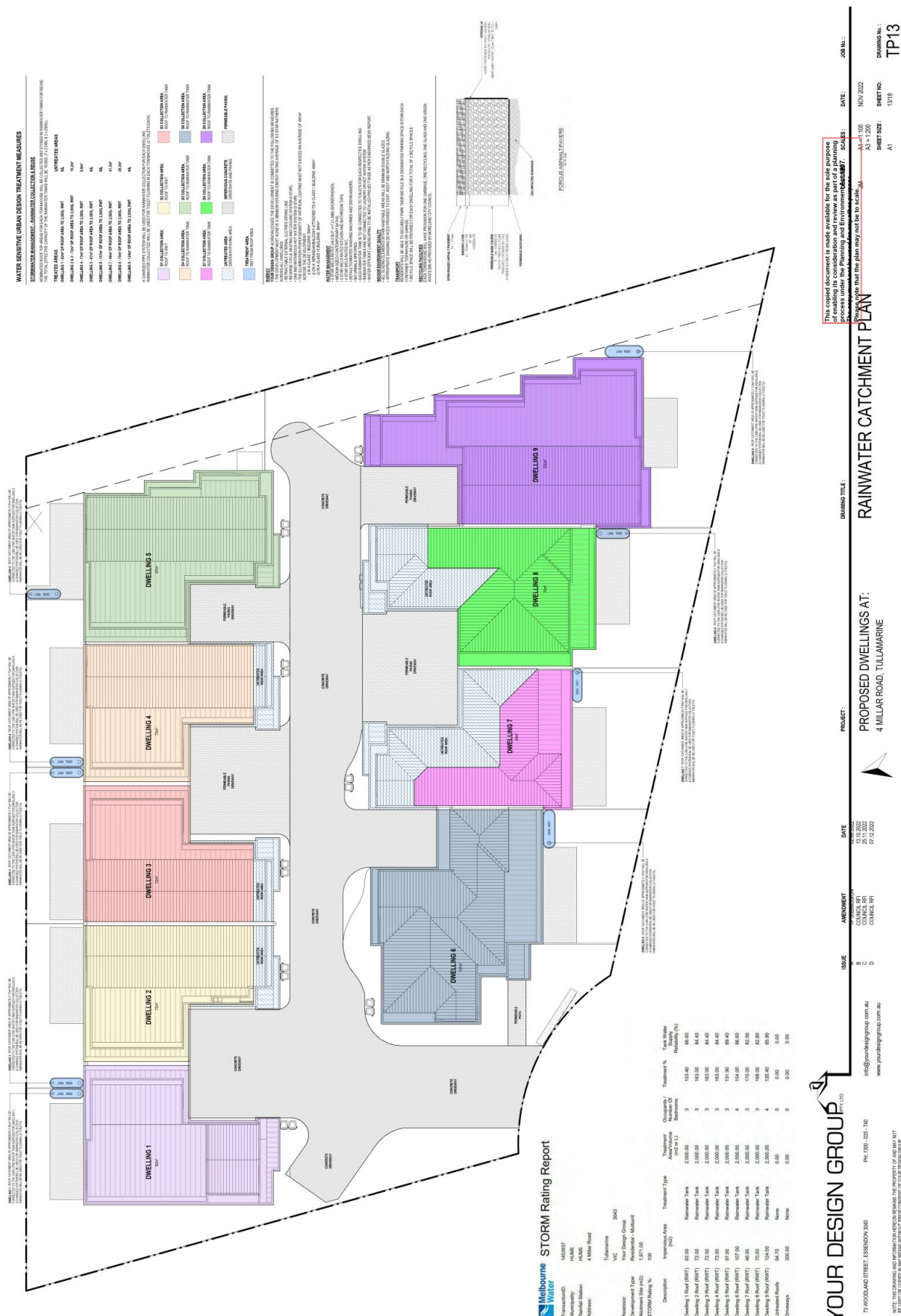
DATE:

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DATE:

25.11.2022

DATE:





TURNING CIRCLE - EGRESS D1



TURNING CIRCLE - EGRESS VISITOR



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DATE:

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SHEET NO.:

14/13

SHEET SIZE:

A1

SCALE:

A3 = 1:400

A1

TP14

DRAWING TITLE:

TURNING CIRCLES

PROJECT:

PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE



TURNING CIRCLE - EGRESS D3



TURNING CIRCLE - EGRESS D2



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SHEET SIZE: A1
DRAWING No.: TP15

DRAWING TITLE: TURNING CIRCLES
PROJECT: PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE



TURNING CIRCLE - EGRESS D5



TURNING CIRCLE - EGRESS D4



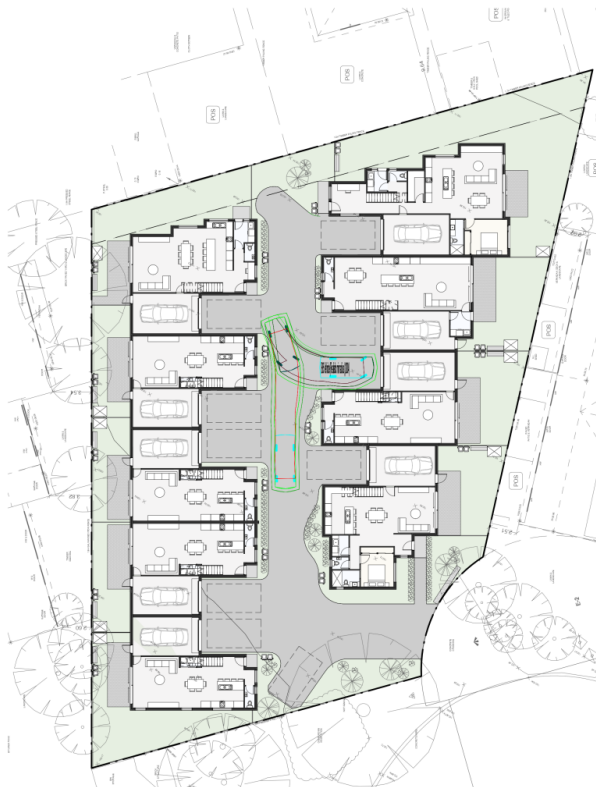
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TP16

DRAWING TITLE:
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PROJECT:
PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE



TURNING CIRCLE - EGRESS D7



TURNING CIRCLE - EGRESS D6



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DATE: 13/03/2023

JOB No.: 17718

AMENDMENT: 01

DATE: 13/03/2023

JOB No.: 17718

ISSUE: B

DATE: 13/03/2023

JOB No.: 17718

ISSUE: C

DATE: 25/11/2022

JOB No.: 17718

ISSUE: D

DATE: 07/12/2022

JOB No.: 17718

PROJECT: PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE

DRAWING TITLE: TURNING CIRCLES

DRAWING No.: TP17



TURNING CIRCLE - EGRESS D9



TURNING CIRCLE - EGRESS D8



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DATE: 13/03/2023

JOB No.: 1918

AMENDMENT: 1

DATE: 13/03/2023

JOB No.: 1918

ISSUE: B

DATE: 13/03/2023

JOB No.: 1918

ISSUE: C

DATE: 25/11/2022

JOB No.: 1918

ISSUE: D

DATE: 07/12/2022

JOB No.: 1918

PROJECT: PROPOSED DWELLINGS AT:
4 MILLAR ROAD, TULLAMARINE

DRAWING TITLE: TURNING CIRCLES

DRAWING No.: TP18

Hume City Council

Page 44





REPORT NO:	8.2
REPORT TITLE:	80 Blackwells Lane Bulla - use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office to be used in conjunction with the proposed transfer station
SOURCE:	Henry Dong, Principal Planner (Established Areas)
DIVISION:	City Planning & Places
FILE NO:	P24532
POLICY:	Hume Planning Scheme
STRATEGIC OBJECTIVE:	2.1: Facilitate appropriate urban development and enhance natural environment, heritage, landscapes and rural places
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Recommendation and grounds of refusal</i>2. <i>Planning policies</i>3. <i>Locality plan</i>4. <i>Proposed plan</i>

Application No:	P24532
Proposal:	Use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office to be used in conjunction with the proposed transfer station
Location:	80 Blackwells Lane Bulla
Zoning:	Green Wedge Zone, Melbourne Airport Environs Overlay Schedule 1
Applicant:	Rita Yousev, Ironman Vic Pty Ltd C/- ANC Planning Consultants Pty / Ltd
Date Received:	23 May 2022

1. SUMMARY OF REPORT:

- 1.1 Planning approval is sought for the use and development of the land for a transfer station, a new dwelling and converting the existing dwelling into an office for the transfer station. The subject site is located at 80 Blackwells Lane, the land is zoned Green Wedge Zone, and affected by Melbourne Airport Environs Overlay Schedule 1.
- 1.2 The application was not advertised, however the surrounding communities became aware of the proposal due to the unauthorised activities being carried out on the subject site, and consequently a total of 27 objections have been received. The application was ‘called in’ by Councillors to be determined at a Council meeting removing officer delegation.
- 1.3 A request for further information was sent to the applicant in September 2022, and to date no further information has been provided in response to the request.
- 1.4 The application has been assessed against the relevant policies and the provisions of the *Hume Planning Scheme*. The proposed transfer station is a prohibited use within the Green Wedge Zone, and refusal is therefore recommended.

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 Refuse to Grant a Planning Permit for the use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office for the transfer station located at 80 Blackwells Lane Bulla, on the grounds outlined in attachment 1.

3. PROPOSAL:

The Transfer Station

- 3.1 The proposed transfer station is to be located on the northwestern part of the site, being 35 metres from the western boundary, 120 metres from the southern boundary, 464 metres from the eastern boundary and 95 metres from the northern boundary.
- 3.2 A shed is proposed for the transfer station, and it is 70 metres in length and 30 metres in width.
- 3.3 One truck will be brought to the site each day with industrial waste bins of soil, and the bins will be offloaded into the shed and sorted, and the waste will be removed from the site, then clean fill will be spread over the site.
- 3.4 The proposal indicated that the transfer station will include the collecting, storing or processing of used or scrap construction and demolition materials.

New Dwelling

- 3.5 A single storey dwelling is proposed to the east of the existing dwelling.
- 3.6 The new dwelling will be set back 9 metres from Blackwells Lane, 45 metres from the western boundary, 416 metres from the eastern boundary and 187 metres from the southern boundary.
- 3.7 The new dwelling will have 4 bedrooms, including a master bedroom, formal living, and open plan living/dining/kitchen, an alfresco, a retreat, a domestic pool and a secluded private open space to the rear of the dwelling.
- 3.8 The new dwelling will be accessed from the existing driveway, and car parking for the dwelling will be provided within the detached garage proposed to the west of this dwelling. The garage will set back 9 metres from Blackwells Lane.
- 3.9 The total floor area of the dwelling will be approximately 384 square metres and will be constructed with brick veneer with colourbond roof.

Existing dwelling

- 3.10 It is proposed to convert the existing dwelling into an office for the proposed transfer station.
- 3.11 It is proposed that the conversion will take place within one month of the occupation of the proposed dwelling.
- 3.12 No internal floor plans / conversion plan for the office has been provided with the application.

4. SITE AND SURROUNDS:

- 4.1 The subject site is identified as Crown Allotment 8 Section 1 Parish of Bulla Bulla and located at 80 Blackwells Lane, Bulla. The site is located between Blackwells Lane to the northwest and Uniting Lane and Cemetery Lane to the southeast. The site is rectangular in shape and has a frontage of 251 metres, and a depth of 499 metres, resulting in a site area of 12.49 hectares.

REPORT NO: 8.2 (cont.)

- 4.2 The land is partially obscured by a narrow frontage and screening vegetation along the Blackwells Lane frontage. The site ascends gently from Blackwells Lane along the driveway and through to the existing single storey dwelling on the east side of the driveway, and an open bay storage sheds on the west side of the driveway.
- 4.3 The site enjoys views down towards the Bulla Cemetery, which shares an abuttal with the site to the eastern boundary, along with the Uniting Lane. The vegetation comprises a range of indigenous and non-indigenous vegetation situated towards the site’s frontage, framing the property boundaries.
- 4.4 Blackwells Lane is a sealed rural residential road of approximately 5 metres in width with no kerb or channel. The surrounding land use can be characterized as rural residential, with large allotment varying in lot sizes and developed with large dwellings and some with hobby farms.

5. PLANNING CONTROLS:

- 5.1 The subject site is located within the Green Wedge Zone.
- 5.2 The subject site is affected by the Melbourne Airport Environs Overlay Schedule 1, the purpose of this overlay is *to identify areas that are or will be subject to high levels of aircraft noise based on the 25 Australian Noise Exposure Forecast (ANEF) contour and to restrict use and development to that which is appropriate to that level of exposure.*
- 5.3 Clause 53.14 of the *Planning Scheme* relates to Resource Recovery, and its purpose is *to facilitate the establishment and expansion of a Transfer station and/or a Materials recycling facility in appropriate locations with minimal impact on the environment and amenity of the area.*

Planning Permit Triggers

- 5.4 A planning permit is required under Clause 35.04-1 of the *Hume Planning Scheme* to use the land for a dwelling.
- 5.5 A planning permit is also required under of Melbourne Airport Environs Overlays Schedule 1 to use and develop the land for a dwelling.
- 5.6 A planning permit is required under Clause 35.04-1 of the *Hume Planning Scheme* to use the land for a transfer station, however with a condition that it must not include the collecting, storing or processing of used or scrap construction and demolition materials, otherwise the use is prohibited. The proposal includes collecting, storing and processing of used or scrap construction and demolition materials, hence the proposed transfer station is a prohibited use in the Green Wedge Zone.
- 5.7 A planning permit is required under Clause 35.04-5 of the *Hume Planning Scheme* to carry out buildings or works associated with a Section 2 use of Clause 35.04-1 (i.e. a dwelling or a transfer station).

6. REFERRALS:

- 6.1 The application was referred to Melbourne Airport under Section 52 of the *Planning & Environment Act 1987*. The airport authority has responded requesting further information from the applicant.
- 6.2 The application was referred internally to Council’s Environment and Assets departments, and both have requested further information from the applicant.
- 6.3 The request for further information from Melbourne Airport and Council’s internal departments has been passed on to the application in September 2022. No further information has been received to date.

REPORT NO: 8.2 (cont.)

7. ADVERTISING:

- 7.1 The application was not advertised as the proposed transfer station is a prohibited use, and the proposal must be refused. Additionally, no response has been received to the further information request sent in September 2022 to enable a meaningful and proper consideration of the application. On this basis, it is considered that advertising of the application is premature as the application does not contain sufficient information.
- 7.2 Nevertheless, the surrounding communities have become aware of the proposal due to the activities been carried on the subject site without planning approval, resulting in a total of 27 objections to the proposal. It should be noted that most of the unauthorised activities occurring on site (such as burning off, earth works etc.) are not part of this application, and Council’s Planning Investigation Team is currently investigating the matter, together with external agencies such as EPA and Melbourne Water.
- 7.3 The objections received to date relate to the potential of air pollution, odour, land contamination, noise and impacts to the traffic and roads etc.
- 7.4 The objections raised are warranted as the application did not provide sufficient information to address the concerns raised by the community. Furthermore, as the proposed transfer station has become a prohibited use in the Green Wedge Zone, it must be refused, therefore it is considered not necessary to provide individual responses to the objections raised.

8. ASSESSMENT:

- 8.1 Clause 35.04-1 of the *Hume Planning Scheme* stipulates that a planning permit is required to use the land for a transfer station, however, it must not include the collecting, storing, or processing of used or scrap construction and demolition materials, otherwise the use is prohibited.
- 8.2 The application has clearly stated that the transfer station will include the collection, storing and processing of used or scrap construction and demolition materials, which renders the use prohibited.
- 8.3 Additionally, no response has been received to the further information request sent in September 2022. It is therefore considered that the application contains insufficient information to enable a proper consideration of the proposal.
- 8.4 Although the proposed dwelling is a permissible use in the Green Wedge Zone, as the proposed transfer station is a prohibited use, the application must be refused as a whole.

9. CONCLUSION

- 9.1 The application has been assessed against the relevant provisions of the *Hume Planning Scheme*, and the proposed transfer station is a prohibited use. Furthermore, insufficient information has been provided to enable a meaningful and proper consideration of the proposal as no response has been provided in relation to the further information request.
- 9.2 On this basis, it is recommended that the application be refused, and a Notice of Decision to Refuse to Grant a Planning Permit be issued.

Attachment 1 – Recommendation and grounds of refusal

That Council, having considered the application on its merits and the objections received, resolves to issue a Notice of Decision to Refuse to Grant a Planning Permit for the use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office for the transfer station located at 80 Blackwells Lane Bulla, on the following grounds:

1. The proposed transfer station is a prohibited use in the Green Wedge Zone.
2. The proposal did not provide sufficient information to enable a meaningful and proper consideration of the application.

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Attachment 2– Planning Policy Framework

P24532: 80 Blackwells Lane, Bulla

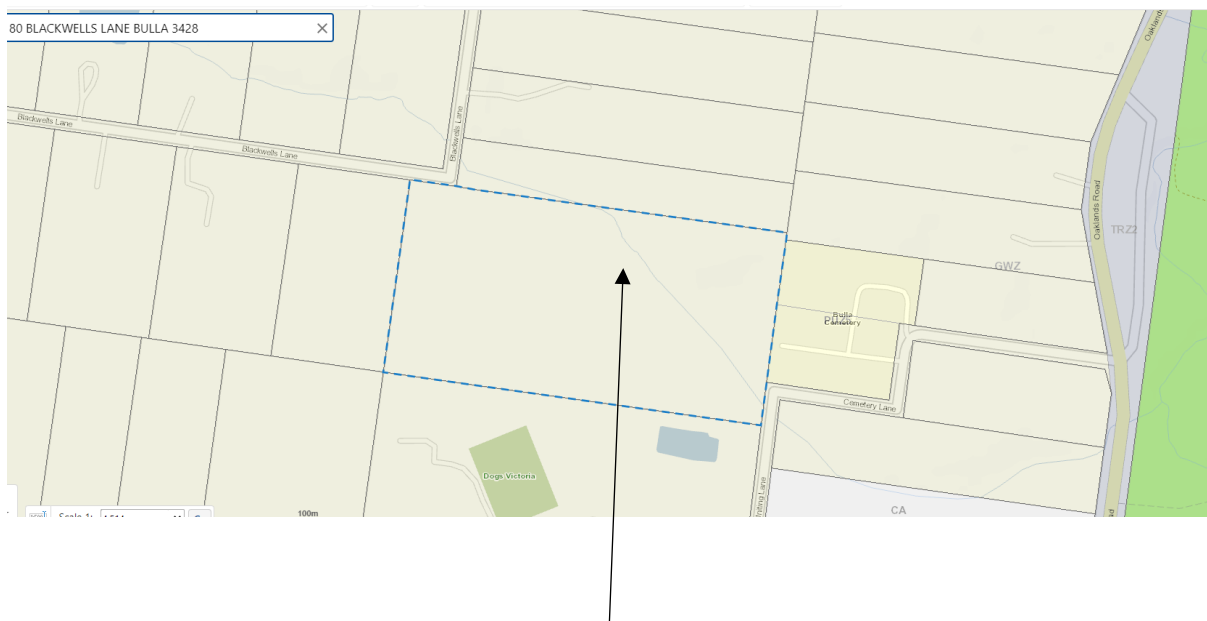
Proposal: Use and development of the land for a transfer station, a new dwelling and convert the existing dwelling into an office to be used in conjunction with the proposed transfer station

The following Planning Policy Framework objectives of the Hume Planning Scheme are relevant to this proposal:

Clause	Applicable objective / strategy / purpose
<i>Planning Policy Framework</i>	
11.01-1R – Green Wedges – Metropolitan Melbourne	<i>To protect the green wedges of Metropolitan Melbourne from inappropriate development.</i>
13 – Environmental Risks and Amenity	<i>Planning should identify, prevent and minimise the risk of harm to the environment, human health, and amenity through:</i> <ul style="list-style-type: none"> <i>Land use and development compatibility.</i> <i>Effective controls to prevent or mitigate significant impacts.</i>
13.05-1S - Noise	<i>To assist the management of noise effects on sensitive land uses.</i>
13.06-1S – Air quality management	<i>To assist the protection and improvement of air quality.</i>
13.07 -1S – Land use compatibility	<i>To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.</i>
14.01-1S – Protection of agricultural land	<i>To protect the state’s agricultural base by preserving productive farmland.</i>
15 – Built Environment and Heritage	<i>Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.</i> <i>Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.</i> <i>Planning should protect places and sites with significant heritage, architectural, aesthetic, natural, scientific and cultural value.</i>
<i>Local Planning Policy Framework</i>	
21.08 - 2 - Environment Land Management	<ul style="list-style-type: none"> <i>Reducing the amount of earthworks required by land development.</i>

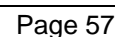
	<ul style="list-style-type: none"> • <i>Managing the effects of large scale earthworks on rural land.</i> • <i>Minimising the visual and amenity impacts associated with large scale fill in inappropriate locations.</i> • <i>Ensuring that land uses do not compromise the long term sustainability of soils and waterways.</i>
21.04-2 – Environmentally Sustainable Design and Development	<i>To encourage environmentally sustainable design and development.</i>
<i>Zoning Provisions</i>	
35.04 – Green Wedge Zone	<p><i>To implement the Municipal Planning Strategy and the Planning Policy Framework.</i></p> <p><i>To provide for the use of land for agriculture.</i></p> <p><i>To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.</i></p> <p><i>To encourage use and development that is consistent with sustainable land management practices.</i></p> <p><i>To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.</i></p> <p><i>To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.</i></p> <p><i>To protect and enhance the biodiversity of the area.</i></p>
45.08 – Melbourne Airport Environs Overlay (Schedule 1)	<i>To identify areas that are or will be subject to high levels of aircraft noise based on the 25 Australian Noise Exposure Forecast (ANEF) contour and to restrict use and development to that which is appropriate to that level of exposure</i>
<i>Particular Provisions</i>	
53.14– Resource Recovery	<i>To facilitate the establishment and expansion of a Transfer station and/or a Materials recycling facility in appropriate locations with minimal impact on the environment and amenity of the area.</i>

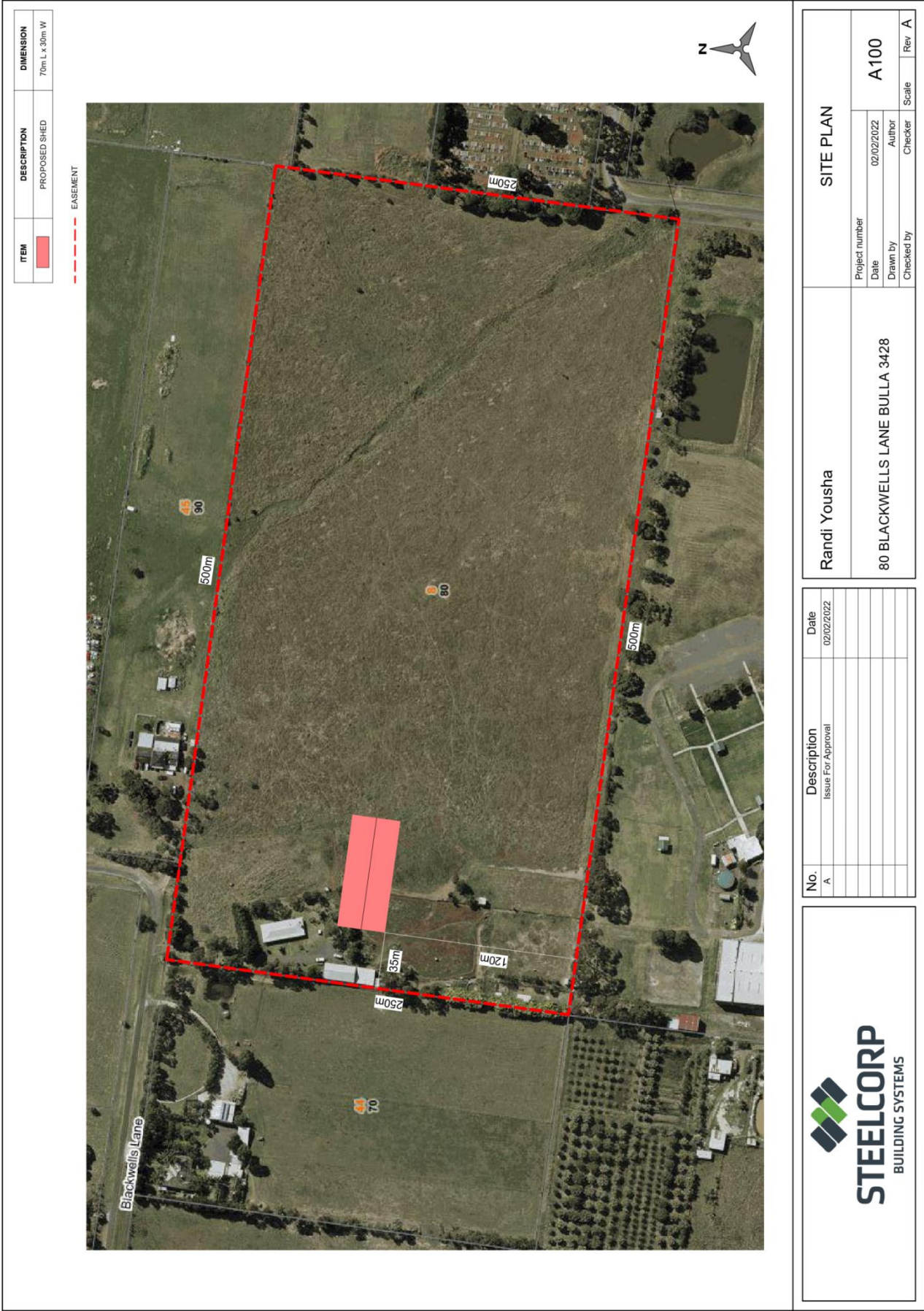
Attachment 1 – Locality Plan

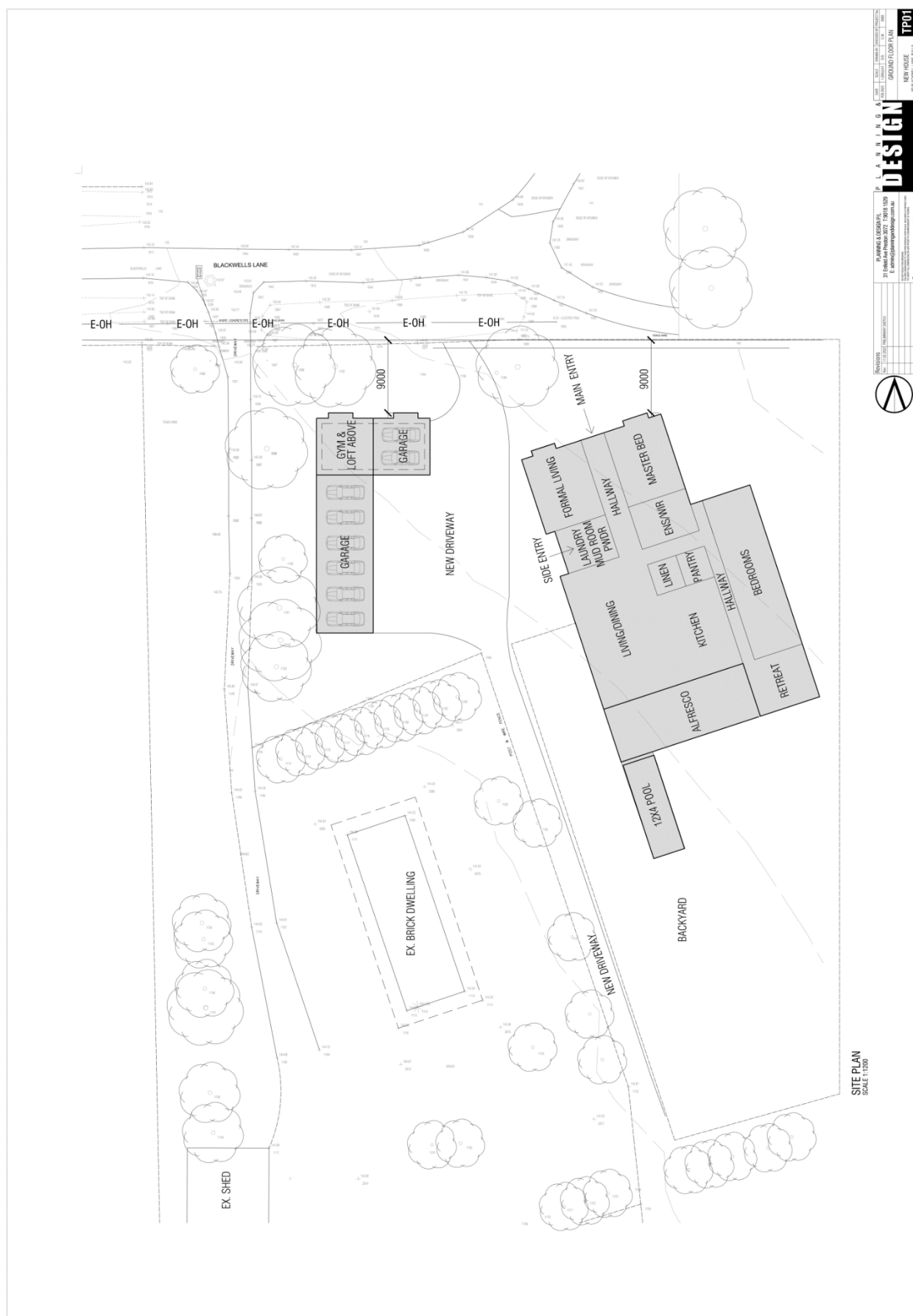


Subject site

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REPORT NO:	8.3
REPORT TITLE:	State of Council Assets 2022
SOURCE:	Gary Pini, Coordinator Assessment Management
DIVISION:	Infrastructure & Assets
FILE NO:	HCC05/49
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>State of Council Assets Report 2022</i>

1. SUMMARY OF REPORT:

- 1.1 This report outlines the State of Council Assets as at 30 June 2022, with a focus on asset condition and the total value of assets. The assets considered are infrastructure assets including roads, drainage, buildings, footpaths, parks and bridges. Not included in this report are non-infrastructure assets such as fleet, plant and equipment, trees and land.

2. RECOMMENDATION:

- 2.1 That the report be noted.**

3. LEGISLATIVE POWERS:

- 3.1 The Local Government Act 2020 requires councils to develop and keep in force an Asset Plan covering information on our assets. Although the Act limits itself to the Asset Plan, in order to achieve the Plan’s requirements, a policy, a strategy and other documents are also necessary. This State of Council Assets Report is one such document.

4. FINANCIAL IMPLICATIONS:

- 4.1 Council is responsible for infrastructure assets with a replacement value in excess of \$3.2 billion. The Capital Works Program supports the renewal of these assets.

5. ENVIRONMENTAL SUSTAINABILITY CONSIDERATIONS:

- 5.1 There are no direct implications for environmental sustainability resulting from this report.

6. CLIMATE CHANGE ADAPTATION CONSIDERATIONS:

- 6.1 There are no direct implications for climate change adaptation resulting from this report.

7. CHARTER OF HUMAN RIGHTS APPLICATION:

- 7.1 This report has no impact on any aspect of the Charter of Human Rights.

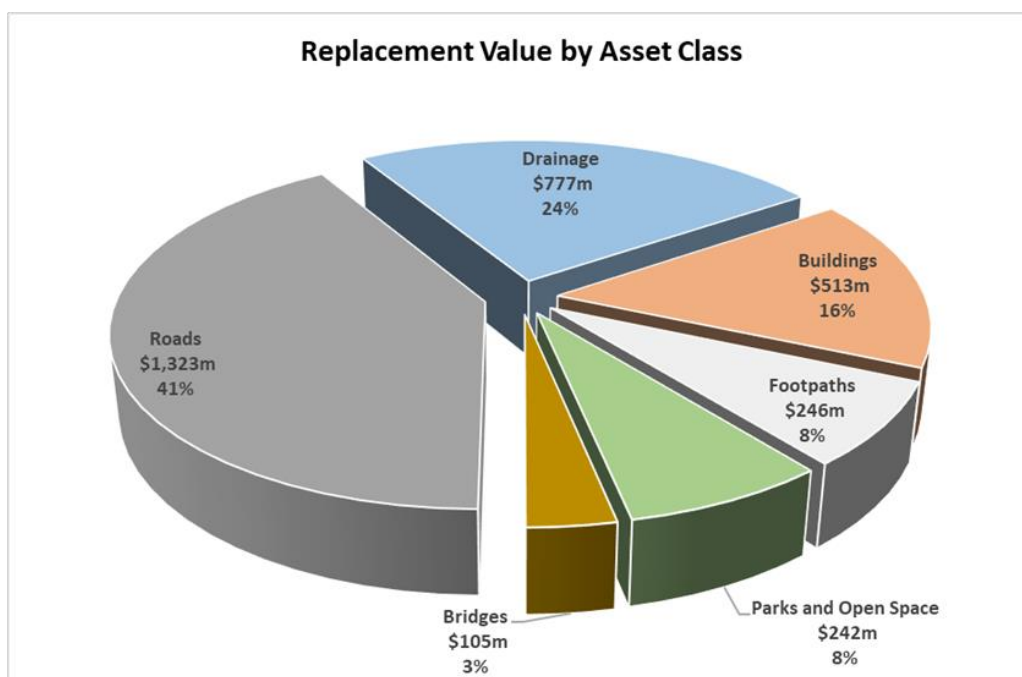
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8. COMMUNITY CONSULTATION:

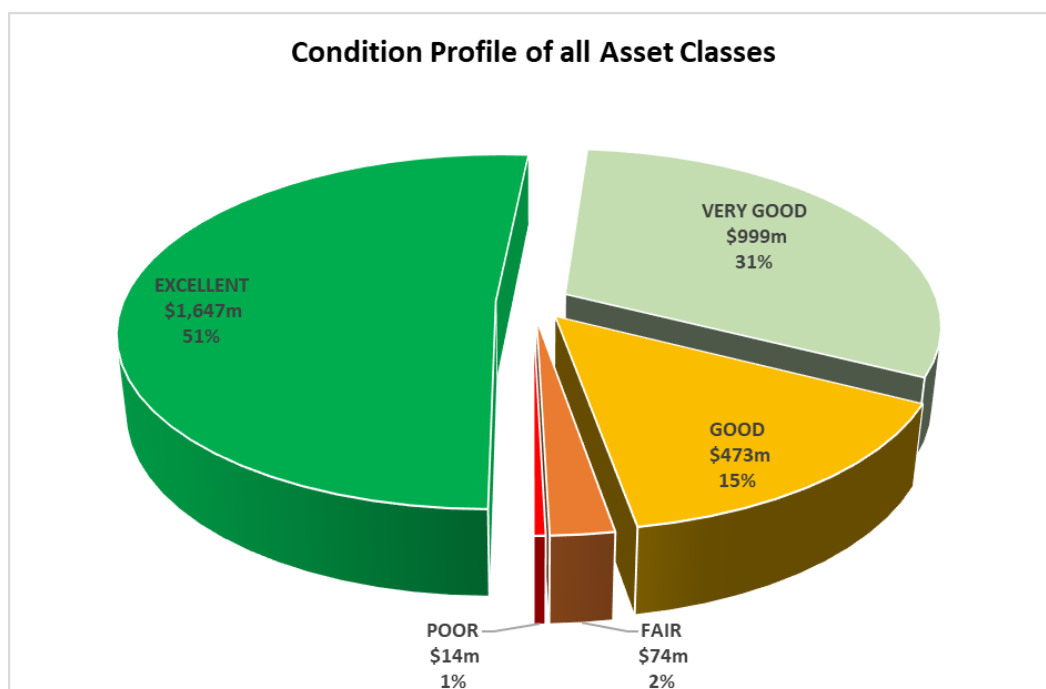
- 8.1 There is no requirement for community consultation regarding this report. Consultation in terms of asset management was undertaken as part of development of the Asset Plan, which has a wider scope including levels of service.

9. DISCUSSION:

- 9.1 An action from the Asset Management Strategy 2020, is to produce an annual State of Council Assets Report. The intention is for Council to be provided with a snapshot of the current value and condition of assets.
- 9.2 The State of Council Assets Report is part of a suite of asset management documents including the Asset Plan, Asset Management Policy, Asset Management Strategy, Asset Management Plans for each asset class and Road Management Plan. The State of Council Assets Report helps to evaluate Council’s performance in renewing assets.
- 9.3 The following pie charts show the replacement value of each asset class and the condition profile of all asset classes combined:
- 9.3.1 Total replacement value of all infrastructure assets is \$3.2 billion.
- 9.3.2 82 percent of assets have a condition rating of either excellent or very good.
- 9.3.3 15 percent are in good condition and only 3 percent are in fair or poor condition.
- 9.3.4 This condition profile shows that Council is in a comfortable position. This can mainly be attributed to the fact that most infrastructure assets have a long service life, combined with them being relatively new. The municipality is undergoing high levels of development at this point in time, resulting in a lot of new assets.



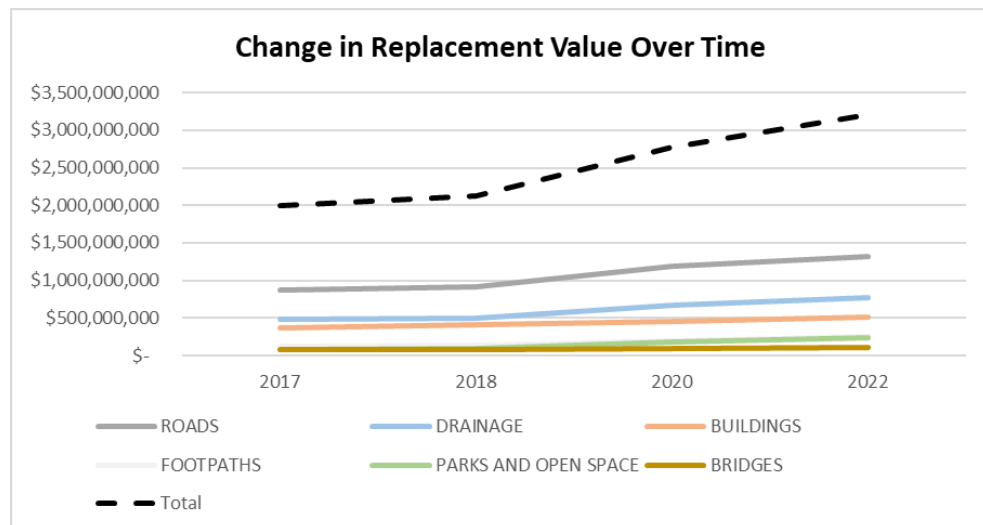
REPORT NO: 8.3 (cont.)



- 9.4 The value of Council's assets changes from one year to the next due to depreciation, internal capital works for growth and renewals, and developer works. From the previous State of Council Assets Report (2020), there has been an increase in total asset value of \$433 million. When broken down into the various asset classes the following can be observed:
- 9.4.1 Roads – increased by \$137 million, predominantly due to developer-funded works.
 - 9.4.2 Drainage – increased by \$103 million, predominantly due to developer-funded works.
 - 9.4.3 Buildings – increased by \$66 million, predominantly due to Council's Capital Works Program.
 - 9.4.4 Footpaths – increased by \$51 million, predominantly due to developer-funded works.
 - 9.4.5 Parks and Open Space – increased by \$64 million, predominantly due to developer-funded works.
 - 9.4.6 Bridges – increased by \$12 million, mainly due to an increase in the number of bridges from a combination of Council's Capital Works Program and developer works.

REPORT NO: 8.3 (cont.)

9.4.7 The graph below shows this trend over time.



9.5 With the condition of Council’s assets, it is generally expected that there would be an increase in the percentage of assets that are excellent or very good, no real change in those considered good and a decrease in those considered to be fair or poor.

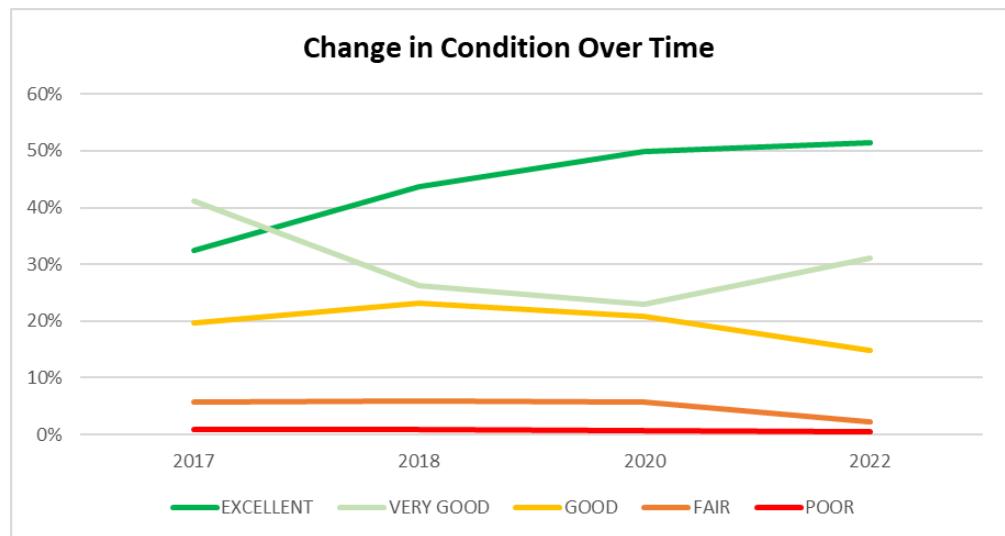
9.5.1 For excellent to very good condition assets, the improvement, or increase in percentage of assets, is due to the number of new assets being created and the renewal of existing assets. Between 2020 and 2022, the percentage change in condition for excellent and very good assets was + 8% and + 11% respectively. This is in line with expectations.

9.5.2 The level of good condition assets would be expected to remain stable, with some very good assets deteriorating to good, and a corresponding number of good assets deteriorating to fair. Between 2020 and 2022, the percentage change in condition for good assets was - 3%.

9.5.3 For fair to poor condition assets, although there is a deterioration in condition over time, there is also renewals investment, most of which occurs on these assets. If Council’s renewal investment is satisfactory, the net effect should be that, as a minimum, the percentage of fair to poor assets remains relatively stable. There may also be an improvement, or decrease in percentage, of assets that are in this condition. Between 2020 and 2022 the percentage change in condition for fair and poor assets was - 3% and 0% respectively. This is in line with expectations.

REPORT NO: 8.3 (cont.)

9.5.4 The graph below shows this trend over time.



9.6 In 2021/22 the depreciation on infrastructure assets was \$50.4 million. Total renewals expenditure was \$21.1 million for the same period. In simplest terms, renewals expenditure should match depreciation, but it is currently less than half.

9.6.1 The State of Council Assets Report discusses the reasons for this, primarily that the bulk of our assets are relatively new when compared to their total useful life. When assets are new there is little need for renewal.

9.6.2 In the coming decades, as new development subsides and Council's assets age, this situation will reverse. Renewals expenditure will need to increase and at some point, renewal needs will exceed depreciation.

10. CONCLUSION:

10.1 The preparation of a State of Council Assets Report enables a simple comparison of how the value and condition profile of Council's assets changes over time.

10.2 The total replacement value of Council's infrastructure assets is increasing year on year and is currently \$3.2 billion.

10.3 The overall condition of these assets is exceptional with 82% in excellent or very good condition and only 3% in fair or poor condition.

10.4 Current expenditure on renewals is well below depreciation. Given Council's assets are relatively new compared to their total useful lives, this situation is understandable.

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STATE OF COUNCIL ASSETS REPORT 2022



Document: State of Council Assets Report 2022	Document No.: INT2023/00454
Approved By: David Fricke	Date Approved: 03/02/2023
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Approved By: David Fricke	Date Approved: 03/02/2023
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1. INTRODUCTION

This report provides an overview of Council assets as at 30 June 2022. It summarises infrastructure assets only and therefore excludes; fleet, plant and equipment, trees and land assets. A list of the asset classes covered can be found in Table 1.

Council first adopted a State of Council Assets Report in 2017. Reporting is now prepared annually in line with the Asset Management Strategy 2020.

The financial summaries provided within the report are valued using the greenfield replacement costs which were adopted by Council's Finance Department in the last valuation (ending 30 June 2022). However, the value of assets in poor condition is not an accurate indication of the amount that needs to be spent on renewals and capital works. To get a more accurate indication of capital expenditure requirements, brownfield unit rates would need to be used for all assets. Brownfield rates consider additional costs such as the cost of removing existing assets, working in a built-up area, the need to manage vehicle and pedestrian traffic and consideration of existing underground assets belonging to other authorities.

Where an actual asset condition audit has not been done for particular asset type, an age-based condition rating has been used. This applies to; drainage assets, park assets, assets on roadsides, etc.

ASSET CLASS	DESCRIPTION
Roads	Road pavement, road surface, unsealed road, shoulder, kerb & channel, carpark, roundabouts, road islands, crash barriers, traffic management devices.
Footpaths	Street footpaths and shared footpaths on local and arterial roads and state highways. Also includes shared paths in open space.
Bridges	Road bridge, major culverts, pedestrian bridge, and jetties.
Drainage	Pits, pipes, pipe culverts, gross pollutant traps, end walls, head walls and WSUD assets.
Parks and Open Space	Park furniture, sports fields including active turf, artwork, water fountain, play space, gazebo, shelters, garden beds, landscaping, etc.
Buildings	Municipal offices, aquatic centres, preschools, community facilities, maternal & child health centres, toilets, pavilions, etc.

Table 1: Summary of Infrastructure Asset Classes

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2. FINANCIAL INDICATORS

One of the tenets of asset management is to enable the prudent financial management of an organisation. An obvious example of this is the determination of when assets are to be renewed and the corresponding renewals budgets.

Depreciation is an accounting method used to allocate the cost of an asset over its useful life. In other words, it estimates the reduction in the value of an asset over time, due in particular to wear and tear. At Hume City Council, depreciation is calculated using the straight line method, where an assets value is reduced in equal amounts for each year of its useful life.

Depreciation could be used as a method of determining if capital expenditure on renewals is sufficient. However, this fails to consider the difference in the need for renewal between young and old assets. Wear and tear has less impact on the usefulness of a young asset, than it does on an older asset. Therefore, other financial indicators are used to help determine if renewals expenditure is sufficient.

Capital Replacement Ratio compares annual capital expenditure to depreciation. As an indicator it shows whether our spending on capital works has kept pace with the consumption (depreciation) of our assets. A description of the range for capital replacement ration is below.

More than 1.5	Low risk of insufficient spending on asset base
Between 1.0-1.5	May indicate insufficient spending on renewal of existing assets.
Less than 1.0	Spending on capital works has not kept pace with consumption of assets

For this ratio, capital works includes new assets, upgraded assets and growth assets, as well as renewals, which explains why the target range is greater than 1.0.

Hume City Council's Capital Replacement Ratio in the 2021/22 financial year was 1.22, which indicates that there may be insufficient spending on renewals of existing assets.

The Renewal Gap Ratio compares renewal expenditure to depreciation. In this case, only renewal expenditure is considered and therefore the target value is 1.0. Hume City Council's Renewal Gap Ratio was 0.42 for the 2021/22 financial year. This indicates that not enough is being spent on renewals.

Both ratios are based on depreciation, which is calculated at a consistent rate over the useful life of an asset and as mentioned earlier, does not consider the differences between new and old assets. In addition, there is no consideration for other parameters such as condition, capacity, utilisation, etc.

Given Hume is a growth area, on average most of our assets are relatively young and therefore do not yet require much renewal funding. Therefore, our renewal requirement can be less than depreciation. The Capital Replacement Ratio and Renewal Gap Ratio may not be reliable indicators for Hume. This would explain why Council is under the desired threshold for both. In the coming decades this balance will shift and renewal expenditure will need to increase accordingly. At that time renewal expenditure will need to increase to a level where it outweighs depreciation.

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Table 2 below shows the Capital Replacement Ratio and the Renewal Gap Ratio, both overall and broken down into the various asset classes.

ASSET CLASS	ANNUAL DEPRECIATION (\$m)	ANNUAL CAPITAL WORKS EXPENDITURE (\$m)	CAPITAL REPLACEMENT RATIO	RENEWAL GAP RATIO
Roads	24.2	17.5	0.72	0.49
Footpaths	2.96	5.08	1.71	1.42
Bridges	1.01	0.32	0.31	0.08
Drainage	7.30	1.40	0.19	0.16
Parks and Open Space	7.20	16.9	2.35	0.28
Buildings	7.70	20.2	2.63	0.22
Total	50.4	61.4	1.22	0.42

Table 2: Summary of Financial Indicators per Asset Class

Figure 1 below shows the replacement value of our infrastructure assets, broken down into the various asset classes. Total replacement of these assets is \$3.2 billion.

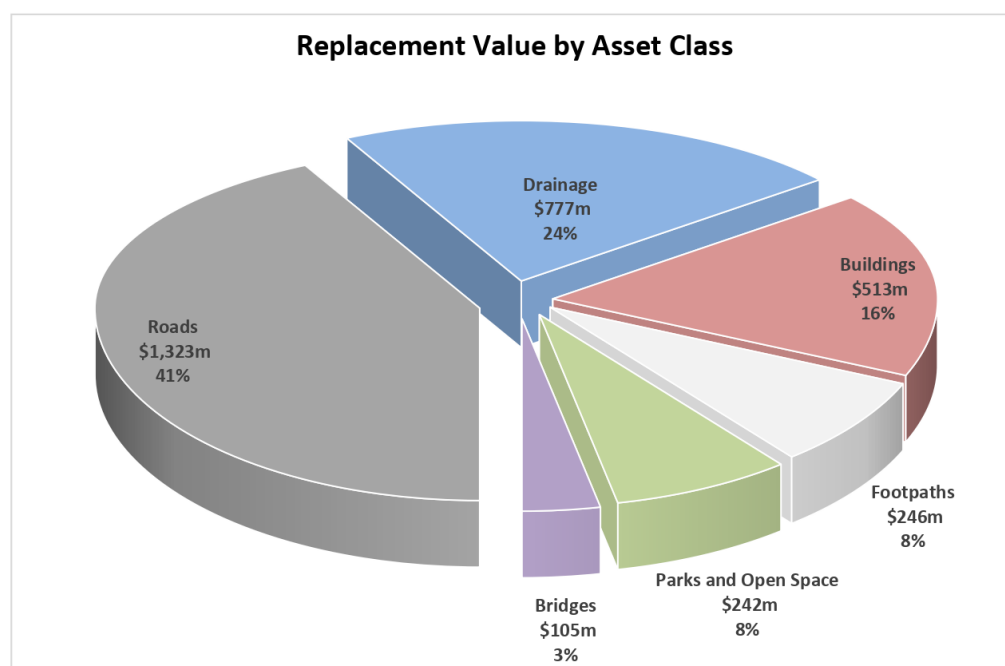


Figure 1: Summary of Asset Replacement Value by Asset Class

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3. CONDITION OF INFRASTRUCTURE ASSETS

We use a five-point Condition Rating system to assess the condition of Council's assets. These are summarised in Table 3.

CONDITION GRADING SCALE	DESCRIPTION OF CONDITION RATING
1	Excellent: Assets in as new condition
2	Very Good: Only planned maintenance required
3	Good: Minor maintenance required plus planned maintenance
4	Fair: Significant maintenance required
5	Poor: Significant renewal/rehabilitation required

Table 3: Condition Rating Definition

Condition data is captured and stored in the asset register, which is updated following regular condition audits. These audits are conducted approximately every four to five years for most asset classes. Drainage assets are the exception to this, with most condition ratings based on the age of the asset. There are some that are determined from actual inspection, but due to the high cost of inspecting pipes using closed circuit television (CCTV), these inspections are generally only done where there are problems that require investigation.

Using the condition data, a condition profile has been calculated, based on the replacement costs of the assets. This condition profile is shown in Figure 2 and depicts the overall condition rating of all asset classes. As can be seen, less than 1% of our infrastructure assets are in poor condition.

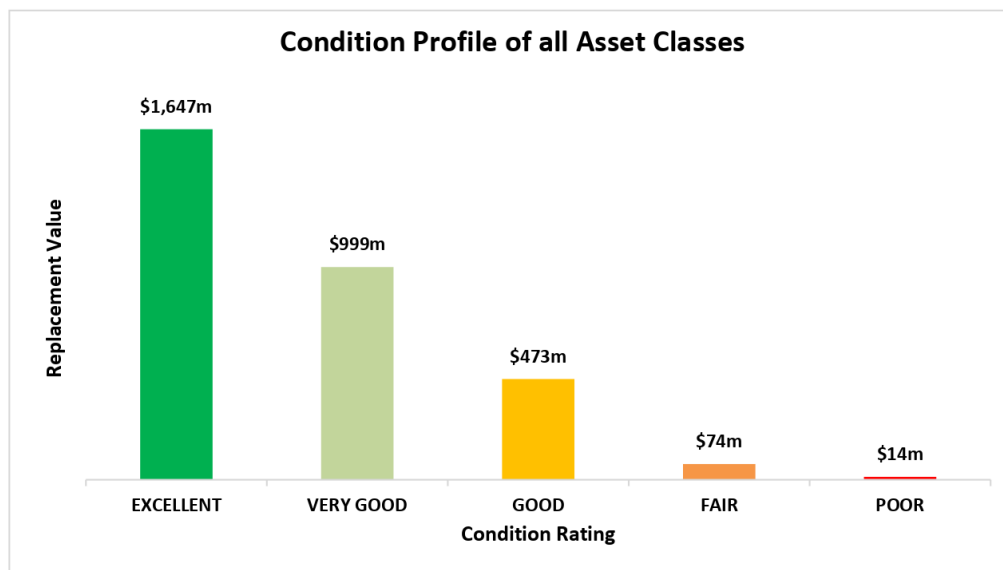


Figure 2: Condition Profile of all Asset Classes

A condition profile, and detailed description of condition, for each asset class can be found in Appendix 1.

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4. RISK MANAGEMENT

Council’s Risk Management Framework has been established to systematically improve and embed risk management practices throughout the organisation. The asset management system forms an integral part of our overall management of risk.

Table 4 is taken from the risk register and shows those corporate and departmental risks that are directly relevant to asset management. These risks broadly cover:

- Governance and regulatory compliance
- Forward planning for assets
- Project management of new assets
- Management systems.

ID	RISK DESCRIPTION	CATEGORY	RESIDUAL RISK RATING
Corporate Risks			
1054	Risk of inappropriate Governance Arrangements	Corporate Governance	Low
1059	Risk of inadequate service planning practices	Strategic Management	Moderate
1158	Inadequate management of Major Projects	Finance	Moderate
1183	Risk of failing to comply with statutory and regulatory requirements	Compliance / Regulatory	Moderate
1188	Risk of not Managing Growth	Finance	Moderate
High and Significant Departmental Risks			
1013	Inadequate asset management systems	Asset Management	High

Table 4: Asset Management Risks

As can be seen, “Inadequate asset management systems” carries a high residual risk and therefore requires a detailed action plan to be developed and implemented. This is achieved through the Asset Management Strategy and the various asset management plans.

Council’s risk management practices related to infrastructure assets are as follows.

4.1 Critical Assets

Critical assets are those that, if they fail, have the potential to cause loss or significant reduction of service. Their criticality relates to the high consequence of their failure. Council’s larger drains are an example of a critical asset, the failure of which can cause property flooding.

The risks arising from critical assets are managed by implementation of our asset management plans. These have been developed to identify risks particular to the asset class and also to document relevant practices that mitigate these risks. The asset management plans are:

- Road Asset Management Plan
- Drainage Asset Management Plan
- Building Asset Management Plan
- Parks and Open Space Asset Management Plan

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4.2 Road Management Act 2004

In addition to the Road Asset Management Plan, road related risks are also managed through the Road Management Plan, which is a separate document specifically required by the Road Management Act 2004. These two documents are complementary, with;

- the Road Asset Management Plan focussing on the road assets and lifecycle management of those assets, and
- the Road Management Plan focussing on Council's obligations as a Road Authority to inspect and repair roads in line with defined standards (including asset management).

The current Road Management Plan was adopted by Council in October 2021 and came into operation in November of that year.

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5. CONTINUOUS IMPROVEMENT

5.1 Internal Audit

Council's Audit and Risk Committee assists Council in fulfilling its oversight responsibilities including; financial management, OHS, risk, privacy and governance. The Committee has commissioned an audit into our asset management system and practices. The audit is being conducted during December 2022 and January 2023 and the results are not yet available. When complete, audit findings will be incorporated into improvements to the asset management system.

5.2 Asset Management Strategy and Asset Management Plans

Council has previously participated in the Municipal Association of Victoria's (MAV) STEP program, which reviewed our asset management practices and maturity. The program consisted of a series of questions on all aspects of asset management, known as the National Asset Management Assessment Framework (NAMAF). Asset management improvements identified by NAMAF have been incorporated into the Asset Management Strategy and form the asset management improvement program. A number of these improvements are ongoing, some have been completed and others are yet to be fully implemented. Those yet to be implemented form the basis of our continuous improvement.

Similarly, our asset management plans have a section on asset management improvements specific to their asset class. Implementation of these improvements also forms the basis of our continuous improvement in asset management.

5.3 National Assessment Framework

MAVs STEP program and the NAMAF are no longer available. An alternative is offered by the Institute of Public Works Engineering Australasia (IPEWA). Known as the National Assessment Framework (NAF), this too would provide a means of determining our asset management maturity and result in a series of improvement actions. We are currently trialing this and assessing its suitability for our needs.

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APPENDIX 1: Condition Profile of Individual Asset Classes

Roads

Council manages local roads, kerb and channel, car parks and roadside assets whereas VicRoads manages arterial roads and state highways. The details of these road components are summarised in Table 5.

COMPONENT	QUANTITY	UNIT	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Roads				
Wearing Surface	1,421	km	12 - 75	417.1
Pavement			75 - 1000	684.0
Formation			1000	
Kerb & Channel	2,338	km	60	126.2
Car Parks				
Pavement	353,776	m²	75	22.4
Wearing Surface			12 - 75	9.6
Roadside Assets				
Splitter Island	35,599	m²	40	9.5
Speed Hump	885	no.	5 - 20	15.4
Roundabout	345	no.	75	9.1
Crash Barrier	294	no.	20	5.8
Parking Bay	96,437	m²	50	11.8
Traffic Control Device	54	no.	10-20	5.8
Shoulder	274	km	75	6.7
Total				1,323.4

Table 5: Summary of Roads Asset Components

Council undertakes a condition audit of its road network every four to five years. The last condition audit was completed in March 2021 and the next is due in 2025. Based on the previous condition survey and on-going monitoring by officers, the overall condition of road assets is very good, with only one per cent of assets in poor condition. Assets in poor condition are mainly brick paved parking bays in older suburbs such as Meadow Heights.

However, due to the recent floods and heavy rainfall in the last 6 months, there are other roads where its condition has rapidly deteriorated and therefore, is not represented within the Roads Condition Profile for 2021/22. Another cause for the rapid deterioration of roads recently is due to rural roads used as alternative routes during major road closures (i.e., various intersections within Craigieburn Road due to its duplication). Council officers are aware of these impacts to the road network and will factor them into upcoming capital works programs.

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Figure 3 depicts the overall condition of road assets.

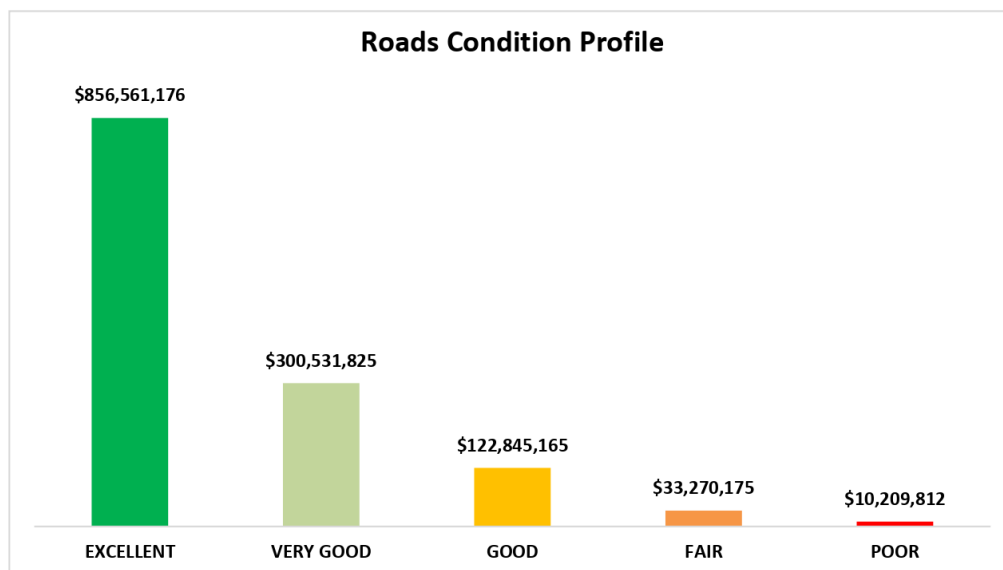


Figure 3: Roads Condition Profile

Footpaths

Council is responsible for managing 2,046 kilometres of on-road and off-road footpaths.

The average age of footpaths is only 22 years, compared with an estimated useful life of 75 years for concrete footpath and 25 years for asphalt footpath. The replacement value of the footpath network is \$246 million. Almost 98% of the footpaths are concrete and the remaining 2 per cent are made of other materials such as; asphalt, stone pavers and gravel.

Footpaths are inspected according to the Inspection Program specified in the Road Management Plan (RMP), and necessary maintenance works have been carried out when footpaths reach the intervention level for defects.

A Separate condition audit for the footpath network has not been undertaken in recent years, as the renewal program has been developed on the basis of the RMP inspections. Age based condition ratings, the RMP inspections and the impact of recent capital works (renewals) have been utilised in the assessment of condition. This shows that most of the footpath network is in very good condition. Approximately 0.1% of the network is in poor condition and these are typically paths that are more than 45 years old.

A significant portion of the renewal budget has recently been spent on footpaths in newly developed areas. We are investigating ways to better control the damage that occurs during the housing construction phase in new areas. The remaining renewals budget has been used where footpaths have reached the defect intervention levels specified in the Road Management Plan.

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COMPONENT	QUANTITY (m)	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Within Road Reserve	1,767,839	25 - 75	190.9
Within Open Space Reserve	278,018	25 - 75	54.5
Stairs	187	25 - 75	0.7
Total			246.2

Table 8: Summary of Footpaths

Figure 6 shows the replacement value of footpaths within each condition rating.

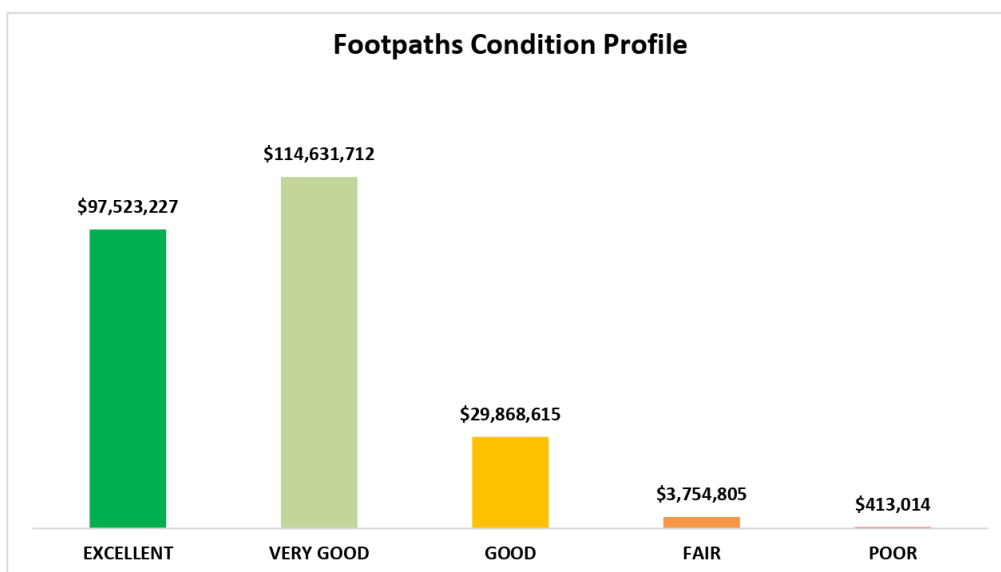


Figure 6: Condition of Footpaths

Bridges

Council is responsible for managing 174 bridges. This includes road bridges, pedestrian bridges, major culverts, and jetties. Level 2 Structure Condition Inspections are conducted annually for selected bridges. These inspections are carried out to assess condition, highlight defects and identify maintenance needs. The Bridge Asset Class comprises of the following asset types listed in Table 10.

COMPONENT	QUANTITY (No.)	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Jetty	10	50	0.3
Pedestrian Bridge	61	100	5.0
Major Culvert	58	100	44.6
Road Bridge	45	100	55.0
Total			104.8

Table 10: Summary of Bridges

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Figure 8 shows the condition profile of bridges based on their Level 2 Structure Condition Inspections. It indicates that most bridges are in excellent condition and only one bridge is in poor condition (i.e. Malcolm Street Bridge).



Figure 8: Condition of Bridges

Drainage

Council manages a drainage network comprising mainly of pipes, pits, as well as a smaller number of gross pollutant traps and water sensitive urban design (WSUD) treatments. The components of the drainage network are shown in the Table 6 below.

COMPONENT	QUANTITY	UNIT	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Pipes	1,962	km	100	541.5
Pits	70,453	no.	100	193.0
Gross Pollutant Trap	93	no.	100	11.0
Head wall / end wall	807	no.	100	2.2
Pipe Culvert	5	km	100	1.8
Water Sensitive Urban Design (WSUD)				
Retarding Basin	10	no.	30-50	3.2
Bio-retention/ Raingardens/ Sediment Traps/ Vegetated Swale/ Lake	186	no.	30-50	22.1
Dam / Spillway	1	no.	30-50	2.1
Total				777.0

Table 6: Summary of Drainage Assets

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Figure 4 shows the overall condition of all drainage assets. Condition ratings for drainage assets are mainly derived from the age of the assets with a useful life of 100 years. CCTV inspections are undertaken annually for selected pipes; generally, where problems have been identified and to determine the actual defects for consideration in the renewal program.

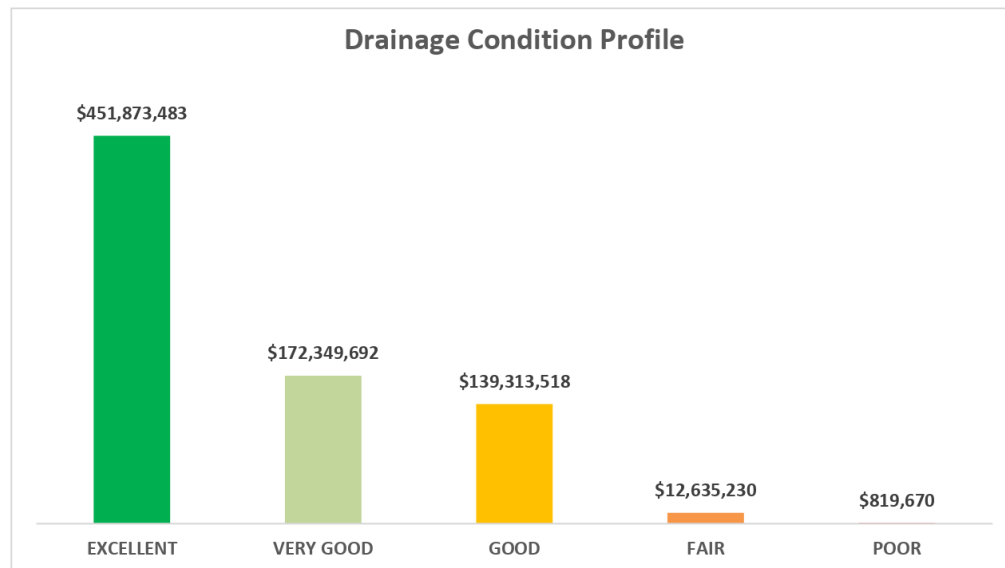


Figure 4: Condition of Drainages

According to the condition rating based solely on age, Council would not have any pipes in poor condition. However, CCTV inspections have identified that there are some pipes in poor condition. Only 0.5% of the network had CCTV inspections completed. These pipes are not a representative sample of the entire pipe network, given that CCTV has been targeted to drainage lines where problems were identified.

If WSUD assets were considered separately, their condition profile would be worse than for drainage overall. This is because WSUD assets are typically shorter life assets which deteriorate much faster than other drainage assets. The consequences of failure of these assets is also generally lower, as they are aimed at improving water quality rather than protection from storm water.

Therefore, the condition profile in Figure 4 utilises data from CCTV inspections where available, with the balance based on age. Apart from the pipes where problems have been identified and Water Sensitive Urban Design (WSUD) assets which have a much shorter life, most of the drainage assets are in excellent or very good condition.

Buildings

Council is responsible for managing 294 buildings, ranging from multi-story / multi-purpose complexes to individual toilet blocks. In the 2021/22 financial year, Council constructed 17 new buildings and received two developer contributed buildings.

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Building assets are comprised of the following components as listed in Table 7.

COMPONENT	QUANTITY (No.)	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Structure Long Life	212	100	121.9
Structure Short Life	82	60	6.4
Roof	294	50	97.5
Services	294	20	80.7
Fitout	294	20	206.9
Total			513.4

Table 7: Summary of Buildings Asset Components

The last condition audit was completed in 2021. A total of 258 buildings were nominated for the audit, however, only 239 of them were audited because others were under refurbishment at the time of the audit.

All building types including sheds and storerooms were included in the audit. Other structure types such as gazebos and park shelters were excluded from the audit because they are treated as open space assets.

The condition profile from the most recent audit was used in this report (Figure 5) and differs significantly from the condition profile that was reported in 2020. Notably, the value of building assets rated as ‘excellent’ has dropped from \$141 million to \$67 million. A large proportion of the building assets (\$319 million) have now been rated as ‘very good’, whereas only \$96 million worth of building assets were rated as ‘very good’ in 2020. This change does not reflect a deterioration in the condition of buildings, but more likely a variation in rating methodology between different condition audits.

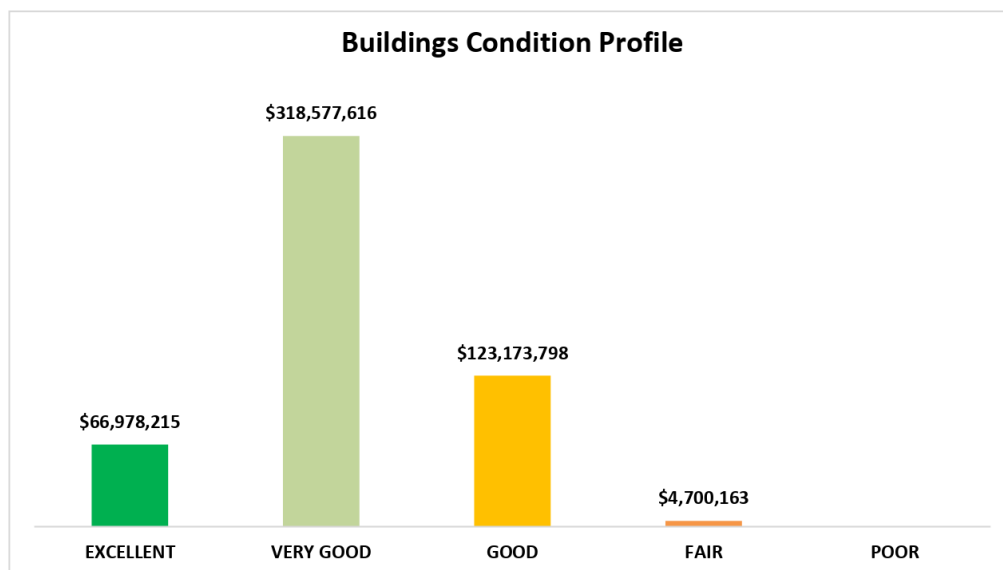


Figure 5: Condition of Buildings

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Parks and Open Space

Council is responsible for managing 1,969 Open Space Reserves and Streetscapes.

The last condition audit for the Open Space Assets was completed in May 2020. This audit excluded green infrastructure assets such as gardens, landscapes, and trees. The next audit is due in 2024.

Table 9 summarises the open space assets that council is responsible for.

COMPONENT	QUANTITY	UNIT	AVERAGE USEFUL LIFE (years)	REPLACEMENT VALUE (\$m)
Activity Area	47,210	m ²	20 - 50	9.9
Civic Structure	86	no.	30 - 100	2.1
Small Structure	666	no.	20 - 35	18.7
Fences & Wall	263,067	m	25 - 50	57.4
Furniture	5,101	no.	15 - 25	15.1
Lighting	1,966	no.	25	23.1
Playspace	301	no.	20	31.7
Sports Surface	230	ha	25 - 30	64.5
Sports Element	176	no.	15 - 25	2.5
Irrigation System	101	no.	20	16.7
Total				241.7

Table 9: Summary of Parks & Open Space Assets

Figure 7 shows that only 0.9% of assets are in poor condition and mainly comprise of fences and gates which have a low useful life.

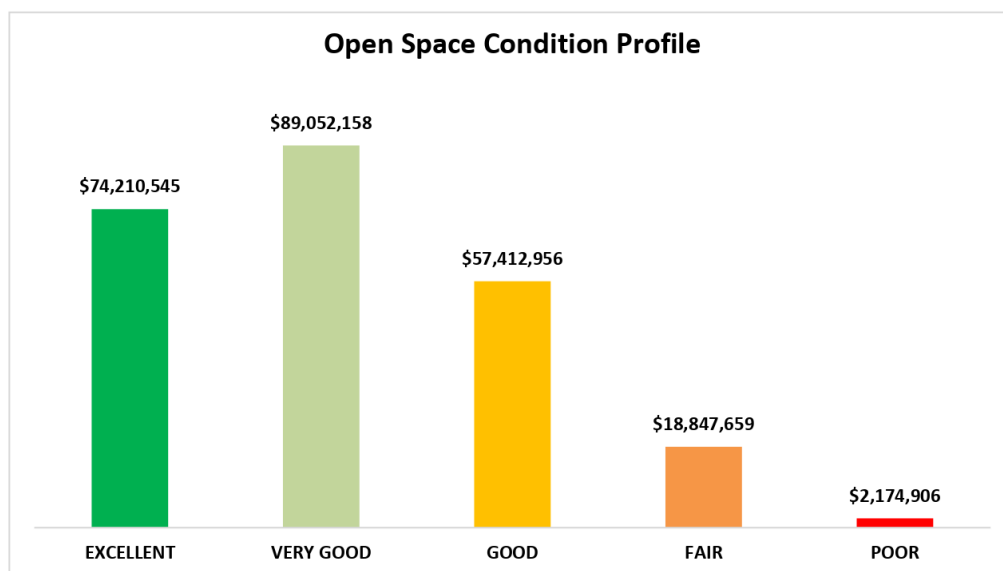


Figure 7: Condition of Parks and Open Space

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REPORT NO:	8.4
REPORT TITLE:	Correspondence received from or sent to Government Ministers or Members of Parliament - February 2023
SOURCE:	Paul White, Coordinator Knowledge Management
DIVISION:	Customer & Strategy
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Maintenance of Road Network within Hume City</i>2. <i>Support for Relocation of Mt Carmel Tennis Club Sunbury</i>3. <i>Hume Planning Scheme Amendment C266hume - Hume Heritage Overlay</i>4. <i>Confirming Member for Kalkallo meeting regarding Kalkallo electorate 2023</i>5. <i>Confirming Member for Kalkallo meeting regarding Sunbury electorate 2023</i>6. <i>Türkiye (Turkey) Syria Earthquakes Appeal</i>7. <i>Victorian Government Sunbury & Bulla Neighbourhood Fund - Round 2 now open</i>

1. SUMMARY OF REPORT:

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

2. RECOMMENDATION:

That Council notes this report on correspondence received from or sent to Government Ministers or Members of Parliament.

3. DISCUSSION:

There is a range of correspondence sent to or received from State and Federal Government Ministers and Members of Parliament during the normal course of Council’s operations. Correspondence of this nature registered in Council’s record keeping system during February 2023 are summarised below:

Table 1 Correspondence in relation to notices of motion items from Council meetings.

Table 2 Correspondence that may be of interest to Councillors.

Table 3 Correspondence in relation to grant / funding opportunities from State and Commonwealth government.

Copies of the documents are provided as attachments to this report.

REPORT NO: 8.4 (cont.)

Table 1 - Correspondence in relation to Council Notices of Motion Items

Direction	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
						0

Table 2 – General correspondence that may be of interest to Councillors

	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
Outwards	Maintenance of Road Network within Hume City	State Member for Kalkallo, State Member for Sunbury	13/02/2022	CR Joseph Haweil, Mayor		1
Inwards	Support for Relocation of Mt Carmel Tennis Club Sunbury	State Member for Sunbury	15/02/2023	Manager City Design		2
Outwards	Hume Planning Scheme Amendment C266 Hume – corrections & updates to Hume Heritage Overlay	Minister for Planning	2/02/2023	Principal Strategic Planner		3
Outwards	Confirming Member for Kalkallo meeting regarding Kalkallo electorate 2023	State Member for Kalkallo,	27/02/2023	CR Joseph Haweil, Mayor		4
Outwards	Confirming Member for Sunbury meeting regarding Sunbury electorate 2023	State Member for Sunbury	27/02/2023	CR Joseph Haweil, Mayor		5

REPORT NO: 8.4 (cont.)

Table 2 – General correspondence that may be of interest to Councillors

	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
Inwards	Thank you for your donation to the Türkiye (Turkey) Syria Earthquakes Appeal - On behalf of Australian Red Cross and the International Federation of the Red Cross and Red Crescent Societies (IFRC)	Australian Red Cross Society	23/02/2023	Senior Mayor & Councillor Support Officer		6

Table 3 – Correspondence in relation to grant / funding opportunities

	Subject	Minister or Member of Parliament	Date received / sent	Responsible officer	Council Minute ref	Attachment
Inwards	Victorian Government's Sunbury & Bulla Neighbourhood Fund - Round 2 now open	State Member for Sunbury	2/02/2023	Coordinator Grants & Projects		7

REPORT NO: 8.4 (cont.)

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Our File: HCC12/403
Enquiries: Joel Kimber
Telephone: [REDACTED]



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

Monday, 13 February 2023

The Hon. Ros Spence MP
Member for Yuroke

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

Dear Ms Spence,

RE: MAINTENANCE OF ROAD NETWORK WITHIN HUME CITY

I write to you to raise Hume City Council's concern with regard to the frequency and quality of maintenance of State-managed arterial roads in the Hume City municipality.

A high standard of amenity and appearance of our road network is an expectation of the general community. A significant component of complaints received by Council each week relate to arterial road maintenance and Council is committed to working with the Victorian State Government to achieve better outcomes.

Over many years, Council has continually written to and engaged with the Department of Transport and Planning which is responsible for this maintenance. We understand that the level of funding provided to deliver this service by the Department is inadequate and leading to unacceptable intervention levels for general mowing, a low standard of mowing when it is undertaken (particularly for curbs and edges) and limited and delayed responsiveness to the proliferation of weeds, graffiti, dumped rubbish and general litter on arterial roads. A limited selection of recent photos is attached that reflects some of the concerns we raise herein.

I refer you to the attached Council report (from October 2022) which outlines in detail the history of arterial road maintenance in Hume and the specific challenges faced. In particular, that up until 2019, Council had an annual Minor Maintenance Agreement (MMA) with VicRoads for Council to maintain roadside vegetation for 20 arterial roads within the municipality. This agreement stipulated minimum service standards and a payment schedule, namely an annual fee of \$179,005.98.

This arrangement enabled Council to provide a higher level of service than the MMA on the understanding that Council paid the extra cost. Despite Council continually expending ratepayers funds far beyond the annual fee paid by VicRoads, in 2019, VicRoads advised Council that it was not prepared to continue with the agreement and proceeded to award works to a private sector contractor.

Please note, that in the final year of the agreement, 2019/20, Council contributed approximately \$330,000 for the maintenance works. I hope this reflects Council's real commitment to being a proactive part of the solution, including expending funds for an area falling outside its responsibilities in support of the Victorian State Government.

Following a resolution of Council with regard to these matters, Alex Green, the Department’s Executive Director Greater Metro attended a Council briefing session to respond to questions of Councillors on 4 July 2022. Mr Green appreciated our concerns but indicated that all maintenance is subject to Victorian State Government funding.

Following this Council wrote to then Minister for Roads and Road Safety, the Hon Ben Carroll in July 2022 to seek an increased frequency and quality of roadside maintenance of the network within Hume.

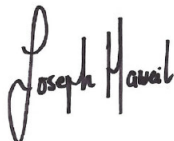
I have continued to follow up the community’s concerns with Mr Green via email correspondence raising specific roads concerns, inaction on dumped rubbish and litter and the frankly, the underwhelming standard of works when they are undertaken. For instance, *The Age* recently revealed that Pascoe Vale Road had been mowed once in the preceding 6-month period. While we can continue to raise these matters in this way, it is clear that the wider issue is the Department’s general funding model and low service and quality standards for arterial roads in Hume City.

Having at various points raised specific issues with each of our State representatives and discussed the general concerns we have, I know that you also share Council’s desire for a higher standard of works that deliver on community expectations for a clean and aesthetically appealing built and natural environment.

Council would greatly appreciate your collective support in raising this matter with your Parliamentary colleagues from across Hume as well as with the Minister for Roads and Road Safety, the Hon Melissa Horne in order to find a way forward.

We look forward to further discussing this with you at a forthcoming Council Briefing Meeting. If you have any questions regarding this issue, please feel free to contact me directly.

Yours sincerely



CR JOSEPH HAWEIL
MAYOR

Our File: HCC12/403
Enquiries: Joel Kimber
Telephone: [REDACTED]



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

Monday, 13 February 2023

Mr Josh Bull
Member for Sunbury
Email: josh.bull@parliament.vic.gov.au

Dear Mr Bull,

RE: MAINTENANCE OF ROAD NETWORK WITHIN HUME CITY

I write to you to raise Hume City Council's concern with regard to the frequency and quality of maintenance of State-managed arterial roads in the Hume City municipality.

A high standard of amenity and appearance of our road network is an expectation of the general community. A significant component of complaints received by Council each week relate to arterial road maintenance and Council is committed to working with the Victorian State Government to achieve better outcomes.

Over many years, Council has continually written to and engaged with the Department of Transport and Planning which is responsible for this maintenance. We understand that the level of funding provided to deliver this service by the Department is inadequate and leading to unacceptable intervention levels for general mowing, a low standard of mowing when it is undertaken (particularly for curbs and edges) and limited and delayed responsiveness to the proliferation of weeds, graffiti, dumped rubbish and general litter on arterial roads. A limited selection of recent photos is attached that reflects some of the concerns we raise herein.

I refer you to the attached Council report (from October 2022) which outlines in detail the history of arterial road maintenance in Hume and the specific challenges faced. In particular, that up until 2019, Council had an annual Minor Maintenance Agreement (MMA) with VicRoads for Council to maintain roadside vegetation for 20 arterial roads within the municipality. This agreement stipulated minimum service standards and a payment schedule, namely an annual fee of \$179,005.98.

This arrangement enabled Council to provide a higher level of service than the MMA on the understanding that Council paid the extra cost. Despite Council continually expending ratepayers funds far beyond the annual fee paid by VicRoads, in 2019, VicRoads advised Council that it was not prepared to continue with the agreement and proceeded to award works to a private sector contractor.

Please note, that in the final year of the agreement, 2019/20, Council contributed approximately \$330,000 for the maintenance works. I hope this reflects Council's real commitment to being a proactive part of the solution, including expending funds for an area falling outside its responsibilities in support of the Victorian State Government.

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I have continued to follow up the community’s concerns with Mr Green via email correspondence raising specific roads concerns, inaction on dumped rubbish and litter and the frankly, the underwhelming standard of works when they are undertaken. For instance, *The Age* recently revealed that Pascoe Vale Road had been mowed once in the preceding 6-month period. While we can continue to raise these matters in this way, it is clear that the wider issue is the Department’s general funding model and low service and quality standards for arterial roads in Hume City.

Having at various points raised specific issues with each of our State representatives and discussed the general concerns we have, I know that you also share Council’s desire for a higher standard of works that deliver on community expectations for a clean and aesthetically appealing built and natural environment.

Council would greatly appreciate your collective support in raising this matter with your Parliamentary colleagues from across Hume as well as with the Minister for Roads and Road Safety, the Hon Melissa Horne in order to find a way forward.

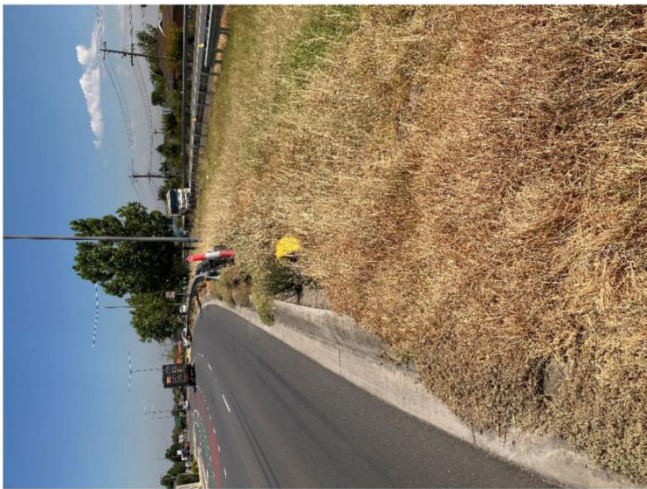
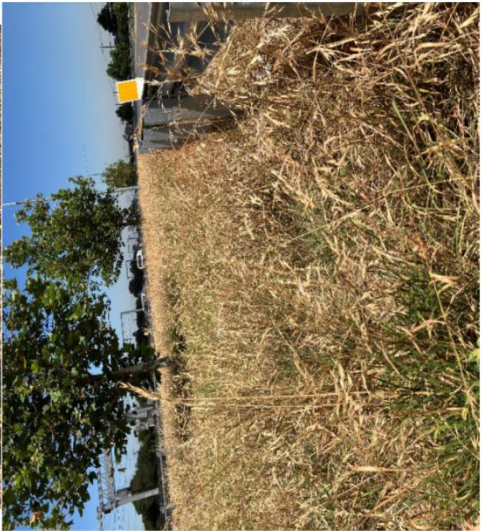
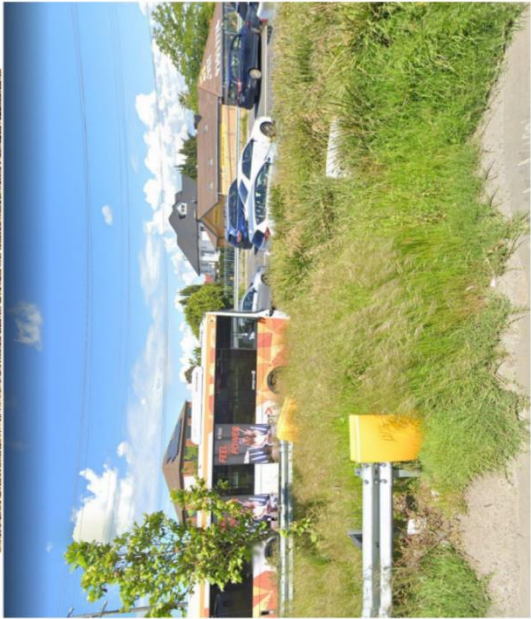
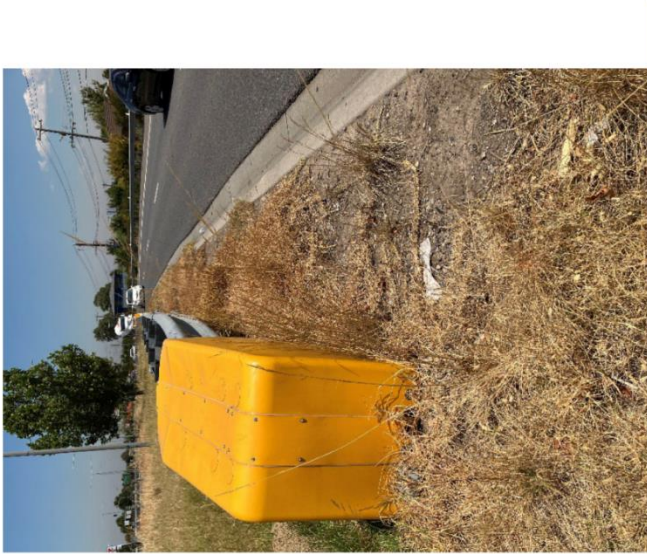
We look forward to further discussing this with you at a forthcoming Council Briefing Meeting. If you have any questions regarding this issue, please feel free to contact me directly.

Yours sincerely



CR JOSEPH HAWEIL
MAYOR

Pascoe Vale Road



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Mickleham Road



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Josh Bull MP

STATE MEMBER FOR SUNBURY



7th February 2023

Sheena Frost
Chief Executive Officer
Hume City Council
PO Box 119
DALLAS VIC 3047

Dear Sheena,

I am writing to you today to advocate for Mt Carmel Tennis Club and the relocation of the Club to the proposed 8 court facility in Everly Sunbury.

I understand the Club are in regular contact with Hume and discussions are already taking place.

Mt Carmel Tennis Club has a long history in Sunbury, established in the 1930s the Club continues to provide a inviting and safe space for people of all abilities to enjoy and play tennis.

However, their current facilities are no longer meeting the Club's needs. They are operating beyond capacity. This means our community are missing out on vital community sport and active recreation opportunities, such as tennis coaching programs, tennis competitions and social tennis.

Mt Carmel Tennis Club is a fantastic group of parents, guardians, volunteers and kids that deserve facilities to match. This proposal to relocate has my full support, and I am seeking your advice and assistance in moving this proposal forward.

This move would act to serve not only Mt Carmel Tennis Club but the broader Sunbury community as well, especially families moving into Sunbury South.

If you wish to discuss this with me, please do not hesitate to get in contact.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'JB'.

Josh Bull MP
Member for Sunbury
Parliamentary Secretary for Level Crossing Removals
Parliamentary Secretary for Transport

OFFICE: Shop 4, 33-35 Macedon Street Sunbury 3429
POSTAL: PO Box 635, Sunbury 3429
P: 9740 4091 **F:** 9740 4978 **E:** josh.bull@parliament.vic.gov.au



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From: [David Hajzler](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: Hume Planning Scheme Amendment C266hume
Date: Thursday, 2 February 2023 3:34:08 PM
Attachments: [image001.jpg](#)

Good afternoon Panel Coordinator

I am writing in regards to Hume Planning Scheme Amendment C266hume, that proposes to correct errors and updates to 112 places on the Hume Heritage Overlay.

The exhibition of amendment C266hume finished on 30 January 2023 and we have received 13 submission.

Happily, three submissions support the amendment and two submissions are seeking changes that we are hoping to be able to resolve.

There are eight submissions are objecting to the amendment or seeking changes that we will unlikely be able to resolve.

While we will continue to work through the unresolved submissions, it is anticipated that we will need to request a planning panel for the amendment.

We have the amendment scheduled to go to a Council Meeting on Tuesday 11 April where we hope to receive a resolution to refer the submissions to a panel.

I understand that the request to you for a panel to be appointed must be made within 40 business days of the closing of submissions, which would be the Monday 27 March. It is possible to make the formal request to appoint a panel in the days following the 11 April Council meeting (outside of the 40 business day timeframe from exhibition closing)?

We had panel hearing dates pre-set for the week of Monday 29 May for the directions hearing and week of Monday 26 June for the panel hearing.

We don't foresee the need to change the pre-set panel hearing dates at this stage.

Please let me know if you have any questions about the above, more than happy to discuss.

Thank you for your assistance.

Best regards

David Hajzler (he/him)
Principal Strategic Planner

City Strategy, Hume City Council
1079 Pascoe Vale Road, Broadmeadows Vic 3047
PO Box 119 Dallas Vic 3047
[REDACTED]
www.hume.vic.gov.au

I acknowledge the Wurundjeri people of the Kulin Nation, as the traditional custodians of the land I live, work and travel upon and I pay my respect to elders past and present.

– OFFICE OF THE MAYOR –



Our File: HCC12/403
Enquiries: Carmen Frawley
Telephone: [REDACTED]

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

Monday 27 February 2023

The Hon. Ros Spence MP
State Member for Kalkallo

Email: [REDACTED]

Dear Ms Spence,

I am writing to confirm your acceptance of our invitation to join a Councillor Briefing meeting to discuss your plans for the Kalkallo electorate in 2023.

Please join us for dinner, followed by a discussion at the Council Briefing meeting:

Date: Monday 3 April 2023

Time: 5.30pm - Dinner
6.30pm - Council Briefing meeting

Location: Town Hall Broadmeadows (Room 2.01)
10 Dimboola Road, Broadmeadows

In the meantime, should you need any further information about this, please do not hesitate to contact Council's Advocacy Advisor, Carmen Frawley, on [REDACTED] or [REDACTED].

Yours sincerely

A handwritten signature in black ink that reads 'Joseph Haweil'. The signature is written in a cursive, flowing style.

CR JOSEPH HAWEIL
MAYOR

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– OFFICE OF THE MAYOR –



Our File: HCC12/403
Enquiries: Carmen Frawley
Telephone: [REDACTED]

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

Monday 27 February 2023

Mr Josh Bull MP
State Member for Sunbury
Email: [REDACTED]

Dear Mr Bull,

I am writing to confirm your acceptance of our invitation to join a Councillor Briefing meeting to discuss your plans for the Sunbury electorate in 2023.

Please join us for dinner, followed by a discussion at the Council Briefing meeting:

Date: Monday 20 March 2023

Time: 5.30pm - Dinner
6.30pm - Council Briefing meeting

Location: Town Hall Broadmeadows (Room 2.01)
10 Dimboola Road, Broadmeadows

In the meantime, should you need any further information about this, please do not hesitate to contact Council's Advocacy Advisor, Carmen Frawley, on [REDACTED] or [REDACTED].

Yours sincerely

A handwritten signature in black ink that reads 'Joseph Haweil'. The signature is written in a cursive style with a large 'J' and 'H'.

CR JOSEPH HAWEIL
MAYOR

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From: Joseph Haweil <JosephH@hume.vic.gov.au>
Sent: Thursday, February 23, 2023 2:15 PM
To: Councillors <Councillors@hume.vic.gov.au>
Cc: Executive Management <Executive@hume.vic.gov.au>; Brad Mathieson <BradM@hume.vic.gov.au>; CouncillorEnquiries <CouncillorEnquiries@hume.vic.gov.au>
Subject: FW: Correspondence Enclosed from Australian Red Cross

Dear all,

Please see the attached correspondence from the Australia Red Cross.

I note the following from their letter regarding work being done on the ground with their Red Crescent partners.

In Türkiye, the Turkish Red Crescent has deployed more than 5,000 staff and volunteers in ten affected provinces with stocks of food and basic aid items to support those injured and evacuated. Their teams have distributed more than 16 million hot meals and more than 9 million ready-to-eat packages among people outdoors and at emergency shelters (16 February figures). To meet the increased demand for blood, Turkish Red Crescent has sent its national blood stock to the affected regions and is calling on people across Türkiye to donate blood. In Syria, the Syrian Arab Red Crescent teams have been responding with 4,000 volunteers and staff in hardest hit areas – including Hama, Aleppo, Lattakia and Tartous – reaching more than 130,000 people with

life-saving support. Medical units have been performing first aid, emergency evacuations and transport to hospitals. Volunteers on the ground have distributed more than 84,000 packages of food, water, basic items and hygiene kits (16 February figures).

In Syria, the Syrian Arab Red Crescent teams have been responding with 4,000 volunteers and staff in hardest hit areas – including Hama, Aleppo, Lattakia and Tartous – reaching more than 130,000 people with life-saving support. Medical units have been performing first aid, emergency evacuations and transport to hospitals. Volunteers on the ground have distributed more than 84,000 packages of food, water, basic items and hygiene kits (16 February figures).

Kind regards,

Cr Joseph Haweil
Mayor

1st Floor, Hume City Council
1079 Pascoe Vale Road Broadmeadows Vic 3047
PO Box 119 Dallas Vic 3047
Phone 9205 2205 | Mobile 0484 602 340
www.hume.vic.gov.au



From: Lisa Devlin <ldevlin@redcross.org.au>
Sent: Thursday, February 23, 2023 2:03 PM
To: Joseph Haweil <JosephH@hume.vic.gov.au>
Subject: Correspondence Enclosed from Australian Red Cross

Dear Cr Haweil,

Please see attached correspondence.

Kind Regards,

Lisa Devlin

Lisa Devlin (she/her)
Director, Victoria

Australian Red Cross
Wurundjeri Country, 23-47 Villiers Street, NORTH MELBOURNE VIC 3051
Mobile 0437 695 551 **Email** ldevlin@redcross.org.au



Red Cross acknowledges the
Traditional Owners of this land,
their ancestors and Elders,
past and present



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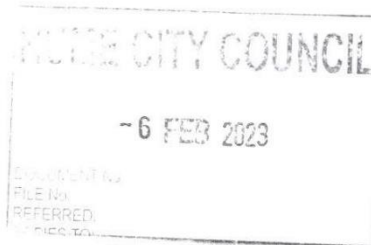
Josh Bull MP

STATE MEMBER FOR SUNBURY



2 February 2022

Sheena Frost
Chief Executive Officer
Hume City Council
PO BOX 119
Dallas VIC 3047



Dear Sheena

Applications open for the second round of the Victorian Government's Sunbury and Bulla Neighbourhood Fund

I am pleased to advise that Round 2 of the Sunbury & Bulla Neighbourhood Fund is now open for applications.

The Fund has been set up in acknowledgement of the temporary disruption to the Sunbury and Bulla area while soil is being transported during boring of the West Gate Tunnel.

Offered in two components, partnerships and grants, the Sunbury & Bulla Neighbourhood Fund allows non-profit groups to access funding for projects that bring people together and build community capacity.

Grants will provide up to \$50,000 funding for community-led initiatives such as one-off projects and events.

Partnerships will provide over \$50,000 for improvements to shared community facilities, the local environment and other initiatives supporting the building of community and participation.

Through this fund, the Andrews Labor Government is already helping to make improvements to community, and sporting and recreation facilities such as the Sunbury BMX Club.

We are also helping to make Diwali Festival of Lights possible to bring people together and enabling Bulla Fire Brigade to upgrade its technology and equipment.

Applications are open until 3pm, Monday 20 March 2023. Successful applicants will be announced in June 2023

Enclosed are the grant guidelines.

To find out more, visit: <https://bigbuild.vic.gov.au/projects/west-gate-tunnel-project/community/sunbury-and-bulla-neighbourhood-fund>

Yours sincerely

Josh Bull MP
State Member for Sunbury
Parliamentary Secretary for Level Crossing Removals
Parliamentary Secretary for Transport

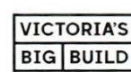
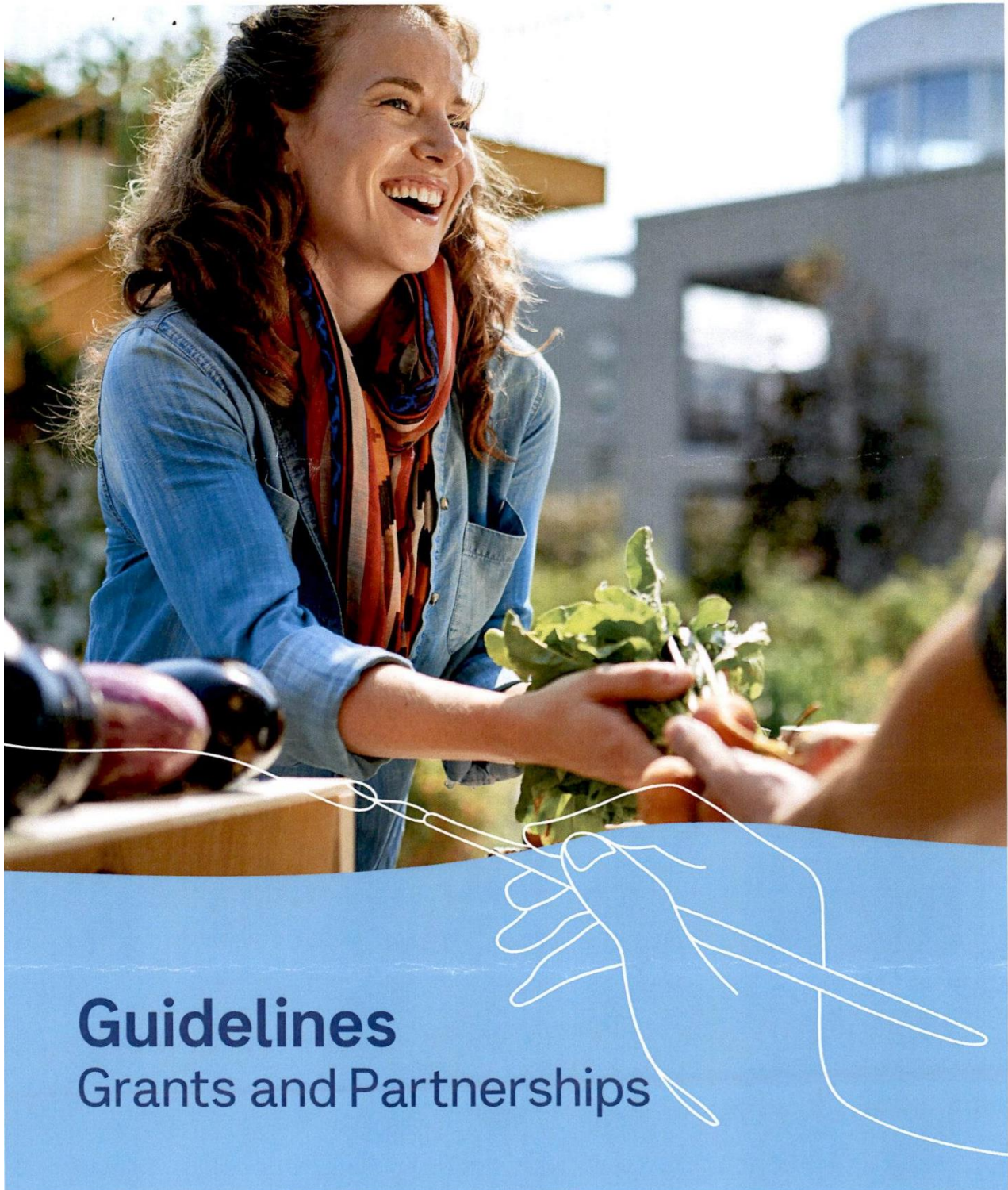
OFFICE: Shop 4, 33-35 Macedon Street Sunbury 3429

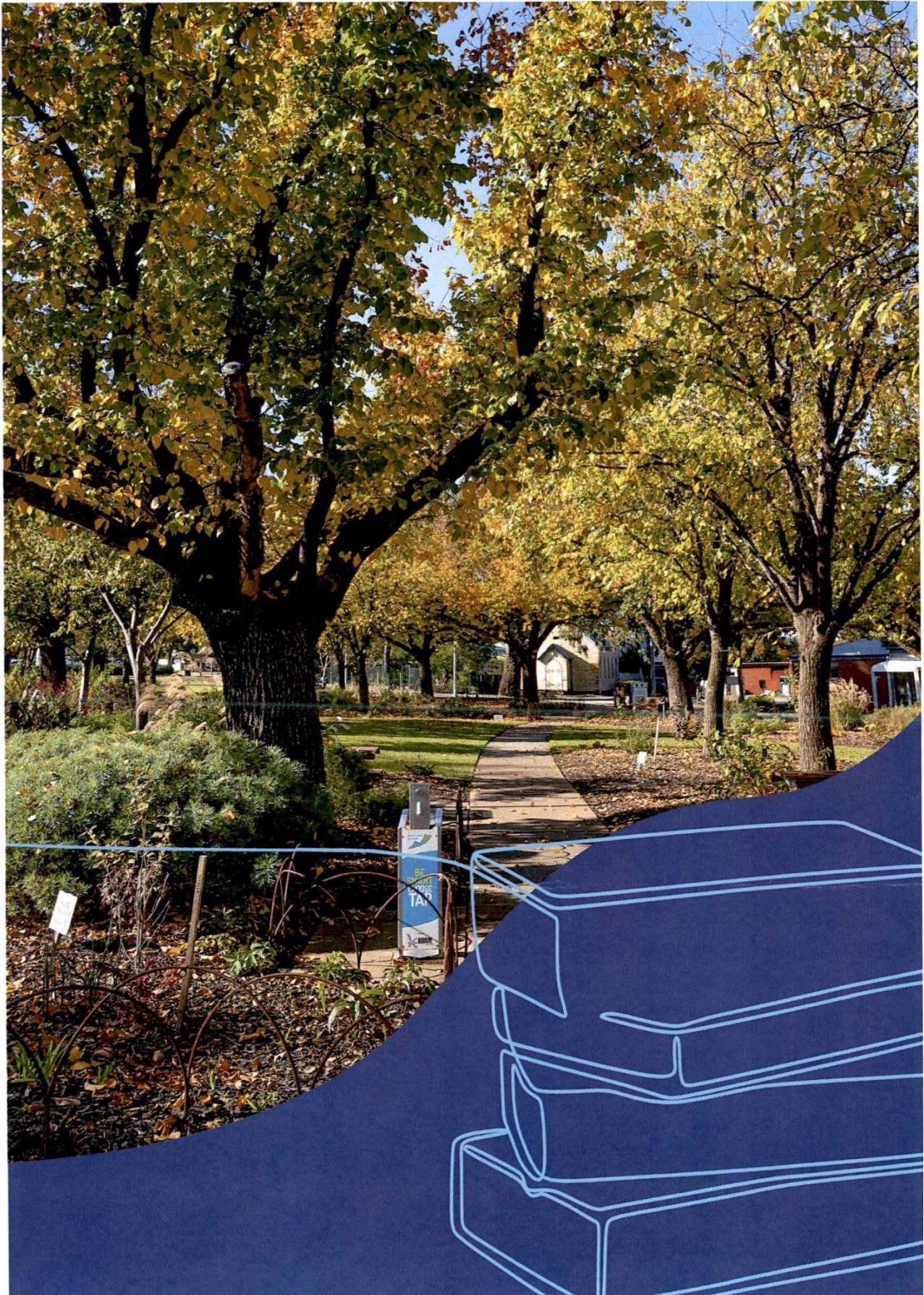
POSTAL: PO Box 635, Sunbury 3429

P: 9740 4091 **F:** 9740 4978 **E:** josh.bull@parliament.vic.gov.au



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1. INTRODUCTION

1.1 About the West Gate Tunnel Project

The West Gate Tunnel Project will deliver a vital alternative to the West Gate Bridge. It will provide a much needed second river crossing, quicker and safer journeys across Melbourne, and remove thousands of trucks from residential streets. The project is managed by the West Gate Tunnel Project, Major Transport Infrastructure Authority (WGTP MTIA), on behalf of the Victorian Government.

1.2 About the Sunbury & Bulla Neighbourhood Fund

The \$2 million Sunbury & Bulla Neighbourhood Fund has been established by the Victorian Government to support the Sunbury and Bulla communities during the construction of the West Gate Tunnel.

The program is designed to support these communities, acknowledging the temporary disruption to the local area while soil is being transported during tunnel boring.

The fund is managed by the West Gate Tunnel Project, Major Transport Infrastructure Authority.

A wide range of projects are eligible including those that celebrate heritage, history or diversity, focus on arts and culture, emphasise learning and development, or enable greater participation of community members.

The Sunbury & Bulla Neighbourhood Fund has two components – partnerships and grants.

Eligible parties include incorporated not-for-profit groups in the Hume City Council area. Further information about eligibility is provided in Section 2.

Hume City Council is eligible for partnerships.

In order to increase benefits to the community, organisations that contribute funding to a partnership will be considered favourably in the assessment process. Co-contributions are encouraged, both financial and in-kind.

Projects should encourage community connectedness and cohesiveness through bringing people together and involving them in their community.

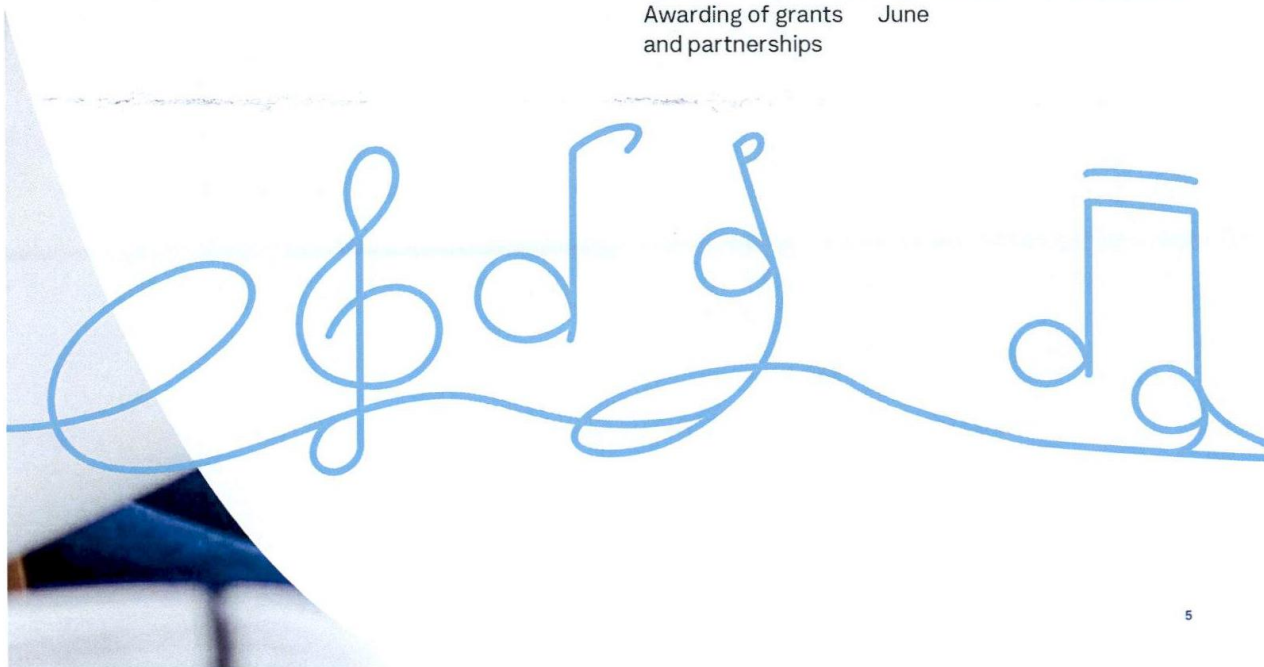
The first round of grants and partnerships ran in 2022, awarding almost \$800,000 to community groups in Sunbury and Bulla. The final round of grants and partnerships will run in early 2023.

1.3 Important dates

The Sunbury & Bulla Neighbourhood Fund will run as outlined in the following table:

Program Stage Timing 2023

Applications close	Monday 20 March, 3pm
Assessment period	March to May
Awarding of grants and partnerships	June



2. ELIGIBILITY

2.1 Eligible applicants

Incorporated not-for-profit organisations with proposals for projects located within the local government area of Hume City Council can apply for a Sunbury & Bulla Neighbourhood Fund grant or partnership.

Applications are invited from:

- incorporated not-for-profit community organisations
- groups auspiced by not-for-profit community organisations (for grant applications only)
- Hume City Council (for partnership applications only)

Incorporated not-for-profit community organisations may include but are not limited to:

- charities
- organisations with Deductible Gift Recipient (DGR) or Public Benevolent Institution (PBI) status
- cooperatives
- companies limited by guarantee and/or limited by shares (non-distribution of profits or dividends)
- trusts that are registered with the Australian Charities and Not-for-profits Commission (ACNC)
- associations (under the Associations Incorporation Act 2009)
- Local Aboriginal Land Councils
- organisations established under an Act of Parliament.

To be eligible to apply for a Sunbury & Bulla Neighbourhood Fund grant or partnership, applicants must:

- be based in the Hume City Council area and propose a project/event where the majority of participants are residents of Sunbury and/or Bulla
- demonstrate that the project can be delivered within 12 months of the funding announcement
- have an Australian Business Number (ABN)
- be a not-for-profit agency or not-for-profit incorporated association
- have public liability insurance (PLI).
- If an organisation does not have an ABN, incorporation and public liability insurance, the organisation can apply through an auspice organisation (grants applicants only)

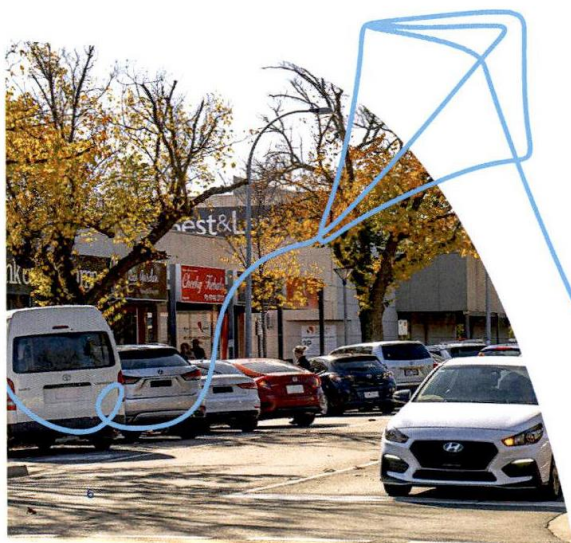
Hume City Council is eligible to apply for a partnership.

Where an auspice organisation participates in an application process:

- Auspice arrangements within the program are designed to assist not-for-profit community groups who are small or may not yet be incorporated. They cannot be used by for-profit organisations to apply for grants that benefit a commercial business.
- The auspice organisation is obligated to ensure that the funding is expended within the requirements of the application and funding agreement.
- Evidence of the agreement between the two parties to undertake this auspice arrangement must be included with the application, as must all the necessary paperwork to prove insurance, incorporation and ABN status. The auspice organisation receives all the grant payments.

Applicants will not be eligible to receive a grant or partnership if they:

- derive income from gambling, or is proposing to conduct activities that promote gambling;
- have a debt owing to the local council where the project will be undertaken;
- have not submitted an acquittal for any previous grant or partnership from the relevant local council.





2.2 Eligible projects

Proposed projects must fit into one of the following Sunbury & Bulla Neighbourhood Fund categories:

Celebrating Neighbourhoods Grants:

Up to \$20,000 for festivals, events, and installations that bring local people together.

For example, community art exhibitions, and local festivals, shows or concerts.

Connecting Neighbourhoods Grants:

Up to \$50,000 for a one-off project or activity that aims to improve community facilities, amenity and participation.

For example, a series of educational workshops, new uniforms for a local sporting club or new gardening equipment for a community garden.

Transforming Neighbourhoods Partnerships:

\$50,001 and over for improvements to sporting and recreation facilities, local environments, and other initiatives supporting the building of community and participation.

For example, improvements to sporting or club facilities, revitalisation of public spaces and beautification of local waterways.

Projects must predominantly benefit communities in Sunbury and/or Bulla.

Proposed projects should improve community connectedness, improve community cohesion and meet community need. More information about the assessment criteria is provided in Section 3.

Projects are due to be completed within 12 months of a funding announcement. If a project is affected by COVID-19, or other unforeseen circumstances, extensions and variations may be available at the discretion of the WGTP MTIA.

Projects are not eligible to receive a Sunbury & Bulla Neighbourhood Fund grant or partnership if they:

- have the single purpose of promoting religion or political parties
- are currently fully funded by local, state or federal governments
- are intended to fund operational or core business costs including salaries and administration costs
- are deemed as core curriculum activities of educational institutions
- have already commenced, or have not commenced but secured funding.

2.3 Funding priorities

To be eligible for a Sunbury & Bulla Neighbourhood Fund grant or partnership, the project should align with at least one of the following priority areas:

Health and Wellbeing

Supporting programs and opportunities which promote healthy living and wellbeing.

Innovation

Supporting projects and events which help the community to solve future challenges.

Environment and Sustainability

Enhancing and conserving green spaces and the environment.

Mobility

Making it easier for communities to travel and explore their local area.

Leadership

Supporting and training future leaders to advocate for their community.

Education and Skills

Providing information, skills and new opportunities to members of the community.

Diversity

Supporting social inclusion for diverse populations.

Arts & Culture

Celebrating culture and building positive community perceptions.

Heritage

Celebrating history and creating links between the past and present within the community.

Beautification

Supporting opportunities to improve the aesthetics and facilities of the community.

2.4 Permissions

Fund applications must include acknowledgement and in-principle support from relevant stakeholders and authorities that may be affected by the proposed project.

This could include, but is not limited to, the following parties:

- the owner of any land to be used or impacted upon
- the owner of any existing infrastructure to be used or impacted upon
- the leadership of any club/organisation involved or impacted upon
- a representative of any businesses, services or utility providers involved or impacted upon
- development approval from local council.

Permissions will be formally sought for successful grants and partnerships, where relevant, following the assessment process.



3. ASSESSMENT

3.1 Assessment

The Sunbury & Bulla Neighbourhood Fund grants and partnerships assessors include:

- Senior representatives of the West Gate Tunnel Project
- Representatives of Hume City Council
- Representatives of relevant Victorian Government Departments

An Independent Probity Advisor will oversee the assessment process. The Victorian Government will approve the successful applicants.

3.2 Assessment criteria

All eligible applications will be assessed on merit against the following program criteria

Improve community connectedness and cohesiveness

The project will increase the quality and number of connections that an individual has with others in their community and/or the sense of togetherness and bonding that exists between community members.

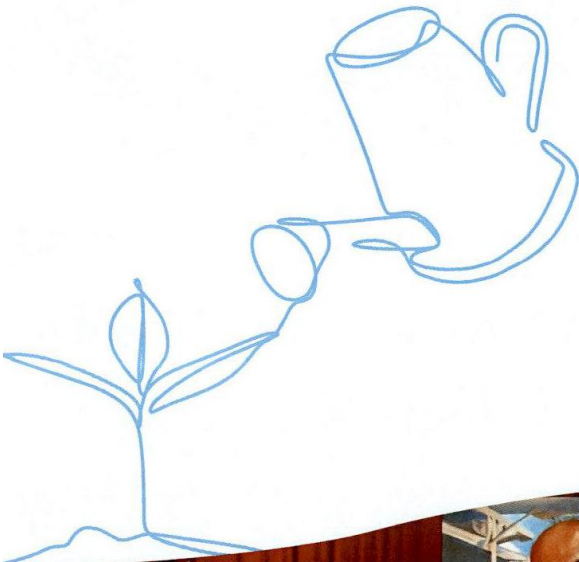
Meet community need

The project should support the strengthening of community connectedness and cohesiveness for locals in Sunbury and/or Bulla, as well as align with at least one of the priority areas listed in Section 2.3.

Organisation’s capacity to deliver the project

The organisation has the demonstrated capacity to deliver the project on time and within budget.

For Transforming Communities Partnerships, preference will be given to projects with confirmed co-funding (where relevant).



4. HOW TO APPLY

4.1 Online application form

Applications must be submitted online via the Sunbury & Bulla Neighbourhood Fund web page at westgatetunnelproject.vic.gov.au/sunbury-bulla-fund

Please note:

- Applications must be submitted by an individual with authority to do so on behalf of their group/organisation
- Applications must be submitted using the form for the relevant Sunbury & Bulla Neighbourhood Fund category
- Applicants must only submit one application per proposed project
- Incomplete or ineligible applications will not be considered.

WGTP MTIA reserves the right, in its absolute discretion, to accept or reject any project proposal that is lodged after the Closing Date or otherwise not lodged in accordance with the requirements of the Grants and Partnership Guidelines (this document).

4.2 Before you apply

Please have the following information ready before you start filling out the application form.

Information on the applying organisation including:

- Name, address, contact details
- Incorporation Registration Certificate
- ABN
- Public Liability Insurance certificate
- Auspice organisation information where relevant.

Information about the proposed project:

- Project title
- Type of project (festival, event, purchase, capital works, other)
- Project timeline
- Project budget.

Details about the project:

- Location of the project (Sunbury and/or Bulla)
- Information about land ownership and/or council approvals (if relevant)
- Which priority area/s the project represents.
- The number of community members that will benefit from the project.

Responses will be required for the below:

- Describe how your project will improve community connectedness and cohesiveness.
- Describe how your project will fulfil a community need.
- What evidence do you have that this project/program has community support, and that the project will improve community connected and cohesiveness?
- Please provide some information about your organisation that will give us confidence that you can complete the work you’ve described in this application.
- How will you measure success?

In relation to project costs, you will be asked for:

- The total cost of the project
- Your organisation’s contribution
- How much funding you are seeking
- How the funds will be used
- Any other funding sources you have already secured
- Quotes to support any individual budget item that exceeds \$1,000.

Where co-funding is identified, evidence is requested for secured funding. For non-secured co-funding, you will be asked how the project can be re-scoped if this is not received.

Additional information and attachments

Where relevant, the below are requested:

- Evidence of land and/or building ownership (e.g rates notice) or landowner permission
- Information on land/building lease expiration
- Auspice agreement
- Letters of support
- Evidence of co-funding from other sources
- Supporting information such as project plans and/or designs.

WGTP MTIA may reach out to applicants to obtain additional information relating to their projects during the assessment period, as required



4.3 Getting assistance

If you have questions about the Sunbury & Bulla Neighbourhood Fund or require assistance in submitting an application, please contact 1800 105 105 or email info@wgta.vic.gov.au. If you require an interpreter, please call 03 9209 0147.

5. TERMS AND CONDITIONS

Projects which receive a funding offer from the West Gate Tunnel Project, Major Transport Infrastructure Authority will be required to enter into a funding agreement and accept terms and conditions in relation to the specific project which has been proposed.

6. PRIVACY COLLECTION NOTICE

The Victorian Government and Transurban Limited are partnering to build the West Gate Tunnel Project (Project). The Project is being delivered on behalf of the Victorian Government by the West Gate Tunnel Project team within the Major Transport Infrastructure Authority (WGTP MTIA), an administrative office in relation to the Department of Transport established under the Public Administration Act 2004.

WGTP MTIA is collecting your personal information in connection with the Project, for the purposes of administering the Sunbury & Bulla Neighbourhood Fund (Fund) Grants and Partnerships program.

WGTP MTIA may disclose your personal information to the Major Transport Infrastructure Authority (MTIA) and relevant third parties including:

- SmartyGrants, the company that hosts the application platform;

- Hume City Council, representatives from which will participate in the assessment of applications, comment on project proposals that intersect with Council plans or property and report on Council debts and/or acquittals relating to previous grants; and
- employees or contractors of MTIA and other parts of the Department of Transport, or other Victorian Government departments, for the purposes of assessing the applications.

WGTP MTIA will only send you communications about any applications you make and updates to keep you informed on the Fund.

You may choose not to provide WGTP MTIA with any personal information requested, but in that case WGTP MTIA may not be able to accept an application from you, respond to your queries or take your feedback into account.

You have the right to access and correct personal information about you held by WGTP MTIA. To request access or other changes to your personal information, or for more information about how WGTP MTIA manage your privacy, please refer to the MTIA-wide Privacy Policy, which is published on Victoria’s Big Build website at <https://bigbuild.vic.gov.au/privacy>, or contact WGTP MTIA for a copy.

To discuss any privacy concerns or request access or other changes to the personal information WGTP MTIA hold about you, please contact 1800 105 105 or email privacy@wgta.vic.gov.au.





To find out more about the
Sunbury & Bulla Neighbourhood Fund

Visit westgatetunnelproject.vic.gov.au/sunbury-bulla-fund
Email info@wgta.vic.gov.au Call 1800 105 105