



**COUNCIL MEETING OF
THE HUME CITY COUNCIL**

MONDAY, 24 MARCH 2025

7:00PM

**COUNCIL CHAMBER - HUME GLOBAL LEARNING CENTRE
BROADMEADOWS**

HUME COMMUNITY VISION 2045:

A thriving community with a strong sense of belonging.

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

HUME CITY COUNCIL

Notice of a

COUNCIL MEETING OF THE HUME CITY COUNCIL

to be held on Monday, 24 March 2025

at 7:00pm

at the Council Chamber - Hume Global Learning Centre Broadmeadows

Attendees:	a: Council	Cr Jarrod Bell	Mayor
		Cr Naim Kurt	Deputy Mayor
		Cr Daniel English	
		Cr Steve Gagen	
		Cr John Haddad	
		Cr Kate Hamley	
		Cr Sam Misho	
		Cr Carly Moore	
		Cr Jim Overend	
		Cr Karen Sherry	
		Cr Ally Watson	
	b: Officers	Ms Sheena Frost	Chief Executive Officer
		Ms Rachel Dapiran	Director City Planning and Places
		Ms Anne Mallia	Act. Director City Services & Living
		Mr Adam McSwain	Director Infrastructure and Assets
		Mr Hector Gaston	Director Customer & Strategy
		MsAnn-Michel Greenwood	Chief People Officer
		Mr Fadi Srour	Chief Financial Officer

ORDER OF BUSINESS

1. ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Hume City Council would like to acknowledge that we are meeting on Country for which the members and Elders of the Wurundjeri Woi-wurrung people and their forebears have been custodians for many thousands of years. The Wurundjeri Woi-wurrung, which includes the Gunung-Willam-Balluk clan, are the Traditional Custodians of this land. Hume City Council would also like to pay its respects to their Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples who may be here today.

2. PRAYER

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

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

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

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

Minutes of the Council Meeting held on 11 March 2025.

RECOMMENDATION:

THAT the Minutes of the Council Meeting held on 11 March 2025, be confirmed.

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

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

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10. ITEMS TO BE TABLED

10.1 Petition - Parking Spots in Redcliffs Crescent, Roxburgh Park

11. URGENT BUSINESS

12. DELEGATES REPORTS

13. CONFIDENTIAL ITEMS

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

RECOMMENDATION:

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

8.9 Contract No. 30 24 3598 - Road Reconstruction of Oaklands Road, Oaklands Junction between Vehicle Crossings No. 365 and 395 - Confidential Attachments

1. Contract No. 30 24 3598 - Tender Evaluation Report
2. Contract No. 30 24 3578 - Tender Evaluation Matrix
3. Contract No. 30 24 3578 - List of Company Directors and Officeholders

The attachments in item 8.9 are confidential in accordance with Section 3(1)(a) of the *Local Government Act 2020* because it is Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

The specified grounds apply because they contain contractual matters.

8.11 Monthly Capital Works Update - Confidential Attachment:

1. Monthly Capital Works Report - February 2025

The attachment in item 8.11 is confidential in accordance with Section 3(1)(a) of the *Local Government Act 2020* because it is Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

The specified grounds apply because they contain financial information.

14. CLOSURE OF MEETING

**SHEENA FROST
CHIEF EXECUTIVE OFFICER**

19/03/2025

REPORT NO:	8.1
REPORT TITLE:	Enhancing Council's Response to Illegally Dumped Waste
SOURCE:	Danielle Prentice, Manager Waste and Sustainability Jeni Jackson, Coordinator Waste Operations
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Historical Background - Waste Response Team Briefing Presentation from February 2024</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 In March 2023, Council announced 'Keep Hume Clean', a new campaign to reduce litter and illegal dumping in Hume. The 'Keep Hume Clean' campaign utilizes behaviour change principles with the objective of educating residents to responsibly dispose of litter and waste (attached is a Council Briefing presentation from February 2024 that provides the history and context for establishing the service).
- 1.2 The Waste Response program is a key element of the 'Keep Hume Clean' campaign and was approved for an initial 2.5 year period, concluding 30 January 2026.
- 1.3 The Waste Response program has shown great success. In the last twelve months, the Waste Response team have attended to 5665 requests within the operational area. Of these, the Waste Response program resolved 4727 reports, for an 83% program success rate.
- 1.4 Across this same period, while attending to more incidents of dumped rubbish, Council's costs for dealing with illegal dumping have decreased from \$4.7 million annually to \$4.3 million (inclusive of the costs for the Waste Response Teams). This is the first decrease in these costs in several years, following significant growth.
- 1.5 Officers believe the conclusion of the Waste Response program in 30 January 2026 will have negative impacts on the community and will result in longer response times.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 **Notes the success of the Waste Response program and the positive impact it has had on the community and Hume's reputation within the waste industry.**
- 2.1.2 **Approves the continuation of the Waste Response program beyond 30 January 2026, making this program a permanent resource.**
 - (a) **Notes that the 2025/26 draft budget includes \$931,574 to retain the Waste Response program throughout 2025/26**

REPORT NO: 8.1 (cont.)

- 2.1.3 Notes that Officers will trial new solutions, including vehicle and technology changes, to increase the efficiency of the Litter and Dumped rubbish group with the objective of reducing request response times.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 Environmental Protection Act 2017

- 3.1.1 The Environmental Protection Act 2017 is centered on the General Environmental Duty (GED). The GED applies to all Victorians, including local governments, and requires any person (or organisation) who is engaging in an activity that may pose a risk of harm to human health or the environment from pollution or waste to minimise those risks so far as reasonably practicable.
- 3.1.2 Officers from local government can be appointed as Authorised Officers under the Environmental Protection Act 2017. Authorised Officers have a range of inspection and inquiry powers under the Act
- 3.1.3 In addition, Officers from local government can be appointed as Litter Enforcement Officers under the Environmental Protection Act 2017. Litter Enforcement Officers can investigate and take enforcement action for certain litter and waste offences.

3.2 Fair Work Act 2009

- 3.2.1 From December 2023, changes to the Fair Work Act 2009 ensure that fixed term employment contracts now have a maximum contract period of no more than two years.
- 3.2.2 Employers are unable to employ workers, who are not casual employees, on fixed term contracts for a period of more than two years. Further, contracts that have an option for the employer to extend or renew a worker on the same or similar terms, and the extension would result in the worker being engaged under the same contract for longer than two years are prohibited.
- 3.2.3 There are some situations in which the fixed-term contract restrictions under section 333E would not apply. These include contracts for employees that are:
- engaged to perform only a distinct and identifiable task involving specialised skills;
 - engaged for a training arrangement;
 - engaged to undertake essential work during a peak demand period;
 - engaged to undertake work during emergency circumstances or during a temporary absence of another employee;
 - earning over the high-income threshold;
 - engaged under a contract for a job funded by the government
 - engaged in a governance position which has a time limit applied under the governing rules;
 - covered by a modern award that permits fixed-term contracts longer than two years.
- 3.2.4 The Waste Response Team employees are engaged on a fixed-term contract basis, due to conclude on 30 January 2026.

REPORT NO: 8.1 (cont.)

- 3.2.5 The changes to the fixed-term contract limitations only apply to new employment contracts (contracts entered into after December 2023). However, employers seeking to extend previous contracts that would result in a fixed-term contract of more than two years, may be a breach of section 333E of the Act

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

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

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

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

- (a) The rights of all people in Victoria are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

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

5.2.2 This report recommends the continuation and expansion of an existing Council services, therefore no Gender Impact Assessment has been conducted.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 In 2021-2022, Council spent over \$4 million responding to and cleaning up litter and illegal dumping in Hume. By 2022-2023, this amount had risen to \$4.7 million. In 2023-2024, this amount had reduced to approximately \$4.3 million, despite increased resources and costs, with the Waste Response program commencing operations in October 2023.

REPORT NO: 8.1 (cont.)

- 6.2 On commencement, the Waste Response program resources consisted of seven full-time equivalent (FTE) positions and four vehicles. Following a department restructure in late 2024, two FTE were reallocated to this function, including the addition of a Team Leader, bringing the current resourcing to nine FTE positions and four vehicles.
- 6.3 The Waste Response program employees are employed on fixed-term contracts, expiring on 30 January 2026. We anticipate that as the contract expiration date nears these employees will likely commence looking for work elsewhere and therefore, we will likely need to utilise agency resources to backfill vacancies during 2025.
- 6.4 Officers recommend the continuation of the Waste Response program beyond 30 January 2026, with the same level of resourcing and area covered. This option is already funded within the current draft 2025/2026 budget therefore no additional funds would be required for 2025/26. Noting this option would result in an increase to Council’s permanent FTE employees and would require funding in future years.
- 6.5 Officers also considered an option to expand the service across all residential neighbourhoods. This would require the following:
- 6.5.1 The additional resources required to expand the program into all residential areas would include an additional six FTE and an additional four vehicles. Bringing the total resources required for the Waste Response Program to fifteen FTE and eight vehicles.
- (a) Staff resources would consist of fourteen band three officers and one band five team leader.
- 6.5.2 The annual cost of the Waste Response program is currently \$957,281.45. The expansion of the program would increase the annual cost to approximately \$1,629,903.08.
- (a) The above costs include salaries and oncosts, vehicles and incidentals (training, PPE, equipment and printing).
- 6.5.3 The 2025/2026 draft budget has \$931,574.00 (currently excluding internal vehicle costs) allocated to the Waste Response cost centre meaning an increase of \$698,329.08 would be required for the 2025/2026 budget.
- (a) This increased cost would enable the expansion of the program from twelve suburbs to all twenty-six Hume suburbs.

7. OPPORTUNITIES & RISKS:

7.1 Opportunities

- 7.1.1 In order to positively affect long-term and positive change influencing correct waste disposal behaviours, sustained and timely education needs to be delivered to the community. The Waste Response program achieves this through door knocking, mailbox drops and taping off waste, all of which has Council messaging promoting positive behaviour.
- 7.1.2 Through maintaining the existing level of resources, Officers will seek to modify operations to achieve a greater reach within the existing resource allocation.
- 7.1.3 The continued population growth within Hume will see new residents moving into the area, creating a continued need for education and engagement from Council around the positive amenity behaviours Council expects and information about available services.

REPORT NO: 8.1 (cont.)

- 7.1.4 The Waste Response program has seen an 83% success rate in resolving illegal dumping incidents within its operational area. This success demonstrates the majority of Hume residents are eager to do the right thing and when engaged in the Waste Response program, they willingly correct their behaviour. This indicates that each household the program interacts with will be more likely to correctly use Council waste services in the future.

7.2 Risks

- 7.2.1 This report recommends the permanent continuation of the Waste Response program. As such, the Occupational Health and Safety risks posed are within the existing risks faced by Hume City Council employees.
- 7.2.2 Should the Waste Response program conclude on 30 January 2026, there would be a substantial negative impact on Council’s average response time to illegally dumped rubbish requests. In 2024, the Waste Response program was successful in resolving 4,727 requests. Without the Waste Response program, these requests would instead be responded to by the Waste and Litter Collection Officers, increasing the response time from 2-6 weeks to over 4-12 weeks.
- 7.2.3 If Council returns to removing dumped rubbish without intervention through the Waste Response program methodology, Officers believe that illegal dumping incidence rates will increase. The positive behavior change achieved over the 2 years of the program will be undone and the severity of dumping incidents across Hume will worsen.
- 7.2.4 The Waste Response program provides timely information to Hume residents seeking to dispose of waste material. Without the Waste Response program residents would have to source the information themselves through existing collateral and website content. This would reduce accessibility to waste service information and increase the likelihood of residents disposing of waste after observing the behaviour of their neighbours.

8. COMMUNITY ENGAGEMENT:

- 8.1 Community engagement and consultation is essential to open and transparent governance and informed decision making.
 - 8.1.1 This report relates to operational decisions, including the continuation of an existing program, therefore no community consultation has been undertaken to inform this report.

9. DISCUSSION:

9.1 Waste Response Team

- 9.1.1 In 2021-2022, Council spent over \$4 million responding to and cleaning up litter and illegal dumping in Hume. By 2022-2023, this amount had risen to \$4.7 million.
- 9.1.2 In March 2023, Council announced ‘Keep Hume Clean’, a new campaign to reduce litter and illegal dumping in Hume. The ‘Keep Hume Clean’ campaign utilizes behaviour change principles with the objective of educating residents to responsibly dispose of litter and waste.

REPORT NO: 8.1 (cont.)

- 9.1.3 The Waste Response Team is a key element of the ‘Keep Hume Clean’ campaign and was approved for an initial 2.5 year period, concluding 30 January 2026.
- 9.1.4 Following recruitment, induction and training, the Waste Response Team commenced activities in late October 2023.
- 9.1.5 The Waste Response Team respond to illegally dumped waste across twelve Hume suburbs with the highest prevalence of illegally dumped waste (detail on the areas covered is included in the attached Briefing from February 2024).
- 9.1.6 The Waste Response process includes; checking for hard waste bookings, educating property occupiers and neighbours, leaving printed information, taping material, encouraging individuals to take responsibility for their waste, and in some instances, referring evidence on to Council’s City Safety team for further investigation and enforcement.
- (a) Waste Response Officers assess booked hard waste on the kerbside and provide feedback to residents on and has been effective in preventing knockbacks due to non-compliant hard waste bookings.
 - (b) Waste Response Officers assist residents with booking hard waste collections and providing advice on how to use other Council waste services such as drop off locations.
 - (c) Waste Response Officers report on other issues they observe within the community such as deceased animals, damaged pit lids, abandoned trolleys and sweeping requirements.
 - (d) Waste Response Officers have found success in contacting Real Estate Agents to facilitate hard waste bookings where tenants have vacated and left hard waste on the kerb without a booking.
 - (e) Where possible through the recruitment process, Council aims to recruit Officers to the team who speak other languages to improve communication within our diverse community. There are currently two Waste Response Officers in the team who speak at least one language in addition to English.
- 9.1.7 The Waste Response process has shown great success. In the last twelve months, the Waste Response team have attended to 5665 requests within the operational area. Of these, Waste Response team activities resolved 4727 reports, for an 83% program success rate.
- (a) The Waste Response program was a finalist in the 2024 Australian Waste Innovation and Recycling Awards.
 - (b) The Waste Response program has been featured positively in ABC News and The Age.
 - (c) Officers have been approached by other Councils and the NSW EPA who are interested in the success of the Waste Response program.
- 9.1.8 The fixed-term contracts the Waste Response team employees are engaged under are due to conclude on 30 January 2026.

REPORT NO: 8.1 (cont.)

9.2 Litter and Dumped Rubbish services

- 9.2.1 In 2024, Council received 14,988 requests to attend illegally dumped waste in Hume.
- 9.2.2 In addition to the Waste Response program, Council employs Waste and Litter Collection Officers to remove instances of illegally dumped waste across Hume. Together with their Team Leader, these twelve employees use medium-sized trucks equipped with cranes to assist with waste removal.
 - (a) In addition to illegally dumped waste, the Waste and Litter Collection Officers also attend to other request types, including deceased animals, syringes/medical waste, and make safe damaged underground pits. In 2024, Council received 1,420 requests across these categories, and due to the nature of these requests they take priority.
- 9.2.3 Council employees are supported by two existing contracts:
 - (a) Contract 30 20 3085 – Provision of Waste and Litter Collection Services from Open Space and Public Realms. This contract includes programmed attendance at a range of Council maintained properties across Hume for the removal of litter.
 - (b) Contract 30 20 3083 – Provision of Dumped and Bulk Waste Collection Services. This contract includes the reactive attendance to illegally dumped waste that is too large for Council’s teams to collect.
- 9.2.4 In addition, Council utilises a variety of other suppliers for the removal of illegally dumped hazardous waste, including dumped asbestos and chemicals.
- 9.2.5 Innovations, like Snap Send Solve, have made it much easier for residents to report litter and dumped rubbish to Council. Whilst this is great for customers, it means that in most weeks, Council receive more requests that can be actioned with our existing resources - resulting in a backlog. We prioritise requests that include hazardous material (including suspected asbestos, syringes and broken glass), deceased animals, and road and footpath obstructions, with the remaining requests generally attended to in the order they are received.
- 9.2.6 With the current resourcing level, including Waste Response, Litter and Dumped Rubbish and supporting contractors, Council’s average response time to a request is between two and six weeks.

9.3 Future Options and Considerations

- 9.3.1 The population of Hume City Council is expected to grow by 47.99% between 2025 and 2046 (Forecast ID 2025). Without intervention, Hume’s illegally dumped waste problems will only continue to grow, with the cost to ratepayers to increase accordingly.
- 9.3.2 To-date the Waste Response team operate in the 12 suburbs with the highest prevalence of illegally dumped waste.
- 9.3.3 Despite this limited scope, the Waste Response program has been able to reduce the expenditure on illegally dumped waste, from \$4.7 million in 2022-2023, to approximately \$4.3 million in 2023-2024. This is a positive result as this amount incorporates the increased resources, increased requests, and increased costs over the same period.
- 9.3.4 As a result of this success, Officers believe the Waste Response program should be continued.

REPORT NO: 8.1 (cont.)

- 9.3.5 Should the Waste Response program conclude on 30 January 2026, there would be a substantial negative impact on Council’s average response time to illegally dumped rubbish requests. In 2024, the Waste Response program was successful in resolving 4,727 requests. Without the Waste Response program, these requests would instead be responded to by the Waste and Litter Collection Officers, increasing the response time from 2-6 weeks to over 4-12 weeks.
- 9.3.6 Officers believe there are operational improvements and efficiencies that can be made to reduce the response time of the Waste and Litter Collection Officers, including technological improvements and changes to fleet and equipment used. These improvements should be explored regardless of the continuation of the Waste Response program.
- (a) Officers note that whilst these improvements would assist to reduce the current response time, it would be insufficient to cover the impact arising from loss of the Waste Response Team.
- 9.3.7 Ongoing, sustained and widespread intervention over the course of a number of years is required to affect long term behaviour change within communities. While the Waste Response Program is yet to demonstrate any evidence of reducing illegal dumping behaviors, the program has demonstrated the ability to have residents take responsibility for their waste within 3 days of attendance without enforcement or any other high-cost intervention.
- 9.3.8 Officers believe that through the continuation of the Waste Response Program, Council will see a notable reduction in illegal dumping incidents over time. The commitment to positive behaviour change will be critical through population growth and the expansion of residential neighbourhoods.

10. CONCLUSION

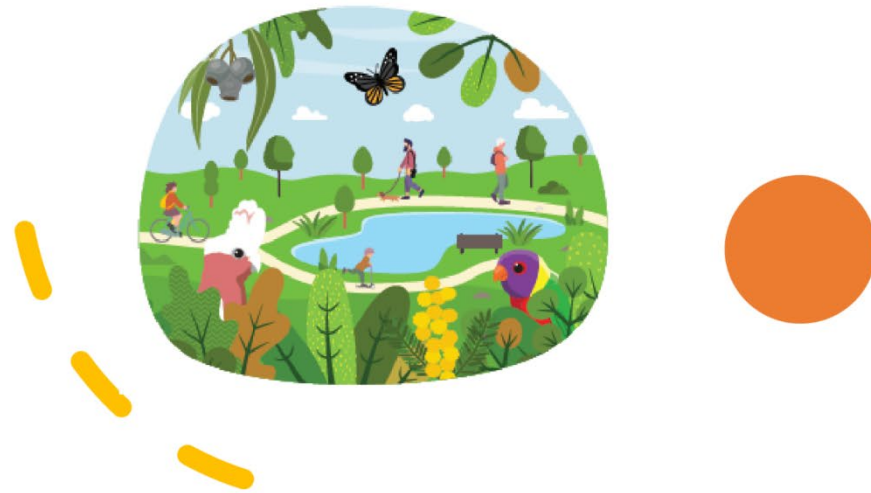
- 10.1 The Waste Response program is having a positive impact on illegally dumped waste within its operational area, with an 83% program success rate.
- 10.2 If the Waste Response program concludes on 30 January 2026, it is anticipated that the current response time for litter and illegally dumped waste requests will substantially increase, from two to six weeks to approximately four to twelve weeks.
- 10.3 Additionally, without intervention through the Waste Response Program, there will be limited deterrents and educational opportunities to prevent kerbside illegal dumping.



Purpose

Provide a progress update on the performance of the waste response team since its introduction in October 2023, including:

- Background
- The Waste Response Team
- The Waste Response process
- Statistics and impact



Illegal Dumping in Hume: The Stats

Financial Year: July 2022 – June 2023



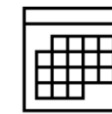
11,000
illegal dumping incidents



4,881
tonnes of litter & dumped rubbish removed



\$4.7 million
in clean up costs



Jan-Mar
peak months for illegal dumping



\$233k
worth of fines issued



Craigieburn
highest number of dumping incidents



Illegal dumping
is on an upward trend in Hume



Broadmeadows
highest incident rate by no. of dwellings

Background

- Like many Council’s, Hume faces ongoing issues with illegally dumped waste
- Historically, Hume’s standard approach to illegally dumped waste was to simply remove it. This action reinforces this behaviour.
- Hume has two distinct types of illegally dumped waste, residential and commercial.
- There are complex behaviours and motivations behind illegally dumped waste.
- In 2023, the Keep Hume Clean campaign was launched to respond to ongoing community concern about this growing problem.

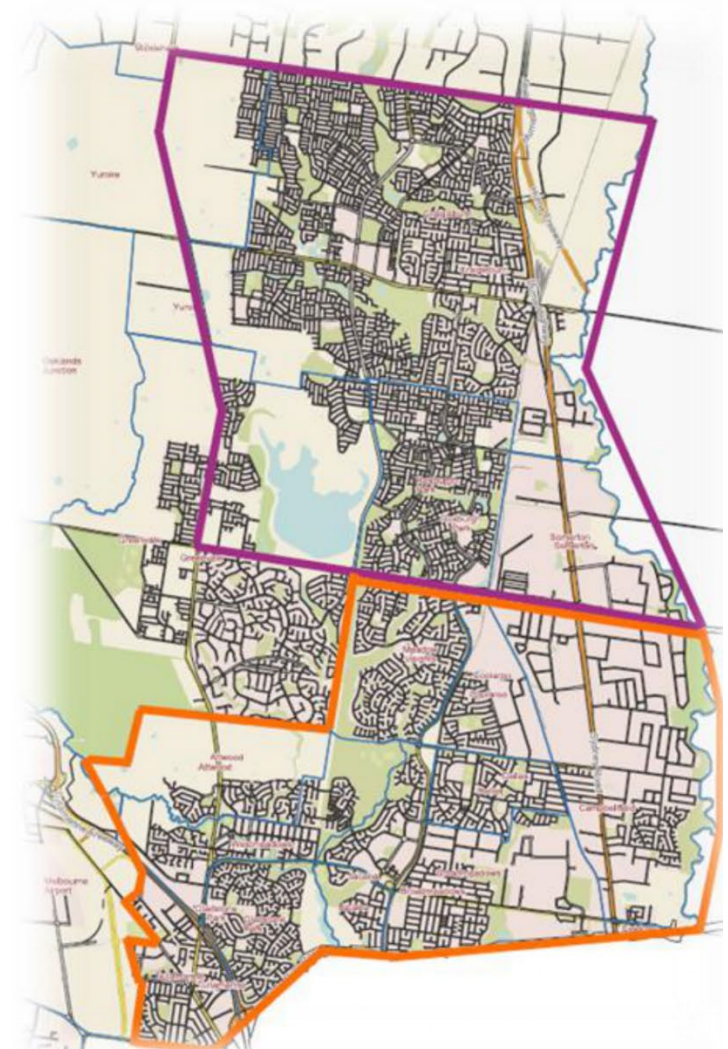
Who are the Waste Response Team?

- The Keep Hume Clean campaign, is a behaviour change campaign focussing on increasing awareness and reducing instances of illegally dumped waste across Hume.
- The Waste Response Team are part of the Keep Hume Clean campaign. The Waste Response Team respond proactively and reactively to illegally dumped waste on residential nature strips across 12 suburbs.
 - Seven Officers (4 crews)
 - Focus on community engagement and education
- The Waste Response Team does not undertake enforcement or infringement activity for illegally dumped waste. These are referred to City Safety.

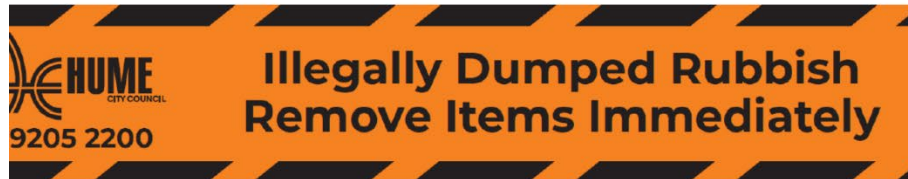
Waste Response Team: process

1. Crews patrol the two zones responding to dumped rubbish incidents in residential areas (approx. 84% of dumped rubbish requests since the crews started are located in these two zones).
2. When they come across hard rubbish on Council land they:
 - a) Check for a hard waste booking
 - b) Check for an existing report in our system
 - c) They assess the pile for anything hazardous and look for evidence
 - d) They door knock and educate the occupant
 - e) They ask that the individual to move the items back onto their property within 2 days
 - f) Tape off the rubbish
3. The crew re-attend the property to see if the resident removed the rubbish or booked it for collection
4. If the rubbish hasn’t been removed or booked, it is left in place for an additional 7 days before removal is arranged

The team is new, the process is new – so we are constantly adapting and changing things to deliver the best outcomes.



The new taping system



Waiting for the resident to remove the items



Referred to litter enforcement for investigation



Hard waste booking has been made

Taping process in action



Waste Response Team - Examples

Proactive job – Waste Response Team identified dumped rubbish on the nature strip.

Notes from WRT:

No evidence found

No SR found

No HW booking

Spoke to resident Phat and had his son Tan on the phone translating. Phat believed he had already made a HW booking and had been waiting for WM to pick it up.

WRT unable to find a booking, so WRT rang WM and ending up making a booking for them week starting 27/11/23, WRT also made their booking compliant by rearranging items on fence, WRT also had resident wrap the glass items in the pile.

Green taped, no follow up necessary.

Proactive job – Waste Response Team identified dumped rubbish on the nature strip.

Notes from WRT:

No evidence found

No SR found

No HW booking

WRT door knocked but no answer, we have left a request to remove letter dated 17/11/23 in their letterbox along with a HW booking fridge magnet.

WRT reattended property at 8am on 16/11/23. WRT door knocked and spoke to Naza who has limited English, WRT made a hardwaste booking with her online for week starting 27/11/23 booking ref. #20299993.

Green tape, no further action required.

Proactive job – Waste Response Team identified dumped rubbish on the nature strip.

Notes from WRT:

No evidence found

No SR found

No HW booking

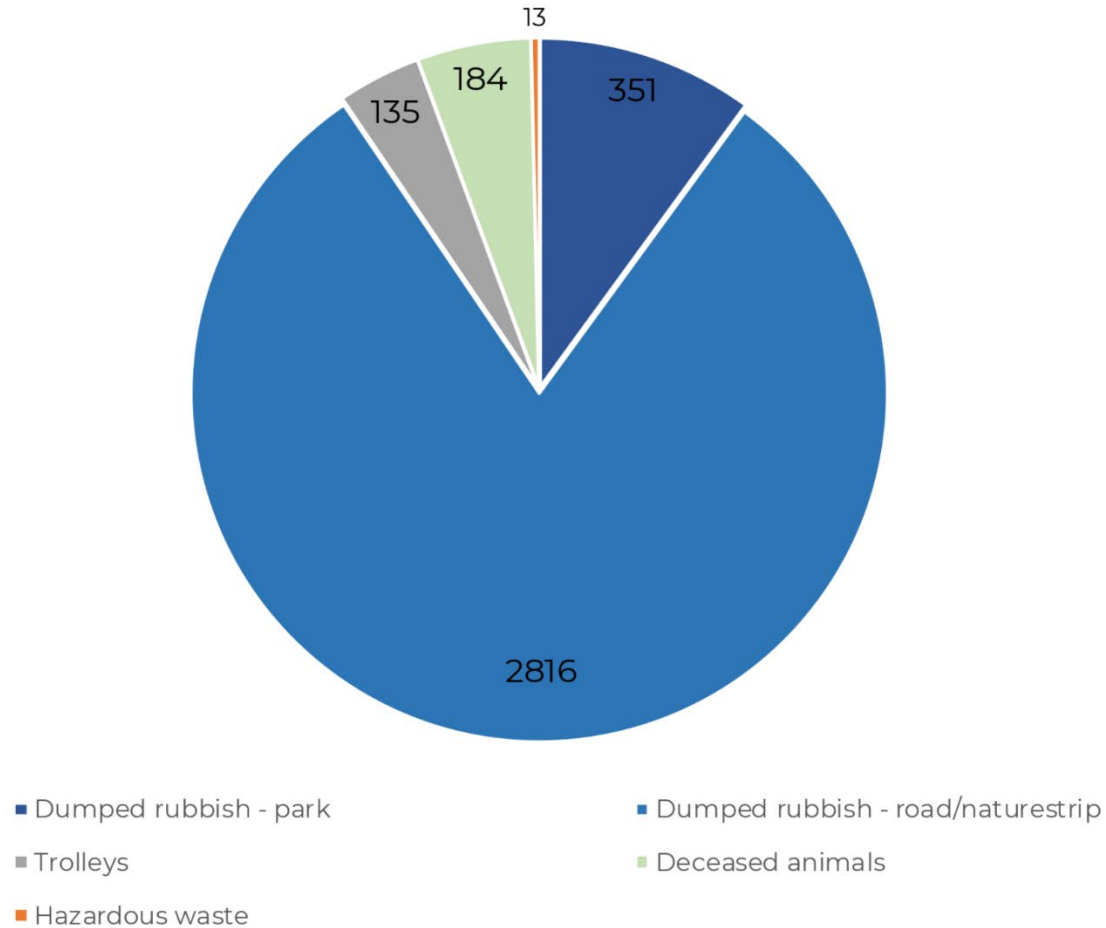
WRT door knocked and spoke to resident Breanna who stated she will be removing it over the weekend provided request to remove letter and orange taped.

WRT reattended 20/11/23. The pile of dirt is still on the nature strip, WRT politely informed Breanna that since the dirt is still there it will be sent to the investigations team. She told us the pile will be removed tonight by her husband.

City Safety attended 22/11/23. Dirt removed, no further action.

Statistics

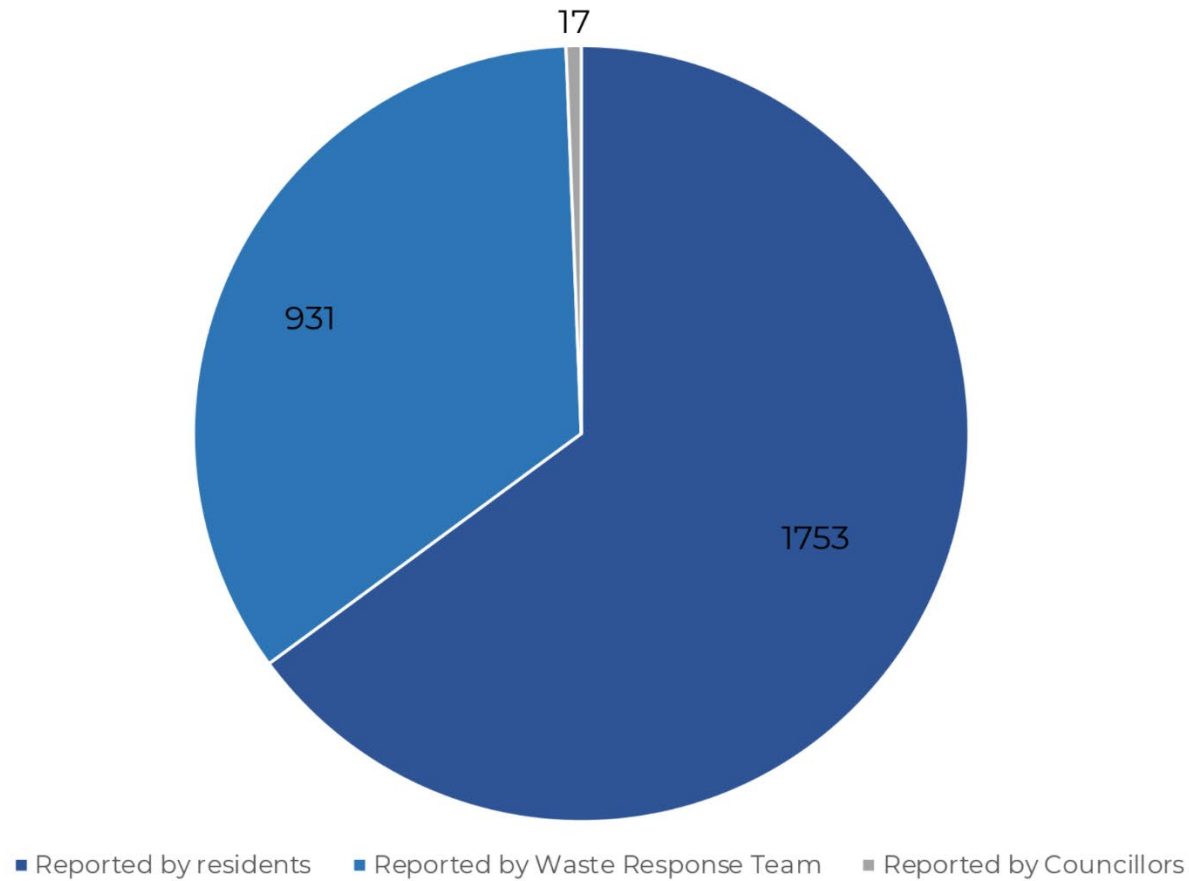
Total Dumped Rubbish Requests - 23 October 2023 and 17 January 2024



Of these 3499 requests, around 84% were within the area the Waste Response Team operates

Statistics – this applies to the areas in which the Waste Response Team operate

Waste Response Team area data requested- Dumped Rubbish Park and Road Requests - 23 October 2023 and 17 January 2024



Impact of Waste Response Team

During the period 23 October 2023 – 17 January 2024, the Waste Response Team proactively responded to 931 instances of residential illegally dumped waste.

Of these:

- 712 (76.5%) were resolved by WRT
- 41 (4.4%) were referred to City Safety
- 178 (19.1%) were removed by City Amenity

On average, Hume City Council spends \$427 for each instance of illegally dumped waste (using 2022-23 figures). Applying this average, the Waste Response Team has saved over \$300k (in 3 months) by proactively resolving 712 instances of dumped rubbish.



Summary

- The Waste Response Team currently operates in 12 suburbs. These suburbs have the highest customer reports relating to illegally dumped waste.
- Changing behaviour, especially at this scale, will take considerable time.
- The Waste Response Team is a resource intensive program. However, the face-to-face community interaction delivered is achieving strong results, with 81% of residents either taking responsibility for their waste (76.5%) or being held responsible by referral to City Safety (4.5%).



Coming soon:

- Keep Hume Clean awareness campaign
- Litter and Illegal Dumping Action Plan





REPORT NO:	8.2
REPORT TITLE:	Response to Notice of Motion (NOM24/25) - former Councillor Jack Medcraft - Graffiti Management Policy Review
SOURCE:	Danielle Prentice, Manager Waste and Sustainability
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Draft Graffiti Management Policy</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

1.1 At its meeting held on 27 May 2024 Council carried Notice of Motion 24/25 from Cr Medcraft, recommending:

That Council receive a report to a future Briefing on:

- a. Opportunities to streamline the process for Graffiti removal on private land through a review of Councils current Graffiti Management Policy and the Graffiti Prevention Act 2007.
- b. Investigates appointing a Council Officer or Contractor as an authorised officer under the Graffiti Prevention Act 2007 to assist with Graffiti removal on private land.

1.2 This report is provided in response to Notice of Motion 24/25 and details the revision of the Graffiti Management Policy.

2. RECOMMENDATION:

That Council:

2.1 Endorses the draft Graffiti Management Policy for stakeholder and community feedback.

2.1.1 Notes that this review has been undertaken out of cycle, arising from a Councillor Notice of Motion.

2.1.2 Notes that the actions Council can take to remove or obliterate Graffiti are limited by the requirements of the Graffiti Prevention Act 2007.

2.2 Following the consultation period, considers the final Graffiti Management Policy for final endorsement at a future Council meeting.

REPORT NO: 8.2 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 Local Government Act 2020

- 3.1.1 Section 60 of the Local Government Act 2020 requires Council to develop, adopt and keep in force Governance Rules.
- 3.1.2 Hume City Council Governance rules commenced on 23 August 2022 and outlines the requirements for a Councillor to lodge a notice of motion.
- 3.1.3 At its meeting held on 27 May 2024 Council carried Notice of Motion 24/25 from former Cr Medcraft, recommending:

That Council receive a report to a future Briefing on:

- *Opportunities to streamline the process for Graffiti removal on private land through a review of Councils current Graffiti Management Policy and the Graffiti Prevention Act 2007.*
- *Investigates appointing a Council Officer or Contractor as an authorised officer under the Graffiti Prevention Act 2007 to assist with Graffiti removal on private land.*

3.2 Graffiti Prevention Act 2007

- 3.2.1 The Graffiti Prevention Act 2007 provides the legislative framework within which Council and other key stakeholders can operate in relation to Graffiti.
- 3.2.2 The Graffiti Prevention Act 2007 recognises Graffiti as a crime and lists the penalties that are enforceable as a result of such a crime.
- 3.2.3 The Graffiti Prevention Act 2007 does not impose a duty on Council to remove Graffiti from private property; rather, Graffiti removal is set out by Council’s own set of guidelines and policies.
- 3.2.4 The Graffiti Prevention Act 2007, provides a detailed process Council must follow to remove or obliterate Graffiti on private property, including the process and required timelines for issuing a notice to receive consent for removal.
- 3.2.5 Under the Graffiti Prevention Act 2007, only Authorised Officers are able to undertake action to remove or obliterate Graffiti if the process requires entry to private property.

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:
 - 4.1.1 Council decisions are to be made and actions taken in accordance with the relevant law;
 - 4.1.2 the municipal community is to be engaged in strategic planning and strategic decision making;
 - 4.1.3 the ongoing financial viability of the Council is to be ensured;
 - 4.1.4 the transparency of Council decisions, actions and information is to be ensured.

REPORT NO: 8.2 (cont.)

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

- 5.1.1 The Charter of Human Rights and Responsibilities Act 2006 sets out the basic rights and responsibilities of all people in Victoria. The Charter places obligations on public authorities by requiring them to act compatibly with human rights and give proper consideration to human rights when making decisions.
- 5.1.2 The human rights relevant to this report are:
 - (a) Everyone is entitled to equal and effective protection against discrimination, and to enjoy their human rights without discrimination.
 - (b) Everyone has the right to freedom and safety.
 - (c) Right to freedom of expression
- 5.1.3 The above rights are not being limited by the recommended action in this Report, however it is noted the Right to freedom of expression may be limited in accordance with the Graffiti Prevention Act 2007.

5.2 GENDER EQUALITY ACT 2020

- 5.2.1 The Graffiti Management Policy has been updated and this report seeks Council approval for stakeholder and community engagement.
- 5.2.2 The policy, program or service in this Report has a direct and significant impact on the public; therefore a Gender Impact Assessment will be completed prior to the final Graffiti Management Policy being presented to Council for adoption.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 Current state

- 6.1.1 At its meeting on 27 February 2023, Council awarded Contract 30 22 3397 for the Provision of Graffiti Vandalism Management Services to KleenIt Pty Ltd.
- 6.1.2 The contract commenced in May 2023, with an initial period to May 2026, with a further two, one year extension options.
- 6.1.3 This contract includes weekly programmed attendance across locations in Hume, including skate parks, reserves, playgrounds, underpasses and public toilets, with the contractor removing any Graffiti from Council property. In addition, this contractor responds to reactive Graffiti removal requests.
- 6.1.4 The current annual cost of this service is approximately \$220,000 (incl. GST).
- 6.1.5 Outside of this contract, there are no dedicated human resources for the removal of Graffiti. The contract administration and distribution of requests to the contractor is considered part of a variety of roles within the Waste and Sustainability department.
- 6.1.6 In addition to Graffiti removal services, Council currently provides Graffiti removal kits to Hume residents through at our Customer Service locations. These kits are provided at no-charge.

REPORT NO: 8.2 (cont.)

6.2 Removal of Offensive Graffiti from Private Property in select circumstances

- 6.2.1 Officers consider the current resources adequate and not removing Graffiti from private property to be a reasonable and financially responsible level of service.
- 6.2.2 Officers note that Council may wish to increase the level of service into the future, including the removal of Offensive Graffiti from private property that can be seen from public spaces.
- 6.2.3 The Draft Graffiti Management Policy includes the ability for the Manager Waste and Sustainability to approve removal of Offensive Graffiti from Private Property in limited circumstances, and subject to meeting the requirements of the Graffiti Prevention Act 2007.
- 6.2.4 Should Council wish to increase the service level provided to include the removal of Offensive Graffiti from private property that is visible from a public place, additional resources will be required.
- 6.2.5 Additional resources required would include, one full-time equivalent Graffiti Management Officer (Band 4) at a cost of approximately \$99,647.55 and an additional vehicle, requiring both Capital outlay and ongoing operational costs.
- 6.2.6 This additional resource, in addition to the approximately five existing full-time equivalent Council resources, and the employees of Council’s Graffiti removal contractor would all require authorisation for the Graffiti Prevention Act 2007, in accordance with the Local Government Act 1989.
- 6.2.7 It is likely that this increased scope would subsequently increase the costs under Contract 30 22 3397. Prior to adoption of the final Graffiti Management Policy, Officers will discuss a contract variation with the contractor to better understand the financial implications. Noting that Graffiti Removal cannot be recovered through the Waste Services Charge.

7. OPPORTUNITIES & RISKS:

7.1 Opportunities

- 7.1.1 Graffiti can impact the visual amenity of public places, creating negative perceptions of safety. Specifically, Offensive Graffiti includes Graffiti which discriminates against any person or group, including obscene, racist, political or religious Graffiti.
- 7.1.2 The revised Graffiti Management Policy makes Council’s position and actions clear to the community and stakeholders.
- 7.1.3 Increasing Council’s level of service to include the removal of Offensive Graffiti from Private Property that is visible from a Public Place could enhance the amenity of Hume, whilst reducing the number of people who are exposed to Offensive Graffiti in our municipality.

7.2 Risks

- 7.2.1 Increasing the service level to include the removal of Offensive Graffiti from Private Property that is visible from a Public Place will increase the total cost of Graffiti removal services in Hume.

REPORT NO: 8.2 (cont.)

8. COMMUNITY ENGAGEMENT:

- 8.1 This report is seeking Council approval for stakeholder and community engagement on the revised draft of the Graffiti Management Policy.

9. DISCUSSION:

9.1 Current Graffiti Management Policy (POL/172)

- 9.1.1 Council’s current Graffiti Management Policy (POL/172) was adopted by Council at its meeting on 26 April 2022.
- 9.1.2 The previous Graffiti Management Policy had lapsed, and in response a minor internal review was undertaken on the policy and operative practice.
- 9.1.3 No community consultation was undertaken prior to the Graffiti Management Policy (POL/172) being adopted by Council, as only minor administrative amendments were made.

9.2 Review of Current Graffiti Management Policy (POL/172)

- 9.2.1 The Graffiti Prevention Act 2007, provides a legislative framework under which Council must operate in seeking to remove Graffiti from private property.
- 9.2.2 Officers consider the current resources adequate and not removing Graffiti from private property to be a reasonable and financially responsible level of service.
- 9.2.3 The current Graffiti Management Policy (POL/172) can be difficult to interpret and understand what action Council will take and under what circumstances. In addition, the Policy provides longer timelines than is required under the Graffiti Prevention Act 2007, delaying potential action.
- 9.2.4 From Notice of Motion 24/25, Officers understand Council has a desire to increase the level of service provided in removing Graffiti from Private Property. Officers consider the only time this may be reasonable is in the instances of Offensive Graffiti, with all other Graffiti being referred to the property owner/occupier for removal
- 9.2.5 These items were considering through the review of the Graffiti Management Policy.

9.3 Proposed changes to the Graffiti Management Policy

- 9.3.1 The revised Graffiti Management Policy (draft) aligns with the requirements of the Graffiti Prevention Act 2007, and details Council actions in Graffiti Education, Prevention and Removal.
- 9.3.2 The revised Policy provides clarity under which circumstances Council will undertake removal or obliteration of graffiti and the process required. These processes align to the timelines and requirements of the Graffiti Prevention Act 2007, to which Council must adhere.
- 9.3.3 The revised Policy provides scope for Council to undertake removal of Offensive Graffiti from Private Property that is visible from a Public Place, and increased level of service in comparison to the current operating method.
- 9.3.4 If adopted, these policy changes will result in increased costs of delivering Council’s Graffiti Management services, and would require additional resources, including one FTE resource, one vehicle, and increased contractor costs.

REPORT NO: 8.2 (cont.)

9.4 Community Consultation

- 9.4.1 Community and stakeholder consultation on the revised Graffiti Management Policy (draft) will provide feedback on the proposed changes.
- 9.4.2 Officers will consider feedback received for inclusion into the final version of the Graffiti Management Policy for consideration at a future Council meeting.

10. CONCLUSION

10.1 The Graffiti Management Policy (POL/172) was adopted by Council in April 2022, following a management review, with minor administrative amendments made.

10.2 At its meeting held on 27 May 2024 Council carried Notice of Motion 24/25 from Cr Medcraft, recommending:

That Council receive a report to a future Briefing on:

- a. Opportunities to streamline the process for Graffiti removal on private land through a review of Councils current Graffiti Management Policy and the Graffiti Prevention Act 2007.*
- b. Investigates appointing a Council Officer or Contractor as an authorised officer under the Graffiti Prevention Act 2007 to assist with Graffiti removal on private land.*

10.3 Officers have revised the Graffiti Management Policy and present the draft revised Policy for community and stakeholder consultation.



GRAFFITI MANAGEMENT POLICY

Policy Reference No.	POL/172
File No.	HCC###/### [YOUR FILE REFERENCE #]
Strategic Objective	2.3 Design and maintain our City with accessible spaces and a strong sense of place
Adopted by Council	26 April 2022
Re-Adopted	###/###/### [LEAVE BLANK IF N/A]
Date for Review	Month 20## [WITHIN 5 YEARS]
Responsible Officer	Manager Waste and Sustainability
Department	Waste and Sustainability

GRAFFITI MANAGEMENT POLICY

1 POLICY STATEMENT

- 1.1 The Graffiti Management Policy has been developed to guide Council’s response to Graffiti in accordance with the requirements of the Graffiti Prevention Act 2007.

2 PURPOSE

- 2.1 The purpose of the Graffiti Management Policy is to:
- 2.1.1 Distinguish between various forms of Graffiti.
 - 2.1.2 Outline Council’s role in managing Graffiti, including removal.

3 SCOPE

3.1 In Scope

- 3.1.1 This Policy relates to unauthorised Graffiti only.

3.2 Out of Scope

- 3.2.1 Public Art, including murals and street art, commissioned or authorised by Council is not covered under this policy and will be supported under the Art in Public Places Policy (POL/148).
- 3.2.2 Graffiti on Private Property that is not visible from a Public Place.

4 OBJECTIVE

- 4.1 Council recognises that Graffiti can contribute to poor visual amenity and negative perceptions of safety.
- 4.2 The objective of this policy is to minimise the negative impacts of illegal Graffiti and provide clarity on Council’s approach to Graffiti management, including removal.
- 4.3 The objective of the Graffiti Management Policy aligns to Council’s Strategic Objective to deliver responsible and transparent governance, services and sustainable assets that response to community needs (Council Plan 2021-2025).

5 POLICY IMPLEMENTATION

5.1 Community Education

- 5.1.1 Council will encourage the community to report Graffiti to Council and other appropriate agencies by providing contact information and education programs.
- 5.1.2 Council will promote community pride messages and encourage the community to assist in the removal of Graffiti.
- 5.1.3 Council will seek to undertake education programs within the community and schools to highlight the financial and emotional damage that results from Graffiti vandalism.

Policy Reference No:	POL/###	Responsible Officer:	Manager Waste and Sustainability
Date of Re/Adoption:	##/##/####	Department:	Waste and Sustainability
Review Date:	Month Year		

GRAFFITI MANAGEMENT POLICY

- 5.1.4 Council will provide education and information to residents, businesses, and property owners, on what to do if their property has Graffiti, including the most effective ways to remove Graffiti from their property.

5.2 Graffiti Prevention

- 5.2.1 Public Art
 - 5.2.1.1 Council recognises and values the contribution that residents and young people can make to the appearance of the municipality through community artworks in public spaces.
 - 5.2.1.2 Well delivered Public Art, including murals, can provide a sustainable approach to prevent Graffiti, improve amenity, strengthen community pride and improve local relationships (Community Crime Prevention Victoria).
 - 5.2.1.3 In accordance with Council’s Art in Public Places Policy (POL/148), locations linked to public safety outcomes, including those subject to anti-social behaviour, repeated acts of Graffiti vandalism, and litter hot spots, are considered priority locations for Public Art.
- 5.2.2 Closed Circuit Television (CCTV) Camera Surveillance
 - 5.2.2.1 Council’s CCTV Camera Policy (POL/256) identifies protecting Council assets from vandalism, Graffiti, and damage, and enhancing community safety and preventing crime as policy objectives.
 - 5.2.2.2 In accordance with the CCTV Camera Policy, the CCTV Steering Committee will base the decision to implement CCTV systems on the purpose and objectives of the Policy, taking into account all relevant material.
- 5.2.3 Public Lighting
 - 5.2.3.1 Community Crime Prevention Victoria provides information on design principles which can help make public environments safer.
 - 5.2.3.2 Community Crime Prevention Victoria states that potential offenders can be deterred through visibility and natural surveillance, provide spaces where activities can be easily seen.
 - 5.2.3.3 Council’s Public Lighting Policy (POL/276) provides a policy for the consistent approach in the provision of public lighting in streets and public places.
 - 5.2.3.4 In accordance with the Public Lighting Policy, public lighting is only provided in certain locations and situations, and where possible is subject to approval through the Capital Works budget process or Council’s Manager Assets.
- 5.2.4 Restricting access to large surfaces
 - 5.2.4.1 Victoria Police provide tips to prevent Graffiti, including reducing access to large surfaces. Victorian Police recommend:
 - 5.2.4.2 Painting large surfaces, like walls, fences and garage doors, with an easy clean coating, including anti-Graffiti coatings.

Policy Reference No:	POL/###	Responsible Officer:	Manager Waste and Sustainability
Date of Re/Adoption:	##/##/####	Department:	Waste and Sustainability
Review Date:	Month Year		

GRAFFITI MANAGEMENT POLICY

- 5.2.4.3 Install fences or planting of vegetation to make large surfaces difficult to access.
- 5.2.4.4 Cover walls with textured or rough surface coatings.
- 5.2.4.5 Painting of murals as this can deter tagging.

5.3 Graffiti Removal

- 5.3.1 Council-owned or managed property and assets
 - 5.3.1.1 Council is responsible for the removal of Graffiti from its property and assets.
 - 5.3.1.2 When notified of Offensive Graffiti on Council-owned or managed property and assets, Council will take action to have the Offensive Graffiti removed, obliterated, covered or otherwise obstructed from view within two business days of it being reported to Council.
 - 5.3.1.3 When notified of Graffiti on Council-owned or managed property and assets, Council will take action to have the Graffiti removed, obliterated, covered or otherwise obstructed from view within five business days of it being reported to Council.
- 5.3.2 State and/or Federal Government and/or Utilities property and assets, including public transportation assets and infrastructure.
 - 5.3.2.1 The managing authority is responsible for the removal of Graffiti from its property and assets.
 - 5.3.2.2 When notified of Graffiti, including Offensive Graffiti, on State and/or Federal Government and/or Utilities property and assets, Council will endeavour to report the Graffiti to the correct managing authority, requesting prompt removal.
- 5.3.3 Graffiti on Private Property
 - 5.3.3.1 The removal of Graffiti, including Offensive Graffiti, from Private Property is the responsibility of the property owner/occupier. In select and limited circumstances, and subject to available resources, removal of Offensive Graffiti from Private Property may be approved by the Manager Waste and Sustainability. Such approval is subject to receipt of the required consent, in accordance with the Graffiti Prevention Act 2007. Such circumstances include physical limitations to undertake the removal, previous unsuccessful attempts to remove Graffiti, public interest, or other Special Circumstances.
 - 5.3.3.2 In addition to 5.3.3.1, in accordance with the Graffiti Prevention Act 2007, Council cannot take any action to remove Graffiti, including Offensive Graffiti, from Private Property without first serving a Notice to the owner or occupier of the property, receiving permission or not receiving an objection and then waiting the required period.
 - 5.3.3.3 For removal or obliteration of Graffiti on Private Property, where the removal can be undertaken from Council owned or managed land:
 - The Council must serve a Notice to the property owner or occupier at least ten (10) days before the action to remove or obliterate the Graffiti is proposed to be taken; and

Policy Reference No:	POL/###	Responsible Officer:	Manager Waste and Sustainability
Date of Re/Adoption:	##/##/####	Department:	Waste and Sustainability
Review Date:	Month Year		

GRAFFITI MANAGEMENT POLICY

- Council may take the action if the owner or occupier of the property - gives written consent, or does not object, in accordance with the notice, to the taken being taken.
- 5.3.3.4 For removal or obliteration of Graffiti on Private Property that is visible from a Public Place, where the removal required access to Private Property to undertake the removal:
- Council must serve a Notice to the property owner or occupier at least twenty-eight (28) days before the action to remove or obliterate the Graffiti is proposed to be taken; and
 - Council may take the action if the owner or occupier of the property - gives written consent to the removal or obliteration of the Graffiti and gives written consent for entry to the property for that purpose. If written consent is not received for both, Council can take no further action.
 - Where consent is received for Council to enter Private Property to undertake removal or obliteration of Graffiti, the work must be carried out by an Authorised Person.
- 5.3.3.5 To support property owners/occupiers to undertake removal of Graffiti, Council will make Graffiti Removal Kits available for collection upon request to Hume residents/property owners.

6 DEFINITIONS AND ABBREVIATIONS

Authorised Person(s) means a person authorised under Section 19, of the Graffiti Prevention Act 2007.

Council means Hume City Council.

Graffiti is any writing, painting, poster or other defacement applied to any surface that is not readily removable by wiping with a dry cloth, without the prior consent of the owner.

Notice means written correspondence as described in Section 18 of the Graffiti Prevention Act 2007.

Offensive Graffiti is Graffiti that could be offensive to particular members of the general public or discriminates against any person or group. This may include any obscene, racist, political or religious Graffiti.

Private Property means property that is owned by an entity other than Council, or where Council is not the Committee of Management. For clarity, this includes fences adjoining Council owned or managed land, including where Council has contributed to the cost through Council’s Half Cost Fencing Policy (POL/173).

Public Art means any deliberately commissioned, locally resonant artwork, in any medium and of any scale, situated in the public realm as described in Hume City Council’s Art in Public Places Policy (POL/148).

Policy Reference No:	POL/###	Responsible Officer:	Manager Waste and Sustainability
Date of Re/Adoption:	##/##/####	Department:	Waste and Sustainability
Review Date:	Month Year		

GRAFFITI MANAGEMENT POLICY

Public Place carries the same meaning as provided by the Summary Offences Act 1966.

Special Circumstances carries the same meaning as provided by the Infringements Act 2006.

7 RELATED DOCUMENTS

7.3 Legislative

- 7.3.3 Graffiti Prevention Act 2007
- 7.3.4 Infringements Act 2006
- 7.3.5 Local Government Act 2020
- 7.3.6 Fences Act 1968
- 7.3.7 Summary Offences Act 1966

7.4 Policies

- 7.4.3 Art in Public Places Policy (POL/148)
- 7.4.4 CCTV Camera Policy (POL/256)
- 7.4.5 Half Cost Fencing Policy (POL173)
- 7.4.6 Public Lighting Policy (POL/276)

7.5 Other supporting information

- 7.5.3 Corrections Victoria – Community Correctional Services
- 7.5.4 Victoria Police – Home and Property Safety: Prevent and remove graffiti
- 7.5.5 Community Crime Prevention Victoria – Fact Sheet: Delivering a public art or mural project to prevent graffiti vandalism

Date Adopted	##/##/####
Date Re-Adopted	##/##/#### [Leave blank if N/A]
Review Date	##/##/####

Policy Reference No:	POL/###	Responsible Officer:	Manager Waste and Sustainability
Date of Re/Adoption:	##/##/####	Department:	Waste and Sustainability
Review Date:	Month Year		

REPORT NO:	8.3
REPORT TITLE:	Response to Notice of Motion (NOM24/13) - Councillor Jim Overend - Feasibility Study into Public Skip Bins
SOURCE:	Danielle Prentice, Manager Waste and Sustainability
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Risk Assessment - Skip Bins in public spaces</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 At its meeting held on 25 March 2024 Council carried Notice of Motion 24/13 from Cr Overend, recommending:

That Council:

- a. *Undertake a Feasibility study to investigate opportunities to provide additional communal bins/skips in key locations across Hume to help address the huge problem of dumped rubbish.*
- b. *Ensure the Feasibility study investigates potential costs/benefits/impacts and how this additional service would or wouldn't support Councils other Bulk Waste services*

- 1.2 This report is provided in response to that Notice of Motion, and details findings of the feasibility study.

2. RECOMMENDATION:

That Council:

- 2.1 **Endorses the findings of the Feasibility Study on the provision of communal bins/skips in key locations across Hume in response to Notice of Motion 24/13, noting that:**

2.1.1 **The feasibility study concluded this service should not be considered further due to the financial and resource implications, and substantial risks posed.**

- 2.2 **Notes that Council already provides extensive, customer-focused bulk waste services entitlements, exceeding those provided by other Victorian local governments.**

- 2.3 **Notes the alternative option for a quarterly drop-off day in the north-east of the municipality.**

2.3.1 **Considers a 12-month trial of this option in the 2025/26 Budget process, with an anticipated cost of \$160,852 (ex. GST) per annum.**

REPORT NO: 8.3 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 Local Government Act 2020

3.1.1 Section 60 of the Local Government Act 2020 requires Council to develop, adopt and keep in force Governance Rules.

3.1.2 Hume City Council Governance rules commenced on 23 August 2022 and outlines the requirements for a Councillor to lodge a notice of motion.

3.1.3 At its meeting held on 25 March 2024 Council carried Notice of Motion 24/13 from Cr Overend, recommending:

That Council:

- *Undertake a Feasibility study to investigate opportunities to provide additional communal bins/skips in key locations across Hume to help address the huge problem of dumped rubbish.*
- *Ensure the Feasibility study investigates potential costs/benefits/impacts and how this additional service would or wouldn't support Councils other Bulk Waste services*

3.2 Environmental Protection Act 2017

3.2.1 The Environmental Protection Act 2017 is centered on the General Environmental Duty (GED). The GED applies to all Victorians, including local governments, and requires any person (or organisation) who is engaging in an activity that may pose a risk of harm to human health or the environment from pollution or waste to minimise those risks so far as reasonably practicable.

3.2.2 As such, a detailed risk assessment would need to be undertaken, with adequate mitigations and controls in place prior to the commencement of a new service.

3.2.3 A summary of the environmental risks and other risks posed through the introduction of Skip Bins into reserves and public spaces is attached.

3.3 Waste Management Policy (E-Waste)

3.3.1 E-waste is any electrical or electronic equipment that has (or had) a power cord or battery

3.3.2 On 1 July 2019 the Waste Management Policy (E-waste) came into operations (No. G26. Gazette 20 June 2018). This policy aims to reduce e-waste in landfill, increase resource recovery, and ensure e-waste is managed in a way that minimises risks to human health and the environment.

3.3.3 As such, from 1 July 2019, E-waste was banned from entering landfill in Victoria.

3.3.4 Further to this, all e-waste must be collected, managed and stored in compliance with the Waste Management Policy (E-waste) and key requirements of AS/NZS 5377:2013, including protection from weather, avoiding breakage, storing on an impermeable and bunded surface, and keeping records of e-waste received and transferred.

REPORT NO: 8.3 (cont.)

3.4 Hume City Council – General Purposes Local Law No. 1 2023

3.4.1 Council’s General Purposes Local Law No. 1 2023, Part 2 – Roads and Municipal Places states:

12. Obstructions in a Municipal Place

- (1) *Without a permit, a person must not place, permit to be placed, or allow to remain on a road or in a municipal place:*
- (2) *A bulk rubbish container;*
- (3) *A clothing/donation bin;*
- (4) *A shipping container; or*
- (5) *Any other thing which obstructs the ordinary use of the road or municipal place.*
- (6) *Council or an Authorised Officer may designate locations in a municipal place for the purpose of clothing/donation bin permits.*

3.4.2 However, it is noted that under Part 6 – Enforcement, “Council or an Authorised Officer may exempt a person or class of persons from the operation of any provision of this Local Law if it is in the public interest to do so.”

3.4.3 As such, Officer’s believe they could exempt Council from requiring a permit to place bulk rubbish containers (skips) in a municipal place.

3.5 Hume City Council – Hume Shipping Containers & Waste Skips Policy POL/198

3.5.1 Council’s Hume Shipping Containers & Waste Skips Policy states:

5.3.1 The placement of waste skips on private residential property and in public places will be such as to cause minimal inconvenience to the public and adjacent residents by ensuring that:

- a) Putrescible material must not be placed in skips.*
- b) Skip bins must be loaded in such a way as to prevent the escape of wind-blown litter.*
- c) Waste placed in bins must be secured so that it cannot be readily dislodged.*
- d) Skips must not be overfilled or contain loose material liable to cause pedestrian obstruction or nuisance.*
- e) Any damage caused to road reserve assets by the delivery or placement of such skips will be borne by the applicant.*
- f) All waste contractors comply with the VicRoads Code of Practice for the Placement of Waste Bins on roadsides.*
- g) Placement of waste skip bins and shipping containers on a road reserve/public place will only be considered for a maximum of 7 days and only if the placement of such container is not possible within the applicant’s site.*

3.5.2 Whilst Council could approve its own permits under this policy, adherence to the above conditions would be particularly challenging as much of the use of these bins would be outside Council’s control.

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4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- i) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

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

5.1.2 The human rights relevant to this Report are:

- (a) Everyone is entitled to equal and effective protection against discrimination, and to enjoy their human rights without discrimination.
- (b) Everyone has the right to freedom and safety. The right to liberty includes the right to not be arrested or detained except in accordance with the law. The right to security means that reasonable steps must be taken to ensure the physical safety of people who are in danger of physical harm.

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

5.2 GENDER EQUALITY ACT 2020

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

5.2.2 The policy, program or service in this Report has a direct and significant impact on the public; however, as the report recommends against the programs implementation a Gender Impact Assessment was not conducted.

- (a) Should Council adopt an alternative approach, a Gender Impact Assessment would need to be conducted to ensure that the service promotes gender equality and better and fairer outcomes for the public.

REPORT NO: 8.3 (cont.)

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1** To estimate the financial implications of introducing this service, quotes were sought from five businesses who provide skip bins to the Hume City Council region for the provision of a 10m³ skip bin for general household waste.
- 6.2** Quotations ranged from \$867 to \$1080, with an average cost of \$942.60 (incl. GST). This average has been used to estimate the costs of delivering the services. Some suppliers noted additional costs would apply for certain items, such as mattresses and heavy waste.
- 6.3** Considering Hume has approximately 84,000 households, if 50% of households (42,000) were to dispose of 2m³ of waste to a skip bin a year, Council would require 8,400 10m³ skip bins. Based on this, at an average cost of \$942.60, the estimated cost for skip bin provision is \$7,917,840 (incl. GST). This estimate excludes any other costs, including resourcing, risk management, supporting infrastructure (e.g. CCTV, lights, concrete footings, signage), promotion, administration, and overheads.
- 6.4** Considering the pricing across the location options, weekly collections at Neighbourhood Parks would provide 75,400m³ of waste disposal, or around 2m³ for 37,700 households, representing 44.8%.

	COLLECTION FREQUENCY			
	Daily	Weekly	Fortnightly	Monthly
	365 collections per annum	52 collections per annum	26 collections per annum	12 collections per annum
Neighbourhood Park (145)	\$49,887,105	\$7,107,204	\$3,280,248	\$1,640,124
District Park (48)	\$16,514,352	\$2,352,730	\$1,176,365	\$542,938

- 6.5** For operational reasons, daily collections are recommended, with bins being delivered in the morning and collected in the same afternoon.
- 6.6** To provide access across the municipality, skip bins could be provided at 20 locations at time, with locations rotated on a set schedule across the course of the year.
 - 6.6.1** Officers note that rotating the bins to different locations would likely increase illegally dumped waste across all skip bin locations, increasing collection and disposal costs.
- 6.7** To reduce risk and minimise service delivery impacts, Officers anticipate 4 FTE resources would be required to monitor skip bin locations, respond to issues, and assist the contractor with collections.
 - 6.7.1** It would be recommended that these resources be Authorised Officers to enable infringements to be issued for misuse of the service.
 - 6.7.2** This estimate is based on twenty skip bins being delivered and collected daily; with longer bin placements, more locations, and non-optimised geographical distribution requiring additional resources.
 - 6.7.3** Officers note this would be insufficient resources to reduce risks substantially, as to achieve this the skip bins would be need to be supervised at all times. This would require two employees per skip bin throughout the entire period the bin is available for public access.

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- 6.8** Overall, the estimated costs of providing a 10m³ skip bin to each Neighbourhood Park on a set rotation (20 skip bins at a time) with daily drop off and collection would be approximately \$9,207,120 per annum.
- 6.8.1 Officers note this excludes any supporting infrastructure required, including concrete pads for bin placement and CCTV monitoring.
- 6.9** To adhere to Council’s procurement policy, based on estimated value, a public tender process would need to be undertaken before the service could commence.

7. OPPORTUNITIES & RISKS:

7.1 Opportunities

- 7.1.1 Hume City Council provides an extensive range of bulk waste entitlements, much more than other like municipalities. Providing further services may be well received by residents.
- 7.1.2 Considering and investigating further waste disposal options for residents demonstrates Councils commitment to reduce illegally dumped waste in the community.
- 7.1.3 Based on desktop research undertaken by Officers, no other metropolitan Australian Councils offer this service. This could provide an opportunity for Hume to demonstrate innovation in tackling a challenging problem.
- 7.1.4 Placing communal skip bins in Neighbourhood Parks would provide residents with closer proximity to a local waste disposal location.

7.2 Risks

- 7.2.1 A preliminary risk assessment identified several extreme and high risks in the provision of this proposed service. This risk assessment is provided as an attachment (Attachment 1) to this report.
- 7.2.2 In all cases, the likelihood of the risks occurring are considered Almost Certain given the skip bins would be unsupervised and be accessible to the public. This likelihood is based on known behaviours and incidents that have occurred at Hume or within the broader waste industry over the past 12 months.
- 7.2.3 Council has an obligation to control these risks as far as reasonably practicable. The test for reasonable practicality varies on the risk likelihood, consequence and the resources and capacity of the organisation.
- 7.2.4 Elimination of the hazard is the best method to control risk. In this instance, it would mean not introducing this service and thus introducing new hazards to the organisation and general public.
- 7.2.5 Should elimination not be an option, as a large, government organisation Council would need to be able to demonstrate strong engineering and administrative controls for each identified hazard.
- 7.2.6 The most appropriate risk control would be to provide staff to supervise material loading and use of the skip bins. However, this would come at a substantial cost.
- 7.2.7 The other proposed control measures are unlikely to substantially reduce the likelihood or consequence of the risk occurring, however they may enable Council to become aware of and respond to an issue more promptly.

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7.3 Risks to Public Amenity

- 7.3.1 Whilst it is understood the intent of this proposal is to centralise illegal dumping locations, it is likely waste would be dumped around the bins, or at any time the bins are removed (even for short durations).
- 7.3.2 A potential predictor for how communal skip bins may be utilised in the community is to look at how charity bins for clothing and textiles are utilised. In the absence of other unsupervised skip bin case studies, charity bins provide a similar example of how communities behave with unsupervised drop offs. In a study published by *Waste Management*, May 2018, it was recognized that a distinction should be made between people intentionally dumping and well-intentioned donators who are trying to do the right thing but find a store closed or an item unable to fit in a bin. These items are then left outside of collection bins or outside of closed shops and contributes to the problem of illegal dumping. This example can be extrapolated to communal skip bins, in that well-meaning residents that find the bin full or the bin not present will still leave items at that location.
- 7.3.3 In the case of charity collection points, approximately 40% of waste sent to landfill is a result of illegal dumping. The National Association of Charitable Recycling Organisations Limited reports that charitable reuse enterprises spent around \$18 million a year on waste management and disposal costs, largely from illegally dumped waste and unusable donations.
- 7.3.4 Council Officers actively see this behaviour in Hume, when a charity bin is removed, items are dumped at the location where the bin used to be. Based on this, communal skip bins would need to be continuously available at the designated locations, as waste would be dumped at the location, regardless of the bin being present.
- 7.3.5 If items are left surrounding the skip bin, or the skip bin is filled above the water line, it is likely it will not be able to be collected by the waste transporter. This would have compounding impacts at this location whilst an alternative disposal solution is sought but waste continues to be deposited at the location.

7.4 Strategic Risks

- 7.4.1 Recycling Victoria has set ambitious targets for the diversion of waste from landfill; 72% diversion of waste from landfill by 2027 and 80% diversion by 2030.
- 7.4.2 Council’s current bulk waste services prioritise recycling and recovery options. The introduction of skip bins as an additional method of waste disposal for residents would limit recycling and the diversion of waste from landfill.
- 7.4.3 Whilst some skip bin providers transport the material to a secondary location for sorting and recovery, this is generally not as comprehensive as source separation, as usually occurs during hard waste collections and resource recovery centre operations.
- 7.4.4 Therefore, it is likely that the introduction of communal skip bins in public places would result in more waste being disposed of in landfill, not less.

7.5 Environmental Risks

- 7.5.1 There are certain waste types which cannot be placed into skip bins. Given the publicly accessible nature of the proposed communal skip bins, it is highly likely that prohibited items would be placed into the bins from time to time.

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- 7.5.2 Generally, these waste types are not compatible with this disposal method and include things like contaminated soils, e-waste, tyres, liquids, and putrescible (food) waste.
- 7.5.3 In addition to amenity and odour issues, the incorrect disposal of these items can cause environmental harm and contaminate the surrounding environment.
- 7.5.4 Further, open waste containers are likely to attract insects, birds and vermin. Animals could ingest plastics or materials, causing harm to wildlife and ecosystems. The increased animal activity could cause issues for neighbouring households and increase the prevalence of predators, such as snakes.

7.6 Climate Change Adaption Risks and Considerations

- 7.6.1 Climate modelling shows that the climate of Victoria, and therefore of Hume, is becoming hotter and drier, with an increase in extreme weather events; bushfires, floods and heatwaves are becoming more frequent and intense (Hume Health & Wellbeing Plan 2021-2025).
- 7.6.2 Extreme weather events could have a direct impact on the provision of skip bins in reserves and present increased risks, including:
 - 7.6.2.1 Heavy rain events:
 - (a) Could result in large volumes of water entering the skip bin, making them heavy to safety lift and transport.
 - (b) Damage to soft ground surfaces by residents accessing skip bins.
 - (c) Damage to soft ground surfaces from trucks accessing skip bins for collection.
 - (d) Rainwater interacting with waste, generating leachate and subsequently requiring alternative disposal.
 - 7.6.2.2 High winds:
 - (e) Increased risks to human health and safety by wind-blown litter, dust, and/or loose items escaping the bin.
 - (f) Increased environmental risks by wind-blown litter entering waterways, blocking drains, and being a hazard for wildlife.
 - (g) Negative impact on the visual amenity of a park due to increased wind-blown litter.
 - 7.6.2.3 Heat:
 - (h) With increased heat, fire risk increases. Unmonitored mixed waste could ignite, including through items such as batteries. The Australian Waste and Recycling Industry report there are almost thirty fires per day, across the Australian waste and recycling facilities (Joint National Statement on battery fires, October 2024). Fires within skip bins at Council reserves could present significant risks to human health and safety, damage to Council reserves and assets and can potentially impact on neighbouring premises.
- 7.6.3 Increased insect activity, which could negatively impact the enjoyment of these public open spaces and surrounding properties

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8. COMMUNITY ENGAGEMENT:

8.1 Community engagement and consultation is essential to open and transparent governance and informed decision making.

8.1.1 For the purposes of this feasibility study, no community engagement or consultation has been undertaken on the provision of communal bins/skips in key locations across Hume to help address the huge problem of dumped rubbish.

8.1.2 Should Council wish to proceed with the provision of communal bins/skips in key locations across Hume, formal community consultation should be undertaken in accordance with Council’s Community Engagement Policy.

9. DISCUSSION:

9.1 Background

9.1.1 In Victoria, it is illegal to dump or bury any kind of waste at a location that isn’t licensed to accept it, including on private land.

9.1.2 The illegal dumping of waste can include actions such as placing a single bag of rubbish that didn’t fit into the garbage bin on the kerbside, taking excess tree branches and leaving them in the garden bed of a nearby reserve, placing unwanted items on the naturestrip (without first booking a hard waste collection), leaving bags of donations next to a full charity bin or outside a closed charity store, through to larger-scale dumping of construction and demolition waste on roadsides, and the illegal dumping of hazardous waste, such as asbestos.

9.1.3 In Victoria, infringements range from \$395 (2 penalty units) for 50 litres or less for an individual, to \$9,880 (50 penalty units) for amounts of 1000 litres dumped by a corporation. For serious offences, Council will consider prosecution.

9.1.4 In general, the infringement value is substantially more than the cost of disposing waste lawfully. Despite this, illegal dumping of waste is an issue across Victoria.

9.1.5 In 2024, Hume City Council received 12,113 reports of illegally dumped waste.

9.1.6 It’s understood that there are a wide range of offender groups who illegally dump waste, with cost, convenience, lack of planning, and community attitudes being the key motivators of this behaviour.

9.2 Current Bulk Waste Services

9.2.1 Hume City Council provides an extensive range of bulk waste disposal options for its residents.

9.2.2 To further support responsible waste management, a review of these services was conducted in 2023/24. As a result of this review, in July 2024 the range of bulk waste disposal options was altered to provide residents with more flexibility, with the goal of increasing service utilisation and reducing illegally dumped waste.

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9.2.3 The new service provisions commenced from 1 July 2024. A summary of the changes made to the services has been provided below:

	Pre-July 2024	Service utilisation 2023/24	From 1 July 2024
Home Hard Waste Collections	Up to 6m ³ of waste collected from the home	24151 collections undertaken	Up to 10m ³ of waste disposal available in any combination of home collections, RRC drop offs or bundled branch collections. Mulching days to continue until 29 June 2025.
Resource Recovery Centre (Tip) Passes	Up to 2 free visits	30999 tip passes used	
Green Waste	18+ Mulching days available throughout the year on designated days and locations First Saturday of each season (March, June, September, December)	867 visits across 24 mulching days	
Hume Clean Days		730 visits to Hume Clean Days	First Weekend (Saturday and Sunday) of each season (March, June, September, December)

9.2.4 In addition to the greater capacity and flexibility for waste disposal, access to the services was also updated to remove the need for Rates Notices or Renters Passes. Residents can now access the Resource Recovery Centres with proof of residency, such as a driver’s license or utility bill and home collections are booked and tracked through a central system. There is no longer a requirement to present physical passes.

9.2.5 Officers undertook desktop benchmarking, comparing the bulk waste services offered by Hume and that of other local governments. From the local governments compared, Hume City Council provide the highest level of bulk waste services in Victoria.

9.3 Current Illegal Dumping Interventions

9.3.1 Officers recognise illegally dumped waste is an ongoing issue within Hume. In addition to the comprehensive bulk waste service provision, Officers have commenced several programs to increase community participation in existing services, enhance community pride, and subsequently reduce illegally dumped waste. These programs include:

- a. Keep Hume Clean – Hume’s overarching behaviour change campaign, targeting litter, illegal dumping and other amenity issues.
- b. Waste Response Team – respond to reports of residential illegally dumped waste in twelve suburbs across Hume. The Waste Response Team engage with, and educate residents on compliant waste disposal, with the goal of reducing the volume of illegally dumped waste requiring collection by Council.

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- c. ‘Dob in a Dumper’ campaign – launched in late 2024 and expanded in January 2025, this campaign focuses on communicating the penalties for illegally dumped waste and promotes Council’s successful prosecutions and infringements. It also includes an offender ‘Name and Shame’ program to highlight Council’s proactive enforcement actions in this space.
- d. BehaviourWorks Australia research study – BehaviourWorks Australia is a unit within the Monash University Sustainable Development Institute. Hume City Council has partnered with Whittlesea City Council to undertake a multi-year behavioural research study into the behaviours that drive people to illegally dump waste within our diverse communities. This study will provide actionable insights at various milestones throughout the project for implementation by the Waste and Sustainability department. This will enable decision making informed by research data derived from the Hume community.

9.4 Benchmarking of Communal Skip Bins in Key Locations

- 9.4.1 Officers have undertaken desktop research to understand the prevalence of local government supplied communal skip bins for bulk waste disposal.
- 9.4.2 In Victoria, Mornington Peninsula Shire Council and Colac Otway Shire Council both provide bulk bin services to residents, primarily during the summer peak season and targeting household waste. These bins operate as mini-transfer stations, with fees payable for disposal of waste to an on-site employee. In the case of Colac Otway Shire Council, access to these bins is only provided to those without kerbside services.
- 9.4.3 Outside of this, officers were unable to identify other municipalities who have communal skip bins in public spaces, and none that were unattended. Officers were able to locate a number of Australian local governments who offer skip bins to residents for hire, either for free or at a charge, as an alternative to hard waste collection services and/or tip passes.
 - a. The City of Gold Coast covers an area of 1334km² and is home to approximately 666,087 people. City of Gold Coast does not offer tip passes or hard waste collections, instead they have partnered with the Handel Group to provide an on-demand Flexiskip kerbside collection service. Flexiskips are a heavy duty, 3 cubic metre skip bag with a one tonne capacity. Eligible households are able to arrange one Flexiskip collection per year.
 - b. Ipswich Shire Council in South-East Queensland has an area of 1094km², and population of approximately 229,208. Ipswich Waste Services is a commercial business unit of Ipswich City Council. Ipswich Waste Services offer private rentals of skip bins to residents upon request. Fees apply for this service and range from \$430 for 3m³ to \$1490 for 16m³.
 - c. City of Sterling, 105.2km² in the northern suburbs of Perth, offers residential property owners or renters who pay for waste services receive one free 3m³ skip bin per year for their property. No hard waste or tip passes are provided.
 - d. In the inner eastern suburbs of Perth, the City of Belmont most households are eligible for at least one 3m³ bulk bin each financial year, depending on the size of the property and available verge space. Certain residents can swap this service for a tip pass, and residents can also arrange a collection of one lounge suite, mattress and white goods at different times throughout the year.

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- e. In eastern metropolitan Perth, the City of Kalamunda provides residential households a combination of up to three, 3m³ skip bins per financial year. Residents can select from either a general waste bin or a green waste bin for each occasion. The waiting time is typically 2-4 weeks.

9.4.4 The provision of Council supplied skip bins, known as ‘containerised verge collections’ (Waste Authority Western Australia, 2022) as an alternative to hard waste services and tip passes occurs in a number of municipalities in Western Australia. With the City of Canning, City of Joondalup, and the Town of Bassendean also providing similar services. Notably, these services are delivered to individual households and are not accessible for general public use.

9.5 Providing Communal Skip Bins in Key Locations

9.5.1 Locations

9.5.1.1 There are some minimum requirements to consider when identifying potential locations Communal Skip Bins. Skip Bins would need to be on Council owned and maintained land, be in a space large enough to accommodate skip bins and users, have good road access for collection vehicles, and ideally be located in close proximity to residential areas.

9.5.1.2 Officers concluded the most fit-for-purpose location would be within existing Council parks.

9.5.1.3 The Hume Open Space Strategy provides definitions of parks by service level, size and location. Regional parks were considered not fit for purpose due to their distance from local neighbourhoods, state significance through Parks Victoria and status as destinations from people outside of the area. Officers considered the suitability of District and Neighbourhood parks, defined as:

District	Open space and recreation facilities that draw people from across a precinct. This could be due to size, uniqueness, quality of features or equipment. Generally over 5ha in size and people typically expect to travel up to 15 minutes to visit and expect to stay more than an hour.
Neighbourhood	Open spaces that serve as the recreational and social focus of the neighbourhood. Provides a unique sense of place and includes informal, active and reflective options for all ages. Typically people expect to travel approximately 800m, or a 10-15 minute walk to visit, and expect to stay more than half an hour.

9.5.1.4 There are 145 Neighbourhood and 48 District parks across Hume.

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9.5.1.5 Based on the above definitions, Neighbourhood parks provide the greatest opportunity to target residents locally, with minimal barriers to using the provided skip bins in terms of travel distances. However, there is a substantially higher volume of Neighbourhood parks in comparison to District parks. As such, the financial implications section of this report considers both options.

9.5.2 **Skip Bin Size**

9.5.2.1 The communal skip bins would need to be large enough to accommodate waste from a number of users, yet small enough to enable residents to load their waste into the bin.

9.5.2.2 Officers consider a 10m³ hook lift bin would likely be the maximise size bin that could be considered. A 10m³ hook bin is approximately 5.4m long, 2.3m wide and 1.2m high

9.5.2.3 A bin with higher sides would increase manual handling risks for residents loading the bin. It would also increase the consequences and significance of injury to people who climb into or onto the bin.

9.5.2.4 A bin with lower sides would be more practical to load, however would likely only be able to accommodate the waste of a single resident.

9.5.3 **Collection Frequency**

9.5.3.1 A 10m³ can accommodate around forty, 240L wheelie bins (recycling bin size) worth of material. Considering this service was designed for bulk waste drop off, the likely load size would be approximately 2m³ per visit, meaning each bin could accommodate around 5 persons before requiring collection.

9.5.3.2 Skip bins need to be at, or below, water level to enable safe collection. Therefore, officers estimate these bins would need to be emptied on a daily, or more frequent basis.

9.5.3.3 To limit vandalism, unsociable conduct, contamination and noise, it is recommended skip bins be placed at the designated location in the morning and removed the same afternoon.

9.5.3.4 Locations where waste was previously accepted, such as previous charity bin locations, have a high prevalence of illegally dumped waste. As such, bins would require daily (or more) changeover, however an empty bin would need to be placed in the location at the same time as the full bin is removed.

9.5.3.5 There are risks of service criticism, complaints, negative media attention for residents attending when the bin is already full. This would likely result in the bins being overfilled, or waste being dumped next to or around the bin.

9.5.4 **Collection restrictions and accepted items**

9.4.5.1 Typically, there a number of restrictions on the material types that can be placed into a skip bin. Some restricted items include:

- (i) Hazardous waste (including asbestos, gas bottles, chemicals, and contaminated soil),

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- (ii) prohibited waste (including e-waste and refrigerated items)
 - (iii) Putrescible waste (including food waste)
 - (iv) Liquids
 - (v) Deceased Animals
 - (vi) Medical waste/faecal matter (including sharps, nappies and pet droppings)
- 9.4.5.2 Based on quotations received, a 10m³ skip bin has a weight limit of 6 tonnes. Heavy items such as rocks, stumps, concrete, tiles, soil, and bricks are unable to be placed into the bin as it is likely the weight limit will be exceeded before the bin is at capacity. An overweight skip bin would be unable to be collected.
 - (i) Excess rainwater (or other liquids) entering the bin could also increase the weight.
- 9.4.5.3 If material is stacked above the waterline of a skip bin, it would need to be removed manually before the bin can be collected.
 - (i) This manual handling would introduce high risks of injury to staff undertaking this work.
- 9.4.5.4 Material placed outside/surrounding the skip bin will likely prevent it from being collected
- 9.4.5.5 Should a full skip bin not be collected as its contaminated, overfull, overweight or has items surrounding it, it will likely have a compounding effect, the skip bin cannot be moved, however more material continues to be added. To resolve this issue, resources would need to be quickly deployed to manually resolve any issues, leading to substantial cost increases and introducing additional risks.
- 9.5.5 **Barriers to access**
 - 9.5.5.1 Whilst the Neighbourhood Parks are prevalent across Hume, this service would have a number of barriers to access.
 - 9.5.5.2 Residents would likely require a trailer to move their waste material from home to their nearest skip bin location.
 - 9.5.5.3 The size and loading requirements of a skip bin mean they are not accessible for residents with disabilities or other physical limitations due to age, strength or height.
- 9.6 **Issues**
 - 9.6.1 Hume City Council already provides an extensive range of bulk waste entitlements. As the motivations for illegally dumped waste are complex, it is unclear whether further expansion of these services would tangibly reduce illegally dumped waste or just increase Council’s overall costs of waste management.
 - 9.6.2 Skip bins have limited capacity, and the service would have unpredictable demand. As such, bins could become full within a very short duration, likely leading to overfilling and waste dumping alongside the bin, resulting in collection disruptions and service complaints.

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- 9.6.3 Based on known behaviours, officers hypothesize that if Skip Bins were provided in public places for waste disposal, waste would continue to be dumped at these locations, regardless of the presence of the skip bin. As such, this service could negatively impact on amenity in Hume’s open spaces.
- 9.6.4 Unsupervised, publicly accessible skip bins will not be used correctly. There are substantial environmental, safety, reputational and compliance risks. In addition, people may travel from outside of Hume and use these bins, taking capacity from residents.
- 9.6.5 Businesses will take advantage of free waste disposal, taking capacity from residents wanting to use this service.
- 9.6.6 Councils current bulk waste services enable source separation of materials to optimise resource recovery. The introduction of a communal skip bins service would likely result in higher volumes of waste being sent to landfill, contrary to Recycling Victoria’s ambitious targets.
- 9.6.7 A risk assessment of the proposed service identified a number of significant risks which are cost prohibitive to meaningfully control.
- 9.6.8 The provision of communal skip bins in public spaces does not align with Councils efforts to drive meaningful behaviour change in the community.
- 9.6.9 The additional visitors to Neighbourhood Parks could negatively impact residents who live in the surrounding properties, through traffic, parking, noise, pests, and odour issues.

9.7 Alternative options to reduce illegal dumping

- 9.7.1 In addition to continuing to work on Council’s existing behaviour change programs and efforts to reduce illegally dumped waste, Officers believe there may be alternative options to consider to help address the huge problem of dumped rubbish. Options to consider include:
 - 9.5.1.1 Further promotion of Council’s existing bulk waste services, including at-call hard waste collections, resource recovery centre drop off and Hume Clean Days to residents.
 - 9.5.1.2 Engagement with local retailers (e.g. Electrical and furniture stores) to promote Council’s waste disposal options for people purchasing new items.
 - 9.5.1.3 With the conclusion of Sustainability Victoria’s Detox Your Home, investigate options to accept and safely dispose of hazardous household chemicals.
 - 9.5.1.4 Expand and extend the Waste Response program across all of Hume, reviewing operations.
 - 9.5.1.5 Investigate options to optimize operations, reducing response times to action illegally dumped waste.
- 9.7.2 Officers have further explored the option of holding Drop-off events in the North-East of the municipality.
 - 9.5.1.1 These events would be held in the morning, on a Saturday or Sunday, in November, February, May, and August.

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- 9.5.1.2 The preferred location is a non-Council owned site. Officers would need to seek a temporary lease (or similar) arrangement for access to this space. Should this not be possible, an alternative location would need to be sought.
 - (i) There are limited locations in this area that could be considered suitable.
- 9.5.1.3 Attendees would need to provide proof of a Hume address to access this service.
- 9.5.1.4 The Drop-off event would accept a limited range of materials, including:
 - (i) Mattresses
 - (ii) Couches
 - (iii) Textiles
 - (iv) Cardboard/Household Recycling
 - (v) E-Waste
 - (vi) Batteries
- 9.5.1.5 The event would require the support of traffic management to ensure safe vehicle movements.
- 9.5.1.6 Based on the operational plan, approximately eleven staff would be required to support this event.
- 9.5.1.7 Based on the anticipated materials and resources required accepted, each event is anticipated to cost approximately \$40,213 (ex. GST), or \$160,852 (ex. GST) per annum.
 - (i) It is noted that the costs could vary substantially, depending on the number of attendees and quantities of material disposed of.
 - (ii) The above costs exclude any site leasing costs.
- 9.5.1.8 Based on the lead times required to set-up an event on this nature, the earliest an event could be held would be August 2025.

10. CONCLUSION

- 10.1** Officers undertook a feasibility study to investigate opportunities to provide additional communal bins/skips in key locations across Hume to help address the huge problem of dumped rubbish.
- 10.2** There are complex attitudes, drivers and motivations behind the illegal waste dumping behaviours. Further, there are no known correlations between the amount of waste management services provided and rates of illegally dumped waste in an area.
- 10.3** Based on the financial and resource implications, and the health and safety, reputational, and legal risks, providing communal bins/skips in key locations across Hume is considered to not be a feasible option to proceed.

RISK ASSESSMENT: COMMUNAL SKIP BINS IN PUBLIC KEY LOCATIONS

Risk Description	Consequences	Likelihood (probability)	Consequence (impact)	Inherent Risk Rating	Possible controls	Residual Risk Rating
Fire	<ul style="list-style-type: none"> Impacted assets will continue to operate at partial capacity or utilised once reactive maintenance has been implemented Damage to surrounding property Breach of key legislation with threat of litigation, prosecution and/or penalties Injury to persons (could be serious) Major short term environmental effect Brief service loss for minimum period (3 – 5 days) Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Major	Extreme	<ul style="list-style-type: none"> 24/7 heat monitoring with immediate notification to emergency services Lid on bin which is locked overnight Regular inspections 	Extreme
Persons climbing into bin to scavenge or retrieve items	<ul style="list-style-type: none"> Injury to persons (could be serious) Brief service loss for minimum period (3 – 5 days) Probable litigation or prosecution and/or penalty Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Major	Extreme	<ul style="list-style-type: none"> Lid on bin which is locked overnight Multilingual warning / usage signs Restricted opening to bin to prevent access 	Extreme
Prohibited materials placed into bin (asbestos)	<ul style="list-style-type: none"> Injury to persons (could be serious) Major short term environmental effect Impacted assets will continue to operate at partial capacity or utilised once reactive maintenance has been implemented Critical service loss (6 – 15 days) Breach of key legislation with threat of litigation, prosecution and/or penalties Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Major	Extreme	<ul style="list-style-type: none"> Regular testing of materials in bin Lid on bin which is locked overnight Multilingual warning / usage signs Regular inspections 	Extreme
Prohibited materials placed into bin (liquids/chemicals)	<ul style="list-style-type: none"> Fire, explosion, spills Injury to persons (could be serious) Major short term environmental effect Impacted assets will continue to operate at partial capacity or utilised once reactive maintenance has been implemented Critical service loss (6 – 15 days) Breach of key legislation with threat of litigation, prosecution and/or penalties Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Major	Extreme	<ul style="list-style-type: none"> 24/7 heat monitoring with immediate notification to emergency services Lid on bin which is locked overnight Multilingual warning / usage signs Regular inspections 	Extreme

Risk Description	Consequences	Likelihood (probability)	Consequence (impact)	Inherent Risk Rating	Possible controls	Residual Risk Rating
Prohibited materials placed into bin (e-waste)	<ul style="list-style-type: none"> ▪ Fire ▪ Injury to persons (could be serious) ▪ Brief service loss for minimum period (3 – 5 days) ▪ Breach of key legislation with threat of litigation, prosecution and/or penalties ▪ Stakeholder and/or Community concern, local media coverage ▪ Increased service delivery costs 	Almost Certain	Major	Extreme	<ul style="list-style-type: none"> ▪ Lid on bin which is locked overnight ▪ Multilingual warning / usage signs ▪ Regular inspections 	Extreme
Prohibited materials placed into bin (other contaminates)	<ul style="list-style-type: none"> ▪ Major short term environmental effect ▪ Impacted assets will continue to operate at partial capacity or utilised once reactive maintenance has been implemented ▪ Critical service loss (6 – 15 days) ▪ Breach of key legislation with threat of litigation, prosecution and/or penalties ▪ Adverse state-wide or intense local media coverage ▪ Increased service delivery costs 	Likely	Major	Extreme	<ul style="list-style-type: none"> ▪ Lid on bin which is locked overnight ▪ Multilingual warning / usage signs ▪ Regular inspections 	Extreme
Prohibited materials placed into bin (food waste)	<ul style="list-style-type: none"> ▪ Odour ▪ Increased pest activity (birds, insects, vermin) ▪ Minor short term environmental effect ▪ Brief service loss for minimum period (3 – 5 days) ▪ Regulatory consequence with formal warning/instruction with unlikely litigation, prosecution or penalty ▪ Stakeholder and/or Community concern, local media coverage ▪ Increased service delivery costs 	Almost Certain	Minor	High	<ul style="list-style-type: none"> ▪ Lid on bin which is locked overnight ▪ Multilingual warning / usage signs ▪ Regular inspections 	High
Overfilled bin	<ul style="list-style-type: none"> ▪ Injury to persons (could be serious) ▪ Critical service loss (6 – 15 days) ▪ Breach of key legislation with threat of litigation, prosecution and/or penalties ▪ Adverse state-wide or intense local media coverage ▪ Increased service delivery costs 	Almost Certain	Moderate	High	<ul style="list-style-type: none"> ▪ Additional resourcing and equipment to safely remove excess waste from bin ▪ Multilingual warning / usage signs ▪ Frequent collections ▪ Regular inspections 	High

Risk Description	Consequences	Likelihood (probability)	Consequence (impact)	Inherent Risk Rating	Possible controls	Residual Risk Rating
Waste stacked next to / around skip bin	<ul style="list-style-type: none"> Stacked material could fall causing injury and other issues Injury to persons (could be serious) Critical service loss (6 – 15 days) Breach of key legislation with threat of litigation, prosecution and/or penalties Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Moderate	High	<ul style="list-style-type: none"> Additional resourcing and equipment to safely remove excess waste from around bin Multilingual warning / usage signs Frequent collections Regular inspections 	High
Overweight bin	<ul style="list-style-type: none"> Injury to persons (could be serious) Critical service loss (6 – 15 days) Breach of key legislation with threat of litigation, prosecution and/or penalties Adverse state-wide or intense local media coverage Increased service delivery costs 	Almost Certain	Moderate	High	<ul style="list-style-type: none"> Small capacity bin to ensure vehicle has required load limit to carry potential weight Multilingual warning / usage signs Regular inspections 	High
Birds and pests	<ul style="list-style-type: none"> Injury to persons (likely minor) Impact/damage to surrounding property Minor short term environmental effect Increased predator activity Impact to service delivery Regulatory consequence with formal warning/instruction with unlikely litigation, prosecution or penalty Stakeholder and/or Community concern, local media coverage Increased service delivery costs 	Almost Certain	Moderate	High	<ul style="list-style-type: none"> Lid on bin which is locked overnight Frequent bin collections Multilingual warning / usage signs Bird deterrent devices Pest control Regular inspections 	High
Sharps	<ul style="list-style-type: none"> Injury to persons (medical treatment) Brief service loss for minimum period (3 – 5 days) Some temporary noncompliance with legislative requirements Stakeholder and/or Community concern, local media coverage Increased service delivery costs 	Almost Certain	Moderate	High	<ul style="list-style-type: none"> Multilingual warning / usage signs Regular inspections 	High
Manual handling (loading of bin)	<ul style="list-style-type: none"> Injury to persons (likely minor) Regulatory consequence with formal warning/instruction with unlikely litigation, prosecution or penalty Stakeholder and/or Community concern, local media coverage 	Almost Certain	Minor	High	<ul style="list-style-type: none"> Ensure skip bin height is as low as operationally possible Multilingual warning / usage signs Lifting equipment 	High

Risk Description	Consequences	Likelihood (probability)	Consequence (impact)	Inherent Risk Rating	Possible controls	Residual Risk Rating
Waste dumped at previous location of Skip Bin	<ul style="list-style-type: none"> Stakeholder and/or Community concern, local media coverage Minor short term environmental effect Service delivery lowers and generates some low-level complaints Increased service delivery costs 	Almost Certain	Minor	High	<ul style="list-style-type: none"> 24hr CCTV Monitoring of all former skip bin sites Multilingual signs Regular inspections 	High
Noise (increased activity at bin locations including vehicle movements)	<ul style="list-style-type: none"> Stakeholder and/or Community concern, local media coverage 	Almost Certain	Minor	High	<ul style="list-style-type: none"> Screening around bins Careful positioning to limit noise impacts to neighbouring properties Schedule collections for daytime hours 	High
Odour	<ul style="list-style-type: none"> Breach of key legislation with threat of litigation, prosecution and/or penalties Business disruption Stakeholder and/or Community concern, local media coverage Increased service delivery costs 	Almost Certain	Minor	High	<ul style="list-style-type: none"> Lid on bin which is locked overnight Multilingual warning / usage signs Frequent bin collections Regular inspections 	High
Damage to ground surfaces where bin is placed	<ul style="list-style-type: none"> Impacted assets will continue to operate at partial capacity or utilised once reactive maintenance has been implemented Issue raised by stakeholders and/or local press 	Almost Certain	Minor	High	<ul style="list-style-type: none"> Ensure skip bins are located on concrete pads with sufficient surrounding space to accommodate users 	High
Vandalism (damage to bins/infrastructure)	<ul style="list-style-type: none"> Minor short term environmental effect Issue raised by stakeholders and/or local press Increased service delivery costs 	Almost Certain	Insignificant	Moderate	<ul style="list-style-type: none"> 24hr CCTV Monitoring Lighting Regular inspections 	Moderate

REPORT NO:	8.4
REPORT TITLE:	Response to NOM 24/31: Options for improving the promotion of Hume’s historical sites of significance
SOURCE:	Hazel Finnie, Coordinator Arts, Culture & Events Feyza Yazar, Act. Coordinator Arts & Culture
DIVISION:	City Services & Living
FILE NO:	HCC-CM24-366
POLICY:	-
STRATEGIC OBJECTIVE:	1.4: Strengthen community connections through local events, festivals and the arts
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

This report provides a response to NOM24/31, raised by Cr Moore on 8 July 2024:

That Council receives a report outlining the options for improving the promotion of Hume’s historical sites of significance, similar to the material provided by City of Whittlesea in their 50 Sites of Significance.

The report should also provide information on the benefits and costs for Council’s consideration.

2. RECOMMENDATION:

That Council:

- 2.1 Notes the findings of the investigation into options for improving the promotion of Hume’s historical sites of significance.**
- 2.2 Notes the options presented in section 6 (Financial & Resource Implications) and refers the identified promotional costs to Council’s budget process for consideration.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 The Notice of Motion requested officers to investigate options for improving the promotion of Hume’s historical sites of significance. This investigation was informed by strategic objective 1.4: Strengthen community connections through local events, festivals and the arts.
- 3.2 The investigation was also informed by the Creative Community Strategy 2020-2025 (endorsed by Council 7 September 2020), which includes the Strategic Priority (1.4) that:
 - 3.2.1 Hume’s Civic Collection is accessible and representative of the community and supports heritage exhibitions and storytelling initiatives that strengthen community pride, foster connection to the past and inspire contemporary creative practice.

REPORT NO: 8.4 (cont.)

- 3.3 Under the *Planning and Environment Act 1987*, Council is responsible for the heritage overlays for sites of local significance within the Hume Planning Scheme. This requires specialist knowledge of the heritage significance of local places.
- 3.4 The provision of arts and cultural activity across the City is aligned to the service performance principles (part 5, Division 1, Section 106) of the Local Government Act, 2020 specifically that:
 - 3.4.1 “priority is to be given to achieving the best outcomes for the municipal community, including future generations”, and
 - 3.4.2 “services should be provided in an equitable manner and responsive to the diverse needs of the municipal community”.

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- e) innovation and continuous improvement are to be pursued;
- g) the ongoing financial viability of the Council is to be ensured;
- i) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

This report provides advice only, as such, there is no impact or limitation on the Human Rights of any individual in relation to the recommendations made in this report.

5.2 GENDER EQUALITY ACT 2020

This report does not immediately require the development or review of a policy, program or service, and any action is reliant on Council allocating budget resources to undertake improved promotion of Hume’s historical sites of significance; therefore, a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 This report provides advice only, as such, there are no immediate financial implications arising.
- 6.2 It is noted, however, that the options presented in the discussion section would, if pursued, result in the following additional budget allocations being required:

Option	Total \$
Option 1	\$46,911
Option 2	\$36,830
Option 3	\$25,785
Option 4	\$0

- 6.3 If there is an interest in progressing this, the identified amount for the preferred option would be referred to a future budget process for Council consideration.

REPORT NO: 8.4 (cont.)

7. OPPORTUNITIES & RISKS:

This report addresses Council’s strategic risk - Reputation

- 7.1 Hume is home to active communities of interest and organisations dedicated to heritage. The proposal to highlight ‘Sites of Significance’ exposes Council to the reputational risk that the resulting project does not meet community perceptions regarding significant sites and the accuracy of information provided.
- 7.2 To mitigate this risk, responsible officers would take reasonable measures to ensure the research, selection and interpretation of sites was reflective of the historical record – including First Nations historical traditions – and was responsive to community perceptions of local historical significance.

8. COMMUNITY ENGAGEMENT:

- 8.1 If Council decides to implement a project comparable to City of Whittlesea’s 50 Sites of Significance, officers would undertake targeted community engagement with relevant stakeholders including the Wurundjeri woi Wurrung Cultural Heritage Aboriginal Corporation, Heritage Victoria, and historical societies and groups across Hume.

9. DISCUSSION:

- 9.1 At the 8 July 2024 Council Meeting, Council endorsed NOM24/31 requesting officers to explore options for improving the promotion of Hume’s historical sites of significance, similar to the material provided by City of Whittlesea in their 50 Sites of Significance.

Background and Context: City of Whittlesea’s 50 Sites of Significance

- 9.2 The City of Whittlesea’s 50 Sites of Significance is a multi-platform tool including a website, brochure and interactive map.
 - 9.3 The project presents:
 - 9.3.1 A short history of the municipality including mention of Wurundjeri Woi Wurrung presence prior to colonisation,
 - 9.3.2 50 digitally geo-located sites with photos and short descriptions including buildings, infrastructure, parks, and memorials.
 - 9.3.3 Information for public about visiting each of the sites including address, website (where applicable), and contact information.
 - 9.4 The project was implemented during the COVID lock downs and involved staff from Whittlesea Council’s Arts and Culture team, Records team, and GIS team. The works were partly funded through the Victorian Government’s Working for Victoria program.
 - 9.5 The hardcopy brochures are in their third print run (9,000 units).
 - 9.6 The interactive map component was delivered through a paid subscription to the ArcGIS StoryMaps platform, a private firm located in Brisbane. Hume Council uses an equivalent platform – QGIS.
- Hume City Council Opportunities**
- 9.7 Hume City Council maintains a register of 194 sites of local significance as part of its responsibilities under the Planning and Environment Act 1987.
 - 9.8 The Heritage Statement for the City of Hume outlines a high-level history of the area.
 - 9.9 Council does not currently maintain a publicly facing resource that identifies sites of significance across Hume City.

REPORT NO: 8.4 (cont.)

- 9.10 As such, there is an opportunity to improve the promotion of Hume’s historical sites of significance, providing greater information to local residents and history enthusiasts.
- 9.11 In regard to the Notice of Motion, the following options are presented for Council’s consideration.

Option 1: Complete Multiplatform Resource

- 9.11.1 Council undertakes a project of comparable scale and scope to the City of Whittlesea’s 50 Site of Significance brochure, website and interactive map.
- 9.11.2 To achieve this, officers would:
- (a) Undertake targeted community engagement with relevant stakeholders including the Wurundjeri woi Wurrung Cultural Heritage Aboriginal Corporation, Heritage Victoria, and historical societies and groups across Hume.
 - (b) Based on findings, identify a shortlist of sites of significance across Hume.
 - (c) Draft plain language significance statements based on existing research and obtain print-quality photographs of the selected sites.
 - (d) Disseminate findings by:
 - (i) Working with a graphic designer to develop a print ready brochure.
 - (ii) Printing a brochure and disseminating through Council facilities.
 - (iii) Procuring a publicly accessible mapping tool to present the outcomes in an accessible format, which is flexible across digital devices.
 - (iv) Updating Council’s website.
 - (v) Delivering a communications campaign to raise awareness about the significant sites.

9.11.3 Benefits:

- (a) Supports Creative Community Strategy Strategic Objective 1.4 by strengthening community pride and fostering connection to the past.
- (b) Potentially increases visitation and tourism investment.
- (c) Increases the profile of Hume City Council’s heritage investment.

9.11.4 Estimated Cost: \$46,911, including resourcing and delivery.

Option 2: Website update and brochure without mapping component.

- 9.11.5 To achieve this outcome, officers would:
- (a) Undertake targeted community engagement with relevant stakeholders including the Wurundjeri woi Wurrung Cultural Heritage Aboriginal Corporation, Heritage Victoria, and historical societies and groups across Hume.
 - (b) Based on findings, identify a shortlist of sites of significance across Hume.
 - (c) Draft plain language significance statements based on existing research and obtain print-quality photographs of the selected sites.
 - (d) Disseminate findings by:

REPORT NO: 8.4 (cont.)

- (i) Working with a graphic designer to develop a print ready brochure.
- (ii) Printing a brochure and disseminating through Council facilities.
- (iii) Updating Council’s website.
- (iv) Delivering a communications campaign to raise awareness about the significant sites.

9.11.6 **Benefits:**

- (a) Supports Creative Community Strategy Strategic Objective 1.4 by strengthening community pride and fostering connection to the past.
- (b) Reliant on brochures and website information, potentially limiting visitation and tourism benefits.
- (c) Smaller contribution to profile of Hume City Council’s heritage investment.

Estimated Cost: \$36,830, including resourcing and delivery.

Option 3: Website updates only

9.11.7 To achieve this, officers would:

- (a) Undertake targeted community engagement with relevant stakeholders including the Wurundjeri woi Wurrung Cultural Heritage Aboriginal Corporation, Heritage Victoria, and historical societies and groups across Hume.
- (b) Based on findings, identify a shortlist of sites of significance across Hume.
- (c) Draft plain language significance statements based on existing research and obtain print-quality photographs of the selected sites.
- (d) Disseminate findings by:
 - (i) Updating Council’s website.
 - (ii) Delivering a communications campaign to raise awareness about the significant sites.

9.11.8 **Benefits:**

- (a) Supports Creative Community Strategy Strategic Objective 1.4 by strengthening community pride and fostering connection to the past.
- (b) Reliant on brochures and website information, potentially limiting visitation and tourism benefits.
- (c) Smaller contribution to profile of Hume City Council’s heritage investment.

9.11.9 **Estimated Cost:** \$25,785 including resourcing and delivery.

Option 4: Continue without further investment

9.11.10 Continue current practice of making heritage information available on Council’s website and in response to public enquiries.

9.11.11 **Benefits:**

- (a) No additional benefit

REPORT NO: 8.4 (cont.)

9.11.12 **Estimated Cost:** No additional cost.

10. CONCLUSION

The proposal to create a '50 Sites of Significance'-style project aligns with Council's Strategic Objectives in its Creative Community Strategy 2020-2025. Should Council pursue this initiative, it will celebrate and promote Hume's culturally significant places.

REPORT NO:	8.5
REPORT TITLE:	Proposed Planning Scheme Amendment C237 2 Northcorp Boulevard Broadmeadows Rezoning
SOURCE:	Isbah Khalid, Senior Strategic Planner
DIVISION:	City Planning & Places
FILE NO:	HCC18/674
POLICY:	-
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>Site Map</i>2. <i>Landfill Map</i>3. <i>Existing Zoning Map</i>4. <i>Proposed Planning Map</i>5. <i>Proposed Planning Scheme Amendment Documentation</i>6. <i>Draft Section 173 Agreement</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 Council has received a request from ARG Planning (now Planning & Property Partners), on behalf of Lakeside Drive Investments Pty Ltd, to undertake an amendment to the Hume Planning Scheme.
- 1.2 Amendment C237 (the Amendment) seeks to rezone the land at 2 Northcorp Boulevard, Broadmeadows from Special Use Zone Schedule 5 (SUZ5) to Commercial 2 Zone (C2Z).
- 1.3 This amendment is being sought by the new landowners due to a change in ownership of land. The new owners wish to develop the land for commercial purposes and need a rezoning of the land to achieve this.
- 1.4 This is consistent with local and state policy and matches the existing surrounding development which is commercial and industrial in nature. This is discussed in further detail in the discussion section below.
- 1.5 The Amendment will facilitate the development of an underutilized site and increase local employment opportunities.
- 1.6 It is recommended that Council seeks Authorisation from the Minister for Planning to prepare and exhibit the Amendment and request a panel should it be necessary to hear submissions.

REPORT NO: 8.5 (cont.)

2. RECOMMENDATION:

- 2.1. **Seeks Authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C237hume to rezone land at 2 Northcorp Boulevard, Broadmeadows from Special Use Zone Schedule 5 to Commercial 2 Zone generally in accordance with Attachment 5, pursuant to Section 8A of the *Planning and Environment Act 1987*.**
- 2.2. **Authorise City Strategy officers to make any necessary changes to the relevant documentation to comply with any Conditions of Authorisation, and subject to Ministerial Authorisation, to prepare and exhibit Planning Scheme Amendment C237hume to the Hume Planning Scheme as prescribed under Section 19 of the *Planning and Environment Act 1987*.**
- 2.3. **Note the delegation of City Strategy officers to consider any submissions received in relation to Amendment C237hume, in accordance with Section 22 of the *Planning and Environment Act 1987*.**
- 2.4. **Note the delegation of the CEO to refer all submissions to an independent panel appointed by the Minister for Planning, if required, in accordance with Section 23 of the *Planning and Environment Act 1987*.**
- 2.5. **Note the delegation of City Strategy officers to represent Council in accordance with Section 24 of the *Planning and Environment Act 1987*, including authorising officers to negotiate and resolve issues raised during the Planning Panel process prior to Amendment C237hume being reported back to Council for consideration.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Planning and Environment Act 1987 (the Act)
- 3.2 Aboriginal Heritage Act 2006
- 3.3 Planning Policy Framework
 - 3.1.1 Hume’s Municipal Planning Strategy (MPS) links the need to seek land use and employment opportunities within the Hume Highway Corridor as very important to the economic strength of Hume. Clause 2.02 (Vision) sets a *“land use and development vision”*:
 - *enabling economic growth through the creation of local jobs and supporting local industries.*
 - 3.1.2 The Amendment is in line with the vision, as well as the existing and future strategic direction. The Amendment is also in line with the objectives and strategies for Economic Development (Clause 2.03-7 of the Planning Scheme) by increasing employment opportunities in an existing industrial area of Broadmeadows.
 - 3.1.3 According to the Melbourne Industrial and Commercial Land Use Plan (MICLUP) (Victorian State Government 2020) the site is state significant existing industrial land. Inclusion in MICLUP means that State Government policy has the land identified for jobs and not for housing. The Amendment also aligns with the Industrial land supply section of the planning scheme (Clause 17.03-1S) to make sure there is land available for industry.

REPORT NO: 8.5 (cont.)

3.1.4 The Amendment supports both State Government and Hume policy.

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

4.1.1 Council decisions are to be made, and actions taken in accordance with the relevant law;

4.1.2 priority is to be given to achieving the best outcomes for the municipal community, including future generations;

4.1.3 the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;

4.1.4 the municipal community is to be engaged in strategic planning and strategic decision making;

4.1.5 collaboration with other Councils and Governments and statutory bodies is to be sought;

4.1.6 regional, state and national plans and policies are to be taken into account in strategic planning and decision making;

4.1.7 the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 Charter Of Human Rights and Responsibilities Act 2006

The human rights relevant to this Report are:

(a) Right to recognition and equality before the law (section 8)

(b) The right to take part in public life (section 18)

The above rights are not being limited by the recommended action in this report, and the ongoing supply of appropriately located employment land is important in supporting the right to take part in public life.

5.2 Gender Equality Act 2020

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

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 The Amendment will incur standard costs associated with the planning scheme amendment process required under the Act. These costs will be borne by the proponent, who has requested the Amendment.

REPORT NO: 8.5 (cont.)

The Amendment is not anticipated to have an adverse impact on the resources of the responsible authority. Staff time to administer any future planning permit applications is expected to be in line with similar Amendments.

7. OPPORTUNITIES & RISKS:

- 7.1 This report addresses Council’s strategic risk **Environment / Natural Values / Landscape**
- 7.2 As the subject site is part of a broader site that was previously a council landfill, contamination is a risk that must be managed now and in the future.
- 7.3 Advice from the Environmental Protection Authority (EPA) and the Victorian Government ‘s Planning Practice Note 30 (PPN 30) categorises the subject site as having a ‘medium’ potential for contamination.
- 7.4 A Preliminary Site Investigation Report (the PSI) was prepared by an environmental consultant to assess the potential for contamination and landfill gas. The recommendations of the report stated there was negligible risk of land fill gas migration and the land is therefore suitable for the proposed industrial/commercial use.
- 7.5 The PSI report also recommended drafting a section 173 agreement to prohibit below-ground structures unless an environmental audit for landfill gas is conducted and assessed by the appropriate responsible authority.
- 7.6 The draft Section 173 Agreement is being prepared (see attachment 6) to incorporate the recommendations from the PSI report and will be exhibited as part of the amendment documentation. The Section 173 Agreement will be formalized prior to seeking Ministerial approval for the Amendment.
- 7.7 Any contamination risk will be managed by the proposed rezoning of Commercial 2 Zone (C2Z) and the existing Environmental Audit Overlay (EAO). Both controls will trigger any further assessment and planning considerations where sensitive uses are proposed on the subject site.
- 7.8 Given that the site is located within an industrial precinct and is predominantly surrounded by commercial uses, the likelihood of any sensitive uses occurring on the site is considered very low.
- 7.9 Nevertheless, if there are any proposed sensitive uses, the proposed C2Z, existing EAO and the Section 173 Agreement seek to mitigate any potential contamination and landfill gas risks.

8. COMMUNITY ENGAGEMENT:

- 8.1 The Amendment will be exhibited in accordance with the requirements of Section 19 of the Act for a period of one calendar month. This will include:
 - 8.1.1 Notice to all affected and adjoining landowners and occupiers
 - 8.1.2 Notice to all Ministers prescribed under the Act;
 - 8.1.3 A notice in the local newspaper circulating in the local area;
 - 8.1.4 Notice in the Government Gazette

REPORT NO: 8.5 (cont.)

- 8.1.5 Hard copies of the Amendment will be made available for public inspections at Council’s customer service desks in Broadmeadows, Craigieburn and Sunbury; and;
- 8.1.6 A dedicated webpage on the Council’s Participate Hume online platform as well as Council’s social media accounts will be made available which will provide the community with amendment documentation and an online submission form.
- 8.2 This process will ensure anyone interested has the opportunity to comment on the Amendment.
- 8.3 Should Council receive submissions that cannot be resolved, the Amendment will be referred to an Independent Planning Panel where all submitters will have further opportunity to present their views on the Amendment. Council would then be required to consider all submissions and consider any recommendations from the Panel report for making its decision on whether or not to adopt the Amendment.

9. DISCUSSION

9.1 Background

- 9.1.1 The site is one of three parcels that were part of a former Council landfill, which closed in the 1990s. The landfill activities were limited to the larger northern parcel, not the parcel proposed for rezoning (see Attachment 3). An Environmental Audit Overlay (EAO) was applied to address potential land contamination from the landfill and gas extraction bores north of the site.
- 9.1.2 In the mid-1990s, the Melbourne Greyhound Racing Association (MGRA) bought the property, including the former landfill site and the subject land, from the Council through the MAB Corporation.
- 9.1.3 In August 1997, Hume Planning Scheme Amendment L34 was approved, rezoning the land from Extractive Industry Zone (former landfill site) and Business 3 Zone (former MAB land) to Special Use Zone (the current zone). This allowed the development of the Meadows Greyhound Racing Complex on the former MAB land (see Attachment 1).
- 9.1.4 After the Meadows greyhound racing facility was built in the late 1990s, the MGRA, now Greyhound Racing Victoria (GRV), no longer needed the site for racing. For the past two decades, the site has remained vacant and unused. GRV has since sold the site to the current owner, Lakeside Drive Investments Pty Ltd.
- 9.1.5 While not directly affecting the Amendment, it is noted that there is an existing s173 agreement between GRV and Council for the vacant parcel to the north of the Amendment site. In summary the s173 agreement commits GRV to transfer one third of the vacant site to Council following remediation and the completion of a masterplan.

9.2 Subject Site and Surrounds

- 9.2.1 The subject site is an undeveloped approximately 1.1hectare parcel of land located at 2 Northcorp Boulevard, Broadmeadows. The site is irregular in shape, with a frontage of approximately 64 metres to Camp Road and 132 metres to Northcorp Boulevard.

REPORT NO: 8.5 (cont.)

- 9.2.2 The site is the southern portion of two parcels of land owned by GRV. The parcel immediately north of the site is the former Council landfill site and a Council owned reserve is to the north-west (see Attachment 1). The surrounding areas to the south, east, and west are industrial, commercial, and business park developments, including the Northcorp Industry Park to the west.
- 9.2.3 The site is under an Environmental Audit Overlay (EAO) to address the potential for land contamination. If a sensitive use, like residential or child care, is proposed, tests must be done to determine if remediation is needed before development. The Amendment keeps the EAO to ensure proper measures are taken if a sensitive use is proposed in the future.
- 9.2.4 The south-eastern portion of the site is also affected by a Special Building Overlay that relates to the Campbellfield Creek running along the eastern boundary of the site. This overlay manages development in urban areas that is subject to flooding when the capacity of the drainage system is exceeded during heavy rainfall.
- 9.2.5 The site is surrounded by largely Commercial 2 Zoned land (see Attachment 4)

9.3 The Amendment

- 9.3.1 Amendment C237hume proposes to rezone the subject site from SUZ5 to C2Z (see Attachment 2).
- 9.3.2 The site is no longer needed by Greyhound Racing Victoria. Its potential use under SUZ5 is limited due to its distance from the Meadows facility and separation by a former landfill and a Council wetland reserve. These factors, along with the restrictive uses allowed in SUZ5, have kept the site vacant.
- 9.3.3 The site is in a State-Significant Industrial Precinct, including the Northcorp Industrial Park to the west. It is mostly surrounded by C2Z land (see Attachment 4). Given the site's underutilization and high demand for industrial land with good road connections, rezoning to C2Z aligns with surrounding industrial development and State policy.
- 9.3.4 The Amendment will facilitate a range of industrial and commercial uses, for example, industry, warehousing, and service businesses. The Amendment will thereby increase local employment opportunities in a well serviced, accessible and commercial oriented location.
- 9.3.5 The Amendment supports the employment aim of the Hume Corridor integrated Growth Area Plan (HIGAP) Spatial Strategy 2015 to
 - (a) build on the economic strengths of the Hume Corridor whilst seeking to diversify the economy and increase the number, accessibility and range of business and employment opportunities.
- 9.3.6 Hume HIGAP aims to develop underutilized land along Camp Road, enabling its renewal and re-use for employment-generating purposes. The proposed rezoning of the site will facilitate this process.
- 9.3.7 Local planning policy regarding economic development at Clause 2.03-7 of the Hume Planning Scheme further supports the Amendment as rezoning the site will:
 - (a) contribute to growing and diversifying the employment options within the municipality.

REPORT NO: 8.5 (cont.)

- (b) protect the existing industrial land from non-industrial uses that might otherwise be sought for the subject site, which could compromise the continued operation of the existing industrial uses surrounding the site.

9.3.8 The Amendment enacts State planning policy Plan Melbourne 2017-2050 policy 1.1.6 and 1.1.7 by planning for and unlocking industrial and commercial land in a significant industrial precinct. The Amendment therefore conforms with the translation of these policies at Clauses 17.01-1S, 17.02-1S, 17.03-1S and 17.03-3S of the Hume Planning Scheme.

9.4 Cultural Heritage Management Plan

9.4.1 As the site is within 200 m of a waterway (Campbellfield Creek), it is classified under the Aboriginal Heritage Act 2006 as an area of cultural heritage sensitivity. A cultural heritage management plan (CHMP) is required unless evidence confirms that the ground has previously been significantly disturbed.

9.4.2 A heritage assessment prepared by a Heritage Advisor has been provided indicating the site has been significantly disturbed by extensive earthworks and the risk of harm to Aboriginal cultural heritage places is negligible. On this basis, a mandatory CHMP is not required for the proposed rezoning under the Aboriginal Heritage Act 2006 and in accordance with the Aboriginal Heritage Regulations 2018.

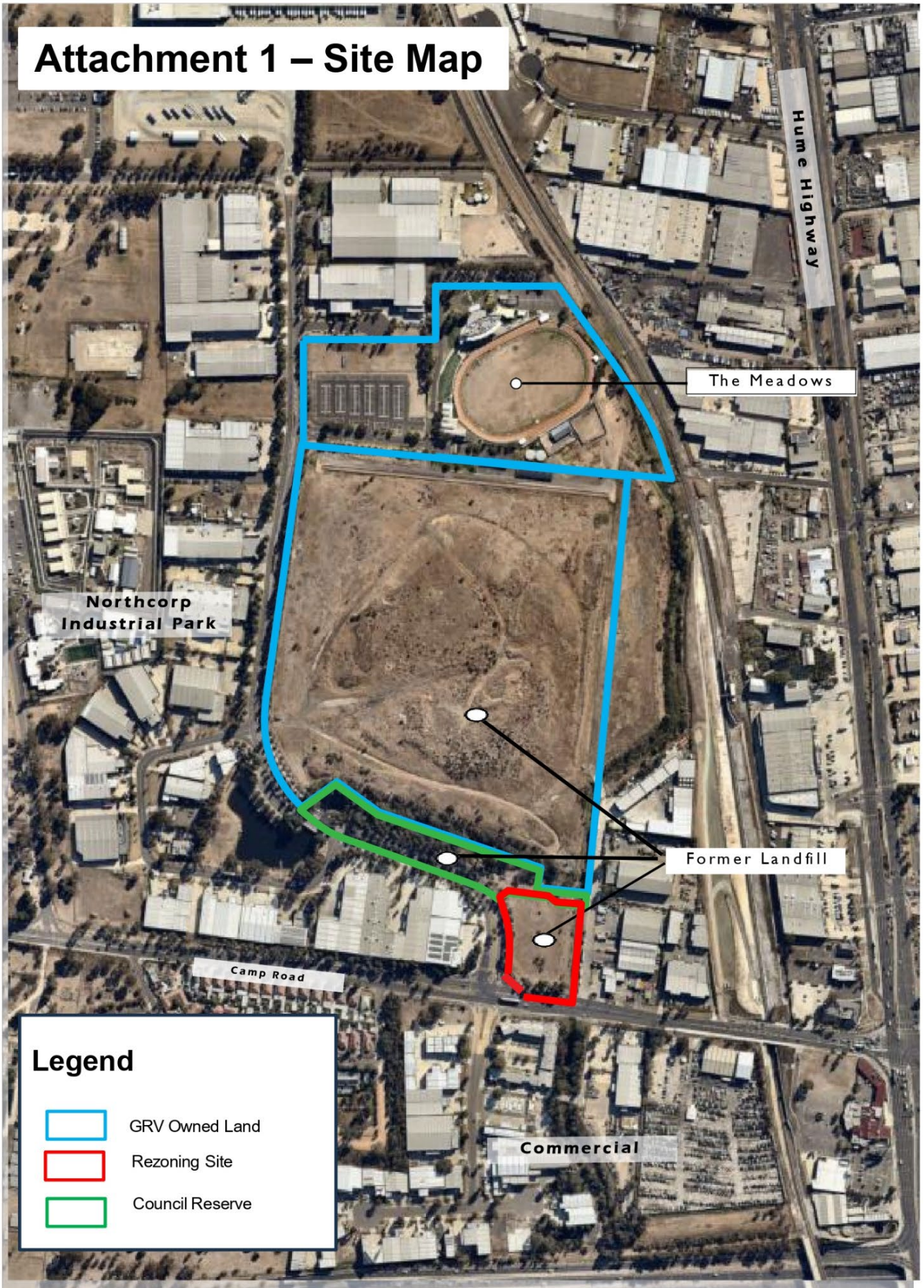
10. CONCLUSION

10.1 Planning Scheme Amendment C237hume proposes to rezone land at 2 Northcorp Boulevard, Broadmeadows from Special Use Zone Schedule 5 to Commercial 2 Zone, to align with the industrial and commercial development surrounding the site.

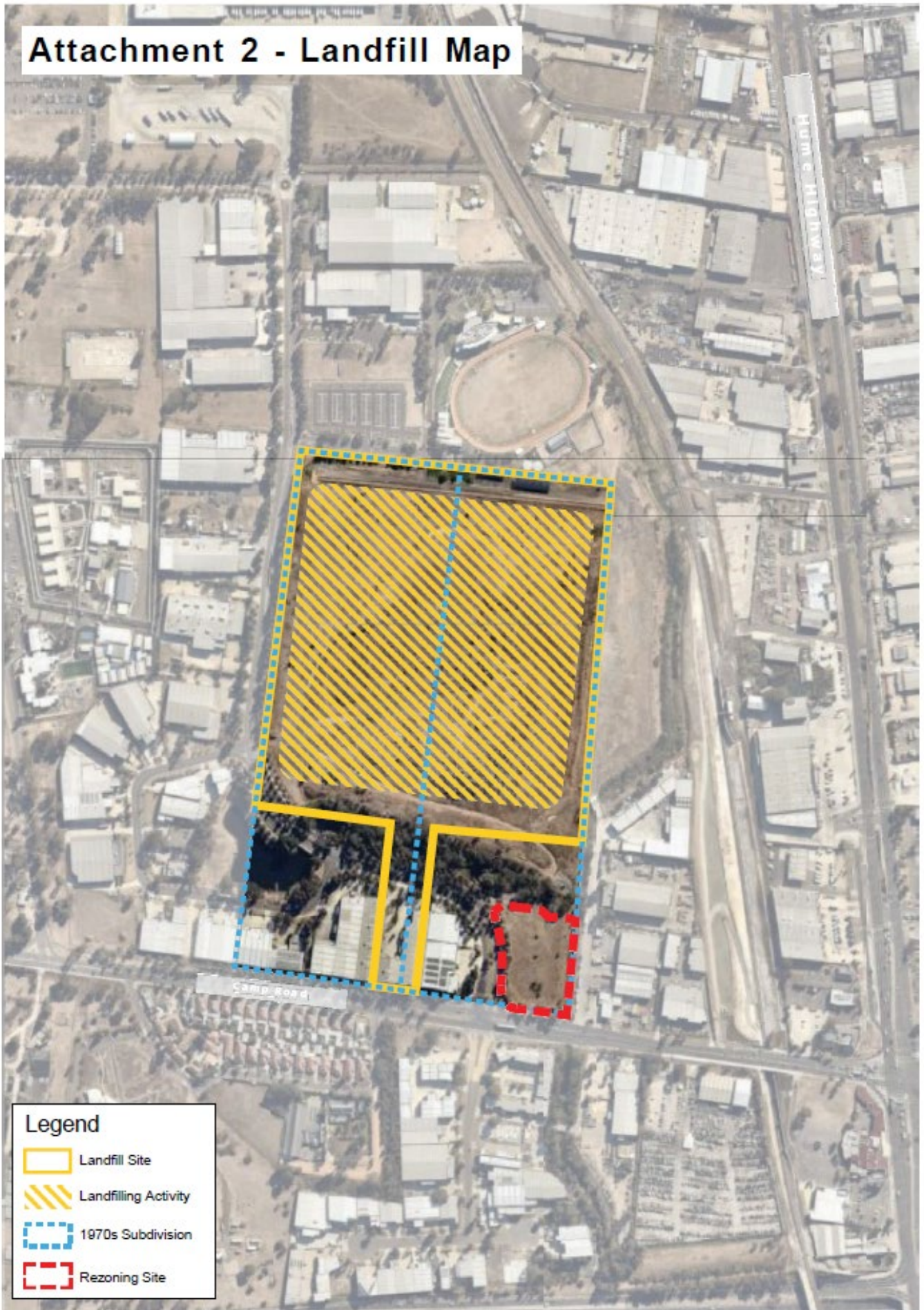
10.2 The Amendment will facilitate the development of an underutilized site and increase local employment opportunities. It is recommended that Council seek authorization from the Minister for Planning to prepare and exhibit the Amendment and request a Panel as necessary.

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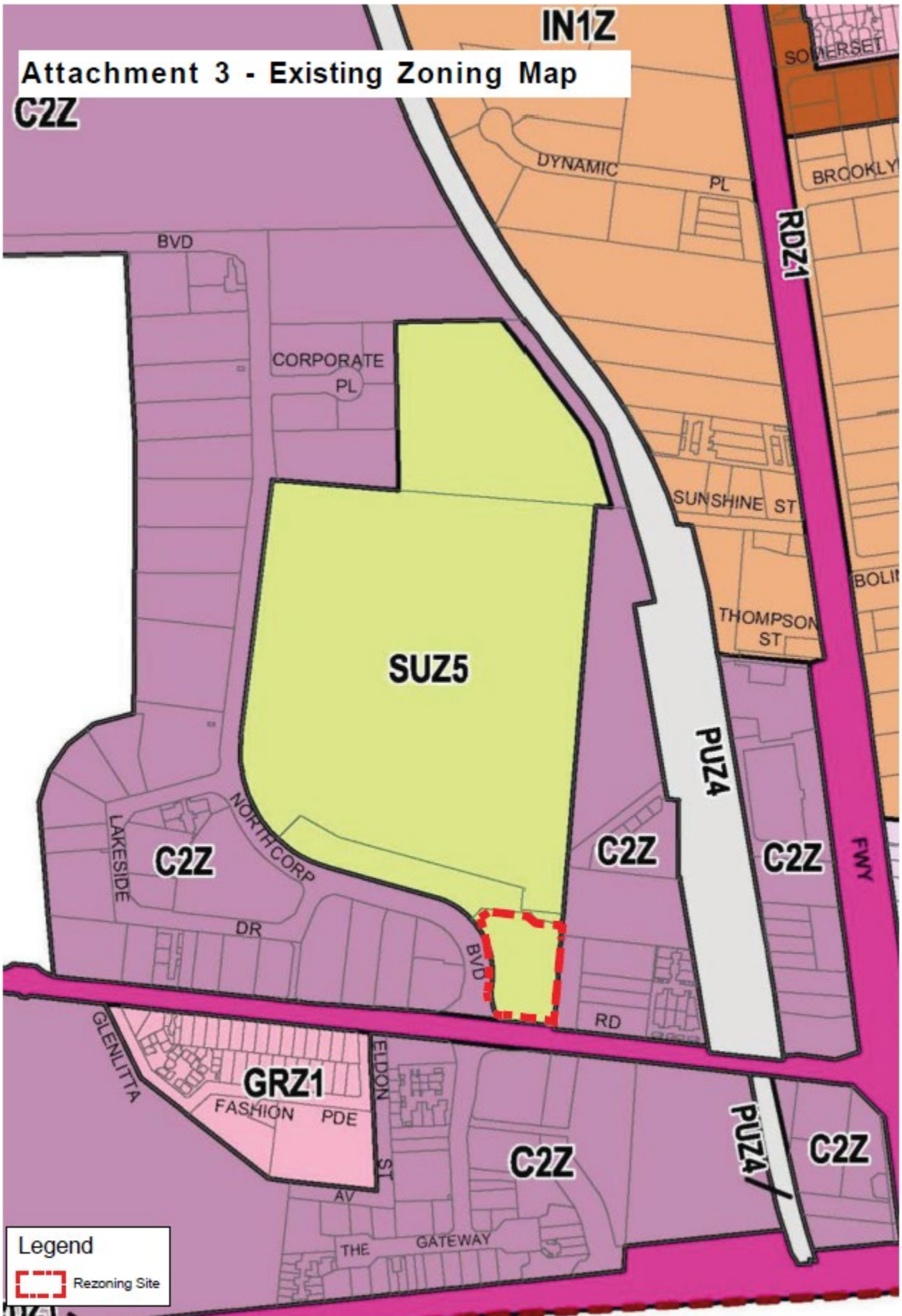
Attachment 1 – Site Map



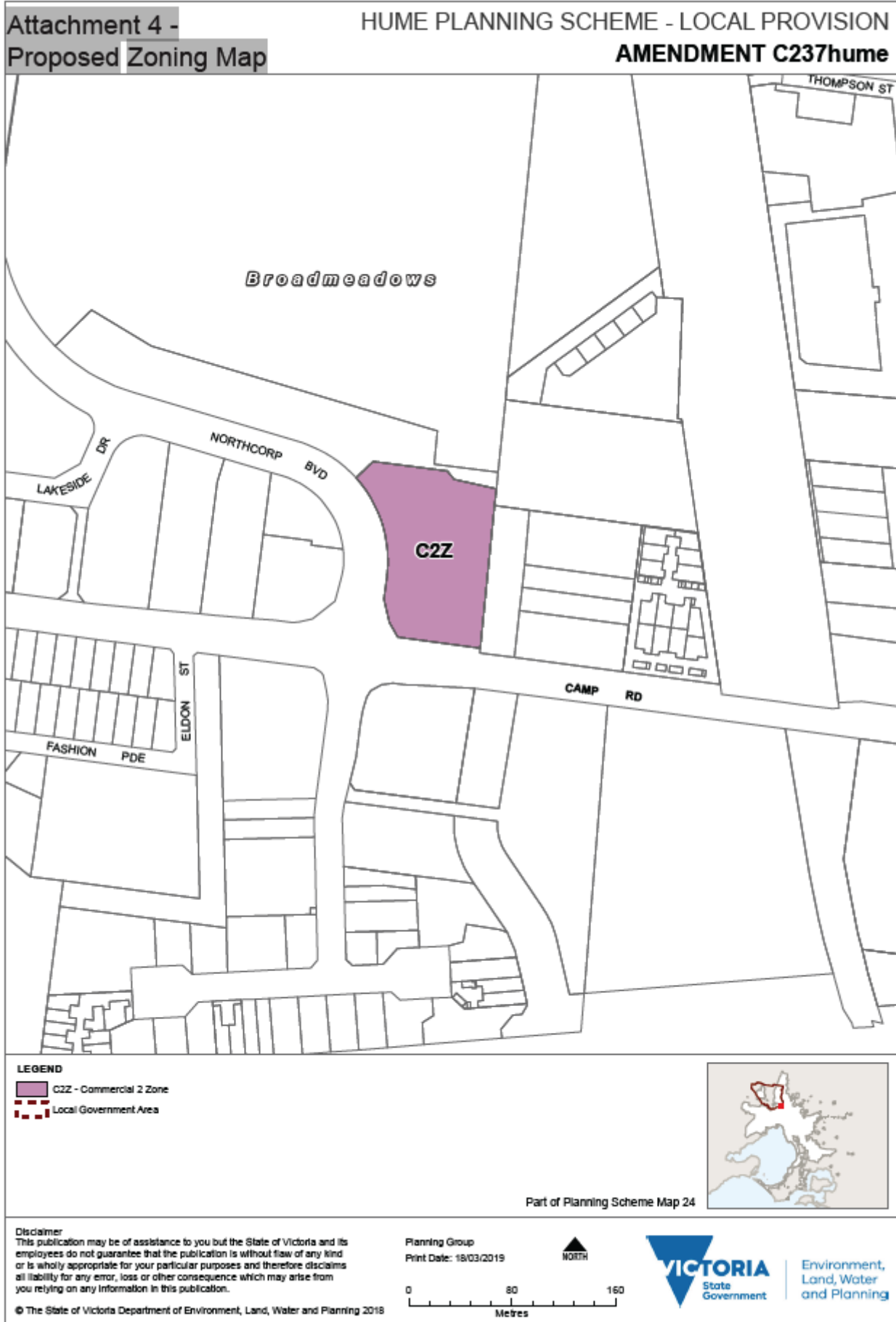
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Planning and Environment Act 1987

Hume Planning Scheme

Amendment C237hume Explanatory Report

Overview

This amendment proposes to rezone land at 2 Northcorp Boulevard, Broadmeadows from Special Use Zone Schedule 5 (SUZ5) to Commercial 2 Zone (C2Z) to facilitate the use and development of the land for industrial and commercial purposes.

Where you may inspect this amendment

- The proposed amendment can be inspected free of charge at the Hume City Council website at <https://www.hume.vic.gov.au/Building-and-Planning/Strategic-Planning/Planning-Scheme-Amendments/Current-amendments>
- The proposed amendment is available for public inspection, free of charge, during office hours at the following places:

<i>Hume City Council</i>	<i>Hume Global Learning</i>	<i>Hume Global</i>
Broadmeadows Office	<i>Centre – Craigieburn</i>	<i>Learning</i>
1079 Pascoe Vale Road	75-95 Central Park	<i>Centre – Sunbury</i>
Broadmeadows 3047	Avenue	40 Macedon Street
	Craigieburn 3064	Sunbury 3429

The proposed amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission about the proposed amendment to the planning authority. Submissions about the amendment must be received by **date**.

Hume City Council
 PO Box 119
 Dallas 3047

Via email to: strategicplanning@hume.vic.gov.au

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions Hearing [insert directions hearing date]
- Panel hearing: [insert panel hearing date]

Details of the amendment

Who is the planning authority?

This proposed amendment has been prepared by the Hume City Council, which is the planning authority for this amendment.

The proposed amendment has been made at the request of Lakeside Drive Investments Pty Ltd.

Land affected by the amendment



Figure 1 Land affected by the proposed amendment

The proposed amendment applies to land affected by the Special Use Zone Schedule 5 (SUZ5) at 2 Northcorp Boulevard (Lot S5 on PS348064),

Broadmeadows. The site is affected by Environment Audit Overlay (EAO), Melbourne Airport Environs Overlay (MAEO) and Special Building Overlay (SBO). The land is located on the northeast corner of the intersection between Camp Road and Northcorp Boulevard, Broadmeadows. The site is currently vacant and is approximately 1.1 hectares. “The Meadows” Greyhound Racing Complex abuts this vacant land to the north, comprising a racing track, stadiums and associated onsite car parking and is currently zoned SUZ5.

The subject site is located within a State-Significant Industrial Precinct, which includes the Northcorp Industrial Park to the west. In keeping with this, the site is surrounded by almost entirely Commercial 2 Zone (C2Z).

What the amendment does

The proposed amendment:

- Rezones the land from a Special Use Zone (Schedule 5) to the Commercial 2 Zone (C2Z).

Specifically, the proposed amendment makes the following changes:

Zoning maps

- Amends Planning Scheme Map No 24 to rezone land at 2 Northcorp Boulevard, Broadmeadows from Special Use Zone Schedule 5 (SUZ5) to Commercial 2 Zone (C2Z).

Strategic assessment of the amendment

Why is the amendment required?

The site is currently zoned SUZ5 that was put in place to facilitate the development of the Melbourne Greyhound Racing Association Complex by the Greyhound Racing Victoria (GRV). The proposed development did not eventually go ahead and as the site became surplus to GRV’s needs, it was sold to current landowner – Lakeside Drive Investments Pty Ltd.

As the existing zoning controls limit its use and development to regional sporting facilities; the proposed rezoning of C2Z will facilitate alternate land uses which better reflect its site context. The proposed amendment will facilitate commercial use and enhance employment opportunities within an existing industrial area of Broadmeadows, alongside Hume highway.

How does the amendment implement the objectives of planning in Victoria?

The objectives of planning in Victoria are outlined within Section 4(1) of the *Planning and Environment Act 1987*. They include:

- *To provide for the fair, orderly, economic and sustainable use, and development of land.*

- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To balance the present and future interests of all Victorians.*

The proposed amendment will facilitate use and development of land for employment purposes. The land is appropriately located within the Hume Highway Corridor where there is a range of industries employing local people across a range of trades and professions. The rezoning will ensure employment opportunities are enhanced within the municipality for present and future residents.

How does the amendment address any environmental, social and economic effects?

Rezoning of the land to C2Z will allow for a range of commercial uses which complement those that exist within the surrounding area, including the adjoining Northcorp Industry Park.

Positive social and economic benefits will result from opportunities to enhance the supply of land fostering local jobs and employment in sectors such as industry, warehousing, service business, hospitality, entertainment, other retail uses, and associated business and commercial services.

The proposed amendment is unlikely to have any significant impacts on the environment due to the site’s location in an area designated as “existing employment land” under Council’s Strategic Framework Plan at Clause 2.04 *Vision and Strategic Framework Plan*.

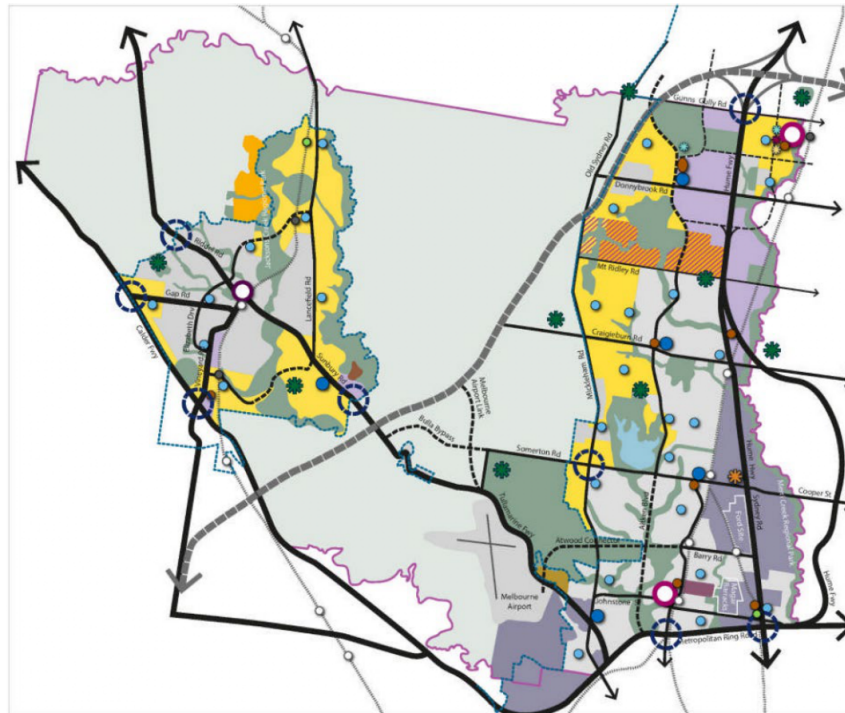


Figure 2 Council's Strategic Framework Plan

Does the amendment address relevant bushfire risk?

There is no bushfire risk relevant to the proposed amendment given the site is located within an established urban area and is not covered by a Bushfire Management Overlay.

Does the amendment comply with the requirements of any other Minister’s Direction applicable to the amendment?

Ministerial Direction No.1 - Potentially Contaminated Land relates to the protection of “sensitive uses” on land formally used for industry, mining, or the storage of potential contaminants.

Planning Practice Note 30 (PPN30) and advice from Environmental Protection Authority (EPA) categorizes the site to have a ‘medium’ potential for contamination.

The proposed zoning of C2Z allows sensitive uses and building and works as a permitted use. The existing EAO on the site would also trigger the need for further assessments and an audit if the current or future landowners ever sought to commence a sensitive use on the site. Both controls will trigger permit consideration of further assessments for any proposed sensitive uses and buildings and works.

In addition, for planning scheme amendments that propose to allow, whether or not by permit, a sensitive use, children’s playground or secondary school on land that is potentially contaminated,

Ministerial Direction No. 1 requires a planning authority to satisfy itself that the land is suitable for the use by:

1. A PRSA statement stating that no audit is required; or
2. An environmental audit statement stating that the land is suitable for the proposed use; or
3. Where complying with 1) or 2) is difficult or inappropriate, deferring these requirements through application of an EAO or other appropriate measure.

A Preliminary Site Investigation (PSI) (October 2023) Report was prepared by environmental consultant which assessed potential for contamination and landfill gas as the subject site is part of a broader site that was previously a council landfill. The recommendations of the report stated there was negligible risk of land fill gas migration and that the land is thus suitable for the proposed industrial/commercial use subject to clarifying agreement title.

The PSI report also recommended drafting a section 173 agreement to prohibit below-ground structures unless an environmental audit for landfill gas is conducted and assessed by the appropriate responsible authority.

The draft section 173 Agreement has been prepared to incorporate the recommendations from the PSI report and will be exhibited as part of the amendment documentation.

Ministerial Direction No.9 – Metropolitan Strategy relates to “Plan Melbourne” and requires planning scheme amendments to address the extent to which they are consistent with any of the directions or policies of this document. In accordance with the Strategy, the rezoning will improve access to jobs within the Broadmeadows area and responds to Policy 1.1.6 which is to “plan for industrial land in the right locations to support employment and investment opportunities”.

Ministerial Direction No.11 – Strategic Assessment of Amendments affects the proposed amendment. The Ministerial Direction requires planning scheme amendments to adequately address relevant planning policy. The Amendment is consistent with the relevant policy as detailed within this explanatory report.

Ministerial Direction Form and Contact of Planning Schemes – The proposed amendment makes proper use of the Victorian Planning Provisions and is prepared and presented in accordance with the Guidelines.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The proposed amendment is consistent with the following clauses of the Planning Policy Framework and will assist in achieving objectives of the clauses:

Clause 11.01-1S Settlement

Objective: To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Clause 13.04-1S Contaminated and Potentially Contaminated Land

Objective: To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

13.07-1S Land Use Compatibility

Objective: To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 17.01-1S Diversified Economy

Objective: To strengthen and diversify the economy.

Clause 17.03-1S Industrial supply

Objective: To ensure availability of land for industry.

Clause 18.01-1S Land use and transport planning

Objective: To create a safe and sustainable transport system by integrating land-use and transport.

Melbourne Industrial and Commercial Land Use Plan

It is noted that the site is designated as *state significant existing industrial land in MICALUP*. It is state policy that these areas are to be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment. By rezoning the land to C2Z, urban land for commercial and industrial uses is unlocked within a state significant industrial precinct that is well-connected to adjacent existing employment and transport infrastructure such as the Western Ring Road and Hume Highway.

How does the amendment support or implement the Municipal Planning Strategy?

The Planning Policy Framework identifies land use and employment opportunities within the Hume Highway Corridor that are integral to the economic strength of the municipality. *Clause 2.02 Vision* in particular states the importance of

- Enabling economic growth through the creation of local jobs and supporting local industries.

The proposed amendment responds to this vision, together with the objectives and strategies at *Clause 2.03-7 Economic development* by enhancing employment opportunities within an existing industrial area of Broadmeadows, alongside the Hume Highway.

The proposed amendment reflects the existing and future strategic direction for the area and facilitates industrial and commercial development surrounding subject site.

The proposed amendment supports the employment aim of the Hume Corridor integrated Growth Area Plan (HIGAP) Spatial Strategy 2015 to

build on the economic strengths of the Hume Corridor whilst seeking to diversify the economy and increase the number, accessibility and range of business and employment opportunities.

Hume HIGAP seeks to achieve this through developing underutilised land along Camp Road to enable its renewal and re-use for employment generating uses. This can be facilitated through the proposed rezoning of the site.

Local planning policy regarding economic development at Clause 2.03-7 of the Hume Planning Scheme further supports the proposed amendment as rezoning the site will:

- contribute to growing and diversifying the employment options within the municipality.
- protect the existing industrial land from non-industrial uses that might otherwise be sought for the subject site, which could compromise the continued operation of the existing industrial uses surrounding the site.

Does the amendment make proper use of the Victoria Planning Provisions?

The proposed amendment makes proper use of the Victoria Planning Provisions by applying the Commercial 2 Zone (C2Z) to land which is now surplus to requirements of Greyhound Racing Victoria and is not proposed to be developed for a regional sporting facility in accordance with the purpose of the existing zoning control.

The subject site is located within a State-Significant Industrial Precinct under the MICLUP, which includes the Northcorp Industrial Park to the west. In keeping with this, the site is surrounded by almost entirely C2Z. Given the current underutilisation of the site and high demand for industrial land with good road connections, rezoning the site to C2Z would serve to align the future development of the site with the surrounding industrial development and state policy directions.

The proposed rezoning of C2Z enacts state planning policy of *Plan Melbourne 2017-2050* 1.1.6 and 1.1.7 by planning for and unlocking industrial and commercial land in a significant industrial precinct.

The existing EAO on the site will remain unaffected to address any potential for contamination and trigger assessment requirements for any proposed sensitive uses.

In addition, the Preliminary Site Investigation Report (PSI) (October 2023) concluded that the risks associated with soil contamination and landfill gas for the proposed industrial and commercial development is low. And as per the PSI recommendation, the section 173 agreement prohibits any below-ground structures before undertaking an audit assessment which is assessed by the relevant responsible authority.

How does the amendment address the views of any relevant agency?

The proposed amendment was referred to the Environmental Planning Authority (EPA) which categorized the site to be of ‘medium’ risk for contamination according to Planning Practice Note 30 – Potentially Contaminated Land (DELWP 2020).

A Land Fill Gas Risk Assessment (May 2022) was prepared that outlined that there was a low risk to develop the site for a warehouse/industry use as intended. However, as the assessment did not consider or explicitly exclude substructures, it was recommended by the EPA to prepare a Preliminary Site Assessment (PSI, October 2023) for the site with a focus on landfill gas. The PSI report recommends drafting a section 173 agreement to prohibit below- ground structures unless an environmental audit for landfill gas is conducted and assessed by the appropriate responsible authority. This approach was supported by the EPA.

The draft Section 173 Agreement has been prepared to incorporate the recommendations from the PSI report and will be exhibited as part of the amendment documentation.

The views of any relevant agencies will also be sought during exhibition stage.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The proposed amendment is not considered to have a significant impact on the transport system.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

There are no additional impacts on resources or administration costs associated with this proposed amendment.

Planning and Environment Act 1987

HUME PLANNING SCHEME

AMENDMENT C237

INSTRUCTION SHEET

The planning authority for this amendment is the City of Hume.

The Hume Planning Scheme is amended as follows:

Planning Scheme Maps

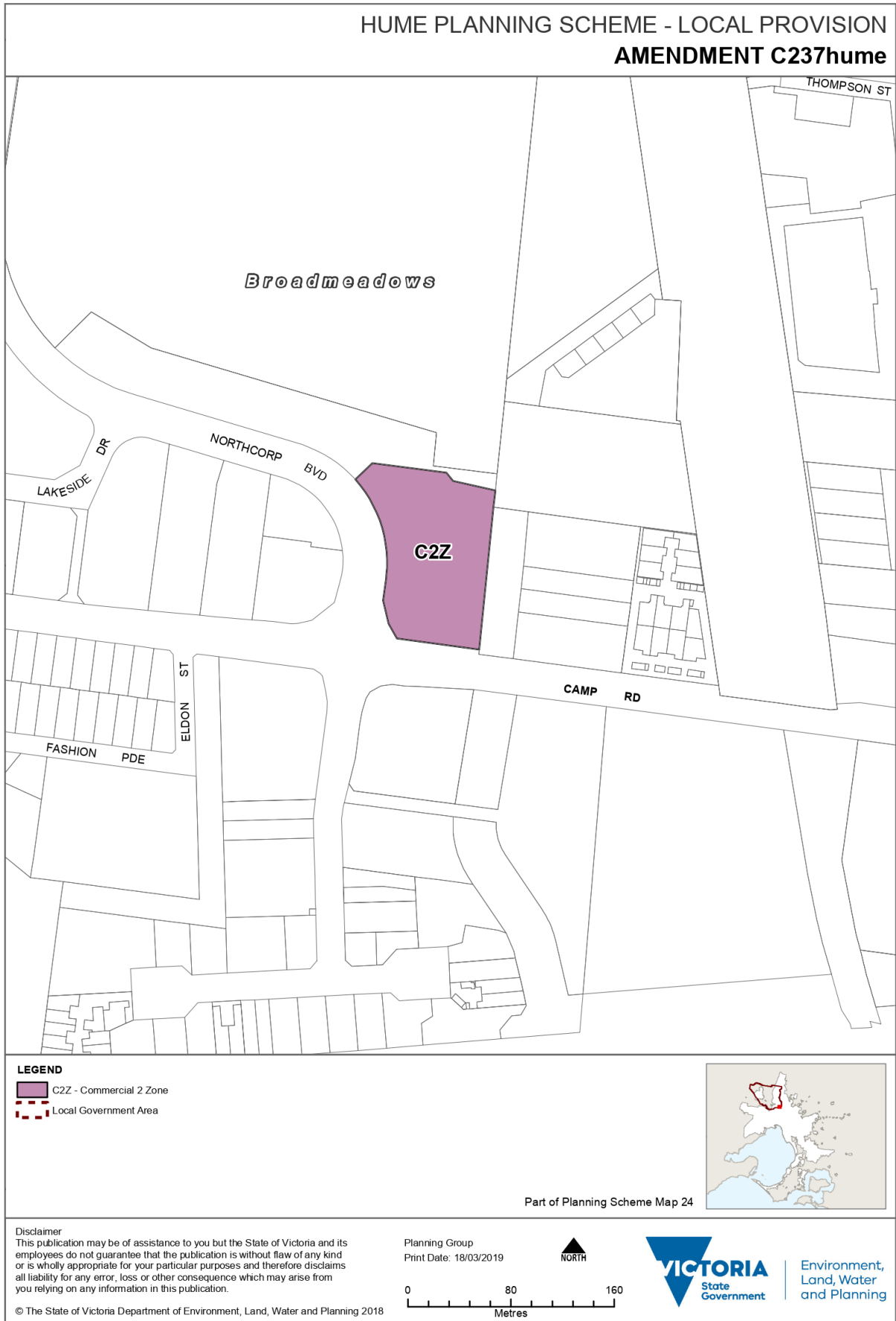
The Planning Scheme Maps are amended by a total of the attached map sheet.

Zoning Maps

1. Amend Planning Scheme Map No. 24ZN in the manner shown on the one attached map marked "Hume Planning Scheme, Amendment C237".

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**SECTION 173 AGREEMENT
PLANNING AND ENVIRONMENT ACT 1987**

HUME CITY COUNCIL

Council

- and -

LAKESIDE DRIVE INVESTMENTS PTY LTD

Owner

in relation to land at:

2 NORTHCORP BOULEVARD, BROADMEADOWS

HCC note: This is a draft version of the agreement and will be updated as it is finalised.

AMC:22400598

Harwood Andrews
ABN 98 076 868 034
70 Gheringhap Street, Geelong 3220, Victoria, Australia
DX 22019 Geelong
PO Box 101 Geelong Vic 3220

Telephone: 03 5225 5225 Facsimile: 03 5225 5222

|

THIS AGREEMENT is made the _____ day of _____

PARTIES:

1. **Hume City Council** of 1079 Pascoe Vale Road, Broadmeadows, 3047
(Council)
2. **Lakeside Drive Investments Pty Ltd** of 19 Lakeside Drive, Broadmeadows, Victoria 3047
(Owner)

RECITALS:

- R.1. The Owner is or is entitled to be the registered proprietor of the Land.
- R.2. Council is responsible for the administration and enforcement of the Planning Scheme pursuant to the provisions of the Act.
- R.3. Council is also the planning authority in relation to the Amendment pursuant to the provisions of the Act.
- R.4. Council enters into this Agreement in its capacity as the responsible authority and the planning authority for the Amendment.
- R.5. Council has prepared the Amendment at the request of the Owner. The Amendment proposes to rezone the Land from the Special Use Zone – Schedule 5 to the Commercial 2 Zone.
- R.6. The Land is located within the default 500 metre landfill gas buffer associated with the former Broadmeadows Landfill site determined in accordance with *EPA Publication 1642: Assessing planning proposals within the buffer of a landfill* and *EPA Publication 788.3: Siting, design, operation and rehabilitation of landfills*.
- R.7. The Land has been identified as having a medium potential for contamination under PPN30 and is affected by the Environmental Audit Overlay. The Environmental Audit Overlay imposes requirements in relation to the commencement of a sensitive use, children’s playground or secondary school and buildings and works associated with those uses. The Environmental Audit Overlay does not, however, impose requirements in relation to other non-sensitive uses and buildings and works associated with those non-sensitive uses.
- R.8. The Owner has submitted the Preliminary Site Investigation Report and the Site Plan to Council in support of the Owner’s request that Council prepare the Amendment. The Preliminary Site Investigation Report sets out the results of the preliminary site investigation undertaken on the Land, including consideration of landfill gas, and recommends that the Owner enter into this Agreement in order to implement its recommendations with respect to potential land contamination and landfill gas migration.
- R.9. The Owner has voluntarily agreed to enter into this Agreement pursuant to section 173 of the Act in order to:
 - a. protect against the risk of landfill gas migration by prohibiting the construction of Below-Ground Structures on the Land except in accordance with a landfill gas risk assessment report to the satisfaction of Council;
 - b. provide for the appropriate assessment, handling and disposal of any Contaminated Soil that is encountered on the Land;
 - c. facilitate the Amendment; and
 - d. achieve the objectives of planning in Victoria.

IT IS AGREED AS FOLLOWS:

1. DEFINITIONS

In this Agreement unless inconsistent with the context or subject matter:

- 1.1. **Act** means the *Planning and Environment Act 1987 (Vic)*.
- 1.2. **Action** includes any action, claim, demand, proceeding, damages, loss, liability, expense and cost (including any legal expense).
- 1.3. **Agreement** means this Agreement and any agreement executed by the parties varying or expressed to be supplemental to this Agreement.
- 1.4. **Amendment** means Planning Scheme Amendment C237hume.
- 1.5. **Below-Ground Structures** means any below-ground spaces or structures including but not limited to basement car parks, basement levels or lift pits, but does not include below-ground services or structural components of buildings such as footings.
- 1.6. **Business Day** means a day on which banks are open for business in Melbourne, Victoria and excluding a Saturday, Sunday or public holiday in Victoria.
- 1.7. **Contaminated Soil** means soil that is contaminated within the meaning of the Environment Protection Act and may include, but is not limited to, soil containing various wastes, asbestos or other hazardous building materials.
- 1.8. **Council** means Hume City Council in its capacity as:
 - 1.8.1. the authority responsible for administering and enforcing the Planning Scheme and any subsequent person or body which is the responsible authority for the Planning Scheme;
 - 1.8.2. the planning authority for the Amendment; and
 - 1.8.3. the municipal council of Hume within the meaning of the *Local Government Act 2020 (Vic)*,

and includes its agents, officers, employees, servants, workers and contractors.
- 1.9. **Current Address for Service**
 - 1.9.1. for Council means the address shown under the heading "Parties" in this Agreement, or any other principal office address listed on the website of Council; and
 - 1.9.2. for the Owner means the address shown under the heading "Parties" in this Agreement or any other address provided by the Owner to Council for any purpose or purposes relating to the Land.
- 1.10. **Current Email Address for Service**
 - 1.10.1. for Council means contactus@hume.vic.gov.au, or any other email address listed on the website of the Council; and
 - 1.10.2. for the Owner means any email address provided by the Owner to the Council for the express purpose of electronic communication regarding this Agreement.

- 1.11. **Environment Protection Act** means *Environment Protection Act 2017* (Vic).
- 1.12. **Government Gazette** mean the Victorian Government Gazette.
- 1.13. **Land** means the land known as 2 Northcorp Boulevard, Broadmeadows, being the land described in Certificate of Title Volume 10310 Folio 587, and includes any lots created by the subdivision of the Land or any part of it.
- 1.14. **Mortgagee** means the person or persons registered or entitled from time to time to be registered by the Registrar of Titles as mortgagee of the Land or any part of it.
- 1.15. **Owner** means the person or persons registered or entitled from time to time to be registered by the Registrar of Titles as the proprietor or proprietors of an estate in fee simple of the Land or any part of it, and includes a Mortgagee in possession.
- 1.16. **Owner’s Obligations** means the covenants, promises, agreements, indemnities, undertakings and warranties given by the Owner under this Agreement including the specific obligations imposed under Clause 3.
- 1.17. **party** or **parties** means the Owner and the Council under this Agreement as appropriate.
- 1.18. **PPN30** means Planning Practice Note 30: Potentially Contaminated Land (Department of Transport and Planning, July 2021) as amended from time to time.
- 1.19. **Preliminary Site Investigation Report** means the report titled *Preliminary Site Investigation, including consideration of landfill gas – 2 Northcorp Boulevard, Broadmeadows* (Peter J Ramsay & Associates, October 2023) submitted to Council in support of the Owner’s request that Council prepare the Amendment, as amended or supplemented from time to time with the prior written consent of Council. A copy of the Preliminary Site Investigation Report is available upon request to Council.
- 1.20. **Site Plan** means the plan prepared by *JDZ Building Design Pty Ltd* titled ‘Site/Setout Plan’ (Revision B) dated 27 November 2020, as amended from time to time with the prior written consent of Council. A copy of the Site Plan is available upon request to Council.
- 1.21. **Planning Scheme** means the Hume Planning Scheme and any successor instrument or other planning scheme which applies to the Land.
- 1.22. **Register** and **Registrar** have the same meaning as in the *Transfer of Land Act 1958* (Vic).

2. INTERPRETATION

In the interpretation of this Agreement unless inconsistent with the context or subject matter:

- 2.1. The singular includes the plural and the plural includes the singular.
- 2.2. A reference to a gender includes a reference to all other genders.
- 2.3. Words (including defined expressions) denoting persons will be deemed to include all trusts, bodies and associations, corporate or unincorporated, and vice versa.
- 2.4. A reference to a person includes a reference to a firm, corporation, association or other entity and their successors in law.
- 2.5. A reference to a statute includes any statute amending, consolidating or replacing that statute and includes any subordinate instruments made under that statute.

- 2.6. The Recitals to this Agreement are and will be deemed to form part of this Agreement including any terms defined within the Recitals.
- 2.7. References to the parties will include their transferees, heirs, assigns, and liquidators, executors and legal personal representatives as the case may be.
- 2.8. Reference to a document or agreement includes reference to that document or agreement as changed, novated or replaced from time to time.
- 2.9. Where a word or phrase is given a defined meaning in this Agreement, a part of speech or other grammatical form for that word or phrase has a corresponding meaning.
- 2.10. Where a word or phrase is not defined in this Agreement, it has the meaning as defined in the Act, or, if it is not defined in the Act, it has its ordinary meaning.

3. SPECIFIC OBLIGATIONS OF THE OWNER

The Owner acknowledges, covenants and agrees with Council that:

Development in accordance with Site Plan

- (a) The development of the Land for commercial or industrial purposes must be carried out generally in accordance with the Site Plan.

Below-Ground Structures

- 3.1. The development of the Land (whether for commercial or industrial purposes or otherwise) must not include any Below-Ground Structures except in accordance with Clause 3.3.
- 3.2. Prior to the construction of any Below-Ground Structure/s on the Land, including any works associated:
 - 3.2.1. The Owner must, at its cost and to the satisfaction of Council, engage a suitably qualified environment consultant to conduct a landfill gas risk assessment and submit the landfill gas risk assessment report (**LFGRA Report**) to Council for approval;
 - 3.2.2. The LFGRA Report submitted to Council in accordance with Clause 3.3.1 must address the following matters to the satisfaction of Council:
 - 3.2.2.1. any potential risk associated with landfill gas;
 - 3.2.2.2. any recommendations for the management and/or monitoring of landfill gas;
 - 3.2.2.3. whether further investigation is required, including an environmental audit under Part 8.3 of the Environment Protection Act;
 - 3.2.3. If the LFGRA Report submitted to Council in accordance with Clause 3.3.1 is not to Council's satisfaction, Council may require revisions to the LFGRA Report which must be addressed at the cost of the Owner to ensure that the LFGRA Report is to Council's satisfaction prior to approval;
 - 3.2.4. Upon the approval of the LFGRA Report by Council, the Owner must:

- 3.2.4.1. implement the recommendations of the LFGRA Report at its cost and to the satisfaction of Council; and
- 3.2.4.2. where the recommendations of the LFGRA Report require verification of works or compliance, provide written confirmation of compliance from a suitably qualified environmental consultant or other suitable person to the satisfaction of Council within any timeframe recommended in the LFGRA Report or otherwise to the satisfaction of Council.

Contaminated soil

- 3.3. Due to the historical placement of fill on the Land, there is a potential for Contaminated Soil to be present on the Land.
- 3.4. If Contaminated Soil is encountered on the Land as part of any use or development of the Land, the Owner must, at its cost and to the satisfaction of Council:
 - 3.4.1. Engage a suitably qualified environment consultant to conduct an assessment of the Contaminated Soil and advise on the handling and disposal of the Contaminated Soil in accordance the requirements of the Environment Protection Act and subordinate legislation; and
 - 3.4.2. Ensure that the Contaminated Soil is handled and disposed of in accordance with the advice and recommendations of the environmental consultant engaged in accordance with Clause 3.5.1, the requirements of the Environment Protection Act and subordinate legislation, and the Owner’s duties under the Environment Protection Act.

Liability and Indemnity

- 3.5. The Owner is solely responsible for, and shall bear all costs associated with, any loss or damage (including where any Action is made, owed, paid or brought by any third party) associated with, caused by or related to any Below-Ground Structures, Contaminated Soil and the Owner’s obligations under this Agreement.
- 3.6. The Owner must, on demand, indemnify and hold harmless Council against any loss or damage (including where any Action is made, owed, paid or brought by any third party) associated with, caused by or related to any Below-Ground Structures, Contaminated Soil and the Owner’s obligations under this Agreement, unless that loss or damage is caused or contributed by, wrongful or negligent acts or omissions by Council.

4. OWNER’S FURTHER COVENANTS

The Owner warrants and covenants that:

- 4.1. It is the registered proprietor (or entitled to be so) of the Land;
- 4.2. Save as shown in the certificate of title to the Land, there are no mortgages, liens, charges, easements or other encumbrances or any rights inherent in any person affecting the Land or any part of it and not disclosed by the usual searches;
- 4.3. Neither the Land nor any part of it is subject to any right obtained by adverse possession or subject to any easements, rights or encumbrances mentioned in section 42 of the *Transfer of Land Act 1958* (Vic);

- 4.4. It will not sell, transfer, dispose of, assign, mortgage or otherwise part with possession of the Land or any part of it without first providing to its successors a copy of this Agreement;
- 4.5. It will within 28 days of written demand pay to Council, Council's reasonable costs (including legal or other professional costs) and expenses of and incidental to the:
 - 4.5.1. negotiation, preparation, execution and recording of this Agreement;
 - 4.5.2. assessment, negotiation, preparation, execution and recording of any proposed amendment to this Agreement; and
 - 4.5.3. the cancellation or alteration of this Agreement in the Register.
- 4.6. To the extent that the costs and expenses to be paid for by the Owner in accordance with clause 4.5 constitute legal professional costs, Council may at its absolute discretion have these costs assessed by the Law Institute of Victoria and in that event the Parties will be bound by the amount of that assessment, with any fee for obtaining such an assessment being borne equally by Council and the Owner;
- 4.7. Upon commencement of the Agreement, it will do all that is necessary to enable Council to make application to the Registrar of Titles to record this Agreement in the Register in accordance with the Act and the *Transfer of Land Act 1958* (Vic), including the signing of any further agreement, acknowledgment or other document; and
- 4.8. Until such time as this Agreement is recorded in the Register, the Owner must ensure that successors in title will give effect to this Agreement, and do all acts and sign all documents which will require those successors to give effect to this Agreement, including executing a deed agreeing to be bound by the terms of this Agreement.

5. FURTHER ASSURANCE

The parties to this Agreement will do all things necessary (including signing any further agreement, acknowledgement or document) to give full effect to the terms of this Agreement and to enable this Agreement to be recorded in the Register in accordance with the Act.

6. AMENDMENT

This Agreement may be amended only in accordance with the requirements of the Act.

7. NO WAIVER

The Parties agree that:

- 7.1. No waiver by any party of any default in the strict and literal performance of or compliance with any provision, condition or requirement in this Agreement will be deemed to be:
 - 7.1.1. a waiver of strict and literal performance of and compliance with any other provision, condition or requirement of this Agreement; or
 - 7.1.2. a waiver or release any party from compliance with any provision, condition or requirement in the future; and
- 7.2. Any delay or omission of any party to exercise any right under this Agreement in any manner will not impair the exercise of such right accruing to it thereafter.

8. NO FETTERING OF POWERS OF COUNCIL

The parties acknowledge and agree that this Agreement does not fetter or restrict the power or discretion of the Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision applicable to the Land or relating to any use or development of the Land.

9. INTEREST ON OVERDUE MONEYS

Any amount due to Council under this Agreement but unpaid by the due date incurs interest at the rate prescribed under section 120 of the *Local Government Act 2020* (Vic) and any payment made shall be first directed to payment of interest and then the principal amount owing.

10. NOTICES

All notices and other communications under this Agreement will be sent by prepaid mail, by hand delivery or email to the Current Addresses for Service or Current Email Address for Service of the parties and may be sent by an agent of the party sending the notice. Each notice or communication will be deemed to have been duly received:

- 10.1. Not later than two business days after being deposited in the mail with postage prepaid;
- 10.2. When delivered by hand; or
- 10.3. If sent by email, at the time of receipt in accordance with the *Electronic Transactions (Victoria) Act 2000* (Vic).

11. COSTS ON DEFAULT

If the Owner defaults in the performance of any obligations under this Agreement, it will pay to the Council its reasonable costs of action taken to achieve compliance with this Agreement.

12. INVALIDITY OF ANY CLAUSE

Notwithstanding anything to the contrary in this Agreement, if any provision of this Agreement will be invalid and not enforceable in accordance with its terms, all other provisions which are self-sustaining and capable of separate enforcement without regard to the invalid provisions will be and continue to be valid and enforceable in accordance with those terms.

13. AGREEMENT BINDING ON SUCCESSORS OF OWNERS

This Agreement will extend to and bind the Owner’s successors, assigns, administrators, transferees and legal personal representatives and the obligations imposed upon them will also be binding on their successors, transferees, purchasers, a mortgagee in possession and assigns as if each of them had separately executed this Agreement.

14. JOINT OBLIGATIONS

In the case of each party that consists of more than one person (including in that expression any corporation) each of those persons covenants, agrees and declares that all of the covenants, agreements, declarations and consents contained in this Agreement and made and given by that party have been entered into, made and given and are binding upon that person both severally and also jointly with the other person or persons constituting that party.

15. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between the parties in connection with its subject matter and supersedes all previous agreements or understandings between the parties in connection with its subject matter.

16. COUNTERPARTS, ELECTRONIC SIGNING AND EXCHANGE

16.1. This Agreement may consist of a number of counterparts and, if so, the counterparts taken together constitute this Agreement.

16.2. Execution by either or both parties of an email copy of this Agreement executed by that party will constitute valid and binding execution of this Agreement by such party or parties.

16.3. The parties acknowledge and agree that this Agreement may be executed electronically in accordance with the requirements of the *Electronic Transactions (Victoria) Act 2000* (Vic).

17. COMMENCEMENT AND ENDING OF AGREEMENT

17.1. This Agreement will commence on the date on which the notice of approval of the Amendment is published in the Government Gazette.

17.2. This Agreement will end:

17.2.1. If there is written consent from all parties to the Agreement to end it;

17.2.2. if Council determines to abandon the Amendment;

17.2.3. if the Amendment lapses; or

17.2.4. Where the Agreement ends in accordance with the provisions of the Act.

17.1. Once this Agreement ends in respect of part or all of the Land, Council will, at the request of the Owner and at the cost of the Owner, complete and execute all documents necessary to make an application to the Registrar under Section 183(2) of the Act to cancel the recording of this Agreement on the Register in relation to the relevant land.

EXECUTED AS A DEED

SIGNED for and on behalf of **HUME CITY COUNCIL** by James McNulty, Manager Statutory Planning & Building Control Services, in the exercise of a power delegated conferred by an Instrument of Delegation in the presence of:

.....
Witness

.....
Name of witness (please print)

By witnessing this Agreement, the above witness confirms that either:

- this Agreement was signed physically in their presence; or
- where this Agreement was witnessed via audio-visual link, the requirements for witnessing by audio-visual link under section 12 of the Electronic Transactions (Victoria) Act 2000 (Vic) have been met.

EXECUTED by **Lakeside Drive Investments Pty Ltd** in accordance with Section 127 of the Corporations Act 2001:

Director

Director / Secretary

Full Name

Full Name

Date:

Date:

REPORT NO:	8.6
REPORT TITLE:	Final Aitken Creek Masterplan
SOURCE:	Monique Perry, Coordinator Open Space Strategic Planning Shalome Pinto, Principal Open Space and Recreation Planner
DIVISION:	City Planning & Places
FILE NO:	HCC22/573
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	1. <i>Aitken Creek Parklands Master Plan Report</i> 2. <i>Aitken Creek Parklands Master Plan - GIA Assessment</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 The Aitken Creek Parklands Master Plan provides for the long-term protection and improvement of the Aitken Creek corridor, from Aitken Boulevard to the confluence with Merri Creek, in Craigieburn.
- 1.2 The Master Plan supports nature connections, accessibility and safety, recreational opportunities and the protection and enhancement of ecological and cultural values.
- 1.3 The Draft Aitken Creek Master Plan was exhibited for community consultation from 19 June until 19 July 2024.
- 1.4 There is general community support for the Master Plan. People were positive about the planned improvements for walkability and connection to the surrounding areas. Areas for improvement included lighting on key pathways, clearer signage, better dog zone management, and maintenance of access points.
- 1.5 The Master Plan has considered all feedback received and strives to find a balance between protecting the cultural and environmental sensitivities of the parklands and enhancing recreational uses. It proposes a range of strategic projects to seek funding for and implement over time.
- 1.6 The Aitken Creek Parklands Master Plan delivers on ‘Action 2.3.4 Develop open space masterplans for Merlynston Creek and Aitken Creek’ in the Hume City Council Plan 2021-2025.

2. RECOMMENDATION:

- 2.1 **The Aitken Creek Parklands Master Plan be adopted (Attachment 1).**
- 2.2 **The Aitken Creek Parklands Engagement Summary Report be acknowledged and thank the community for their valuable input.**
- 2.3 **The actions arising from the adopted Aitken Creek Parklands Master Plan be considered as part of future budget processes and grant applications.**

REPORT NO: 8.6 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 The development of the Master Plan considers Council's obligations in relation to the overarching principles of Section 9.2 of The Local Government Act 2020 (Vic)

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- a) priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- b) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
- c) the municipal community is to be engaged in strategic planning and strategic decision making.
- d) regional, state and national plans and policies are to be taken into account in strategic planning and decision making.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

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

The human rights relevant to this Report are: Cultural Rights (Section 19), Right to Participate in Public Life (Section 18), Right to Peaceful Assembly and Freedom of Association (Section 16).

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

5.2 GENDER EQUALITY ACT 2020

5.2.1 The policy, program or service in this Report has a direct and significant impact on the public; therefore, a Gender Impact Assessment was completed (Attachment 2).

5.2.2 The key recommendations and findings of this assessment were that the Aitken Creek Parklands Master Plan sets key strategic directions that support safety, access and accessibility that will benefit women, LGBTIQ+ communities, children, older people, culturally diverse community and Aboriginal and/or Torres Strait Island communities

The policy, program or service include these opportunities to ensure that it promotes gender equality and better and fairer outcomes for the public.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 Budgets will be sought in future Capital Works bids in accordance with the proposed actions from the Master Plan. These will be planned and costed in accordance with the Project Management Framework.

6.2 Indicative costs at current rates are included in the implementation table in section six of the Final Master Plan Report (Attachment 1). The total indicative cost for projects (High, Medium and Low priorities) at current rates is \$7,566,350. This cost would be spread over multiple years.

REPORT NO: 8.6 (cont.)

- 6.3 There are several grant programs that would support construction of proposed works. Most applicable grant opportunities require Council to commence early investigations and design and provide some contributing funding.

7. OPPORTUNITIES & RISKS:

- 7.1 The Master Plan addresses Council’s strategic risk for Assets and Infrastructure by addressing financial, compliance, safety and sustainability risks associated with shared use paths, road crossings, creek crossings, ageing play spaces, exercise equipment, and exposure to golf ball accidents.
- 7.2 The Master Plan addresses Council’s strategic risk for Environment / Natural Values / Landscape. It sets priorities that support waterway health, ecological, cultural and climate change risks.
- 7.3 Key opportunities supported in the Master Plan are the improvement of:
- 7.3.1 The path network throughout the parklands, including wider paths, better connections, improved wayfinding signage, improved pedestrian access across Aitken Boulevard, and improved access to Craigieburn Train Station
 - 7.3.2 Safer community access through the golf course. The Craigieburn Sporting Club enables community access and supports design improvements that will increase safety and reduce the risk of people walking past being hit by golf balls.
 - 7.3.3 Revegetation, weed management and new tree plantings.
 - 7.3.4 Waterway management and flooding impacts. The existing low bridge crossing becomes inaccessible during flooding until the water recedes. The master plan proposes the replacement and redesign of several bridges, as well as consideration of alternate routes and advisory signage.
 - 7.3.5 Connection to the confluence with Merri Creek and the marram baba Merri Creek Parklands. Given the rail, road and drainage infrastructure, this is a long-term aspiration that is noted in the event there is a major infrastructure project scheduled by the State or Federal Government in this area. This is not an action Council is currently able to deliver alone.
 - 7.3.6 Play spaces, exercise equipment and toilets
 - (a) The existing play space at Leveque Loop, near the Aitken Boulevard end of the parklands, and fitness equipment along the park will be replaced as identified in the park renewal and upgrade program. Craigieburn Gardens is proposed to be upgraded with additional recreational features, improved sightlines and design improvements to better support outdoor gathering and small events.
 - (b) Due to the cultural and environmental sensitivities of the parklands and the proximity to the creek in the mostly narrow corridor, additional play spaces, exercise equipment and/or toilets are not proposed within the creek corridor. The focus will be on improved nature based walking and cycling experiences.

8. COMMUNITY ENGAGEMENT:

- 8.1 The draft Aitken Creek Parklands Master Plan went on community consultation between 19 June and 19 July 2024, including pop up engagements at Craigieburn Central and online consultation.

REPORT NO: 8.6 (cont.)

- 8.2 During this round of consultation, we received 47 comments from 32 residents on the draft Master Plan.
- 8.3 Hume City Council also worked with the Traditional Owners, represented by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to protect and enhance cultural values. This included support for remnant vegetation, stony knolls and waterway health.
- 8.4 Overall, people were positive about the planned improvements and acknowledgement of issues they have experienced. They were most positive about the improved walkability and connection to the surrounding areas. This included direct pedestrian crossing at Aitken Boulevard, proposed new bridges, and pathways through the golf course and connecting to the railway station. They also supported biodiversity and new plantings and shade canopy.
- 8.5 Areas for improvement included lighting on key pathways, clearer signage, better dog zone management, and maintenance of access points.

9. DISCUSSION:

- 9.1 The Aitken Creek Parklands Master Plan delivers on ‘Action 2.3.4 Develop open space masterplans for Merlynston Creek and Aitken Creek’ in the Hume City Council Plan 2021-2025.
- 9.2 The Vision is: Aitken Creek Parklands will support diverse community recreation experiences, balanced with protecting and enhancing important ecological and Wurundjeri Woi-wurrung cultural values.
- 9.3 Aitken Creek Parklands are located on the traditional lands of the Wurundjeri Woi-wurrung people. There are opportunities to invite WWCHAC to participate in several projects are identified in the implementation plan, including a Cultural Values Study as a high priority
- 9.4 Next steps
 - 9.4.1 The Final Aitken Creek Parklands Master Plan proposes works over several years, including the staged upgrading of paths, replacement of bridges and improvements to signage and vegetation.
 - 9.4.2 Further investigations such as Cultural Heritage Management Plans or Permits, biodiversity and engineering assessments will be required for many of the projects identified in the implementation plan.
 - 9.4.3 Future budget submissions to implement the Master Plan actions will include allowances for these investigations.
 - 9.4.4 Some of the work will be much longer-term, such as further investigating access from the Craigieburn Railway line to the Merri Creek.

10. CONCLUSION

- 10.1 The Aitken Creek Parklands Master Plan provides for the long-term protection and improvement of the Aitken Creek corridor. The Master Plan balances community priorities for the parkland.
- 10.2 Council’s endorsement and adoption of the Master Plan will enable officers to commence budget submissions and planning for future works.



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



This report has been prepared by Mosaic Insights Pty Ltd for Hume City Council under the contract titled 'Aitken Creek Parklands Master Plan'.

Authors: Jayne Mooney, Amala Mathew, Matthew Selinske, Matt Bolton
Review: Matt Bolton
Approved: Matt Bolton

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1 Introduction

Aitken Creek Parklands is one of Hume's valued waterway corridors providing an important green artery through Craigieburn and connecting with Merri Creek.

Aitken Creek Parklands are located on the traditional lands of the Wurundjeri Woi-wurrung people.

1.1 Project scope

The Aitken Creek Parklands Master Plan has been prepared to provide strategic direction for future development and improvement works along the Aitken Creek corridor that support community recreation, balanced with enhancing and protecting ecological and Aboriginal cultural heritage values.

1.2 Project objectives

The objectives of the Master Plan include to:

- Protect and enhance the ecological and cultural heritage values of the creek and improve community awareness and appreciation of those values
- Identify and address the needs and priorities of stakeholders and the community
- Maximise recreational opportunities providing a clear and holistic strategic direction for the upgrade and renewal of recreational infrastructure
- Reduce potential for antisocial behaviour using Crime Prevention through Environmental Design (CPTED) principles
- Provide innovative accessibility improvements using relevant Australian Standards and Universal Design Principles
- Improve safety and functionality across the existing path network including at existing creek and road crossings
- Improve connection to areas and facilities including schools and activity centres, as well as to the adjoining local open space network and habitat corridors
- Consider the location and suitability of amenities, such as play spaces, picnic facilities, signage, seating, drinking fountains and shelters to allow locals to connect and socialise
- Improve climate resilience, tree canopy cover and urban biodiversity
- Provide a clear and transparent program of works and priorities for Council to seek internal and external funding to deliver the Master Plan vision.

1.3 Study area

The Aitken Creek corridor from Aitken Boulevard to the confluence with Merri Creek is the central open space spine of a well-established area of Craigieburn. The study area is part of the traditional Country of the Wurundjeri Woi-wurrung people as represented by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). This Master Plan focusses on the eastern reach of the Aitken Creek that is most accessible to the public, and further upstream the creek plays an important conservation role.

The study area covers approximately 90 hectares and is located 24 kilometres northwest of the Melbourne CBD. The linear reserve traverses the Craigieburn Golf Course and links numerous smaller parks and reserves to Craigieburn Gardens. Access to the creek and reserve is restricted by rear fences in the residential areas with narrow and often steep cut throughs from the adjoining road network.

The study area is south of Craigieburn Road and interfaces with local and arterial roads, the Hume Highway and Craigieburn Railway Line.

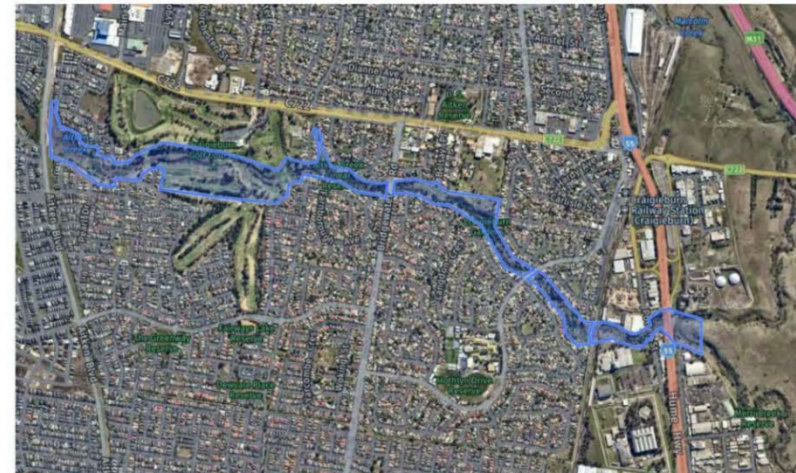


Figure 1. Map of study area

1.4 Process for preparing the Master Plan

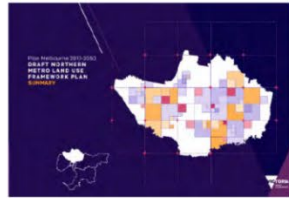
The Master Plan is based on a strategic review of current initiatives as well as existing conditions of Aitken Creek to harness opportunities and address constraints. Engagement has provided clear understanding of the needs and priorities of the community and key stakeholders and informed development of the Master Plan.



Figure 2. Process for preparing the Master Plan

2 Strategic context

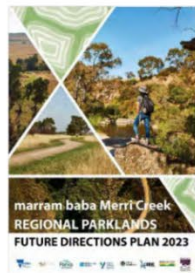
The following key state and local government policies and strategies have informed the development of the Master Plan.



Plan Melbourne 2017-2050 Draft Northern Metro Land Use Framework Plan Summary

The Draft Northern Metro Land Use Framework Plan is a 30-year strategy for action across seven local government areas – Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea and part of Mitchell.

The Aitken Creek Parklands Master Plan supports the Framework’s objectives to foster connected, sustainable, environmentally resilient, and healthy communities.

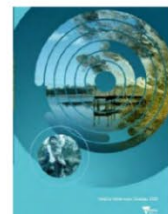


marram baba Merri Creek Regional Parklands Future Directions Plan

The marram baba Merri Creek Regional Parklands Future Directions Plan 2023 sets out a vision, principles and strategic directions for progressive parklands establishment, protection and management to be achieved by 2050.

The Plan has been developed with the guidance of the Wurundjeri Woi-wurrung people and reflects their ‘continued custodianship and culture, the volcanic landscape and diverse plants and animals within it, the flow of Merri Creek and confluences with Kalkallo Creek, Aitken Creek, Malcolm Creek and Curly Sedge Creek. The Plan seeks future opportunities to connect to Aitken Creek and values the escarpment shrubland at the confluence.

The Future Directions Plan is endorsed by the Parklands Partnership Group that includes Hume City Council, Whittlesea City Council, Shire of Mitchell, DEECA, Parks Victoria, Melbourne Water, Yarra Valley Water, Merri Creek Management Committee and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.



Melbourne Water Healthy Waterways Strategy 2018-2028

The Healthy Waterways ‘sets a long-term vision for managing the health of rivers, wetlands and estuaries in the Port Phillip and Westernport region, in order to protect and improve their value to the community’.

The Strategy is intended for State Government, Melbourne Water, Parks Victoria, local government, the Environmental Protection Authority (EPA) Victoria, the Port Phillip and Westernport Catchment Management Authority, other regional agencies and authorities and management partners, developers, Traditional Owners, and landholders or community groups involved in waterway management or activities that may affect waterway condition.

The Strategy’s co-designed catchment program for the Yarra Catchment identified nine key values as a representative measure of waterway values, which includes amenity, community connection, recreation, birds, fish, frogs, macroinvertebrates, platypus and vegetation. These waterway values have been explored through the Master Plan.



Upper Merri Creek IWM Plan

Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, Hume City Council, City of Whittlesea, Mitchell Shire Council, Yarra Valley Water, Melbourne Water and the Victorian Planning Authority worked together to develop an integrated water management plan for the Upper Merri Creek sub-catchment.

The IWM plan is piloting a new partnership approach to managing water at the catchment level. This approach supports all agencies to work together to address challenges and create positive outcomes for the local community and the environment in the Upper Merri Creek sub-catchment.

The plan outlines agreed outcomes and recommendations including increased alternative water use, supporting Traditional Owner values, mitigating flood impacts and increasing community knowledge.



Northern Trails Strategy (2022)

Aitken Creek is referenced in Northern Trails 2022, a regional strategy developed as a collaboration between Moreland, Darebin, Banyule, Hume, Whittlesea and Nillumbik Councils in Melbourne’s north. The strategy has been prepared to establish a framework for the planning and development of regional trails in Northern Melbourne for the next 10 years and beyond.

The strategy identifies existing and potential regional trails including Aitken Boulevard Shared Trail and Aitken Creek Trail.



Hume Draft Open Space Strategy

The final Open Space Strategy was released for public consultation in May-June 2024 and was received very positively by the community. The Strategy sets out a 20 year plan for open space with the following vision for:

Hume’s high-quality open space network supports the health and wellbeing of our diverse community and celebrates the waterways, natural values and Wurundjeri Woi-wurrung cultural values of our landscape.

The Aitken Creek Parklands Master Plan applies the Open Space Strategy guiding principles:

Protect: Protect and enhance conservation, heritage and Woi-wurrung cultural values. Protect open space from encroaching development, works, interfaces and the impacts of climate change

Optimise: Open spaces designed and maintained to provide a mix of visitor experiences in each neighbourhood

Grow: New open spaces needed in areas of high visitor and/or ecological needs, especially along waterways. This ‘grow’ principle applies to the headlands and confluence of Aitken Creek outside of the Master Plan area.

The Strategy recognises Aitken Creek Parklands as a valued regional open space asset stretching through Craigieburn from Merri Creek and linking to Highlands Lake and beyond. Strategy also recognises to “Improve connectivity and view lines from street to creek to enhance the visitor experience at Craigieburn Gardens.”

The Strategy commits to upgrading ‘nature-based’ walking and cycling experiences by creating more shared trails along:

- *Aitken Creek Parklands* - Continue investment in this regional park to provide high quality scenic and walking experiences, along with shade, seating and trails
- *Malcolm Creek Parklands* - Continue investment to provide high quality scenic and walking experiences, along with shade, seating and trails. Investigate the feasibility of linking to gravel path riding through Mt Ridley Nature Conservation Reserve.
- It is the long-term goal for habitat and trail connections to be created from Aitken Creek and Malcolm Creek to the marram baba Merri Creek Parklands.

Other Hume City Council Strategy and policy documents

Aitken Creek is identified across Council document as an important recreation and open space area for people and the environment.

- The **Land and Biodiversity Plan 2023-2030** identifies the importance of creek corridors for supporting landscape connectivity and providing habitat for a diversity of wildlife species.
- Council’s **Health and Wellbeing Plan 2021-2025** identifies maintaining wetlands, creeks and rivers as essential to support green, interconnected and social environments.
- The **Leisure Strategy 2013-2018** notes that ‘our creek corridors with narrow, often deep valleys and major state and regional parks and path systems provide important opportunities for the community to access and experience the natural environment’.
- The **Hume Bicycle Network Plan 2015** included Aitken Creek Trail in its target project list.

3 Existing conditions

Understanding existing conditions of the study area ensures that any potential issues or challenges are identified, and opportunities harnessed. The study area includes Aitken Creek waterway and surrounding parkland, which includes open spaces, concreted shared use pathways and bridges, and sub-surface services. Portions of Aitken Creek have been modified, with channelisation, land and road bridges, and parts of the parkland/golf course constructed over the waterway. Whilst part of the creek traverses an industrial area, from the railway line to the Craigieburn Golf Course it is bounded by significant residential areas, typically 1980s-1990s curvilinear development with numerous cul-de-sacs. Study area investigations including feature surveys, Cultural Heritage Management Plans, land ownership analysis and ecological assessments have previously been undertaken and are detailed in the sections below.

3.1 Land ownership and management

Table 1 includes a list of the properties in the study area and the landowner of each property. The majority of the study area is owned by Hume City Council with just two properties owned by Melbourne Water.

Table 1. Study area property details

Property address	Landowner	Approximate area (ha)
400 Hume Highway	Hume City Council	Whole property not included in the study area
34 Potter Street	Hume City Council	0.51
23 Potter Street	Melbourne Water	1.21
25 Potter Street	Melbourne Water	0.66
19-25 Bridgewater Road (survey completed from railway line to Hothlyn Drive in 2021)	Hume City Council	8.35
Rear 31 Kirkbride Way	Hume City Council	0.26
34A Bainbridge Close	Hume City Council	0.02
59-151 Craigieburn Road (Craigieburn Gardens and Craigieburn Sports Stadium precinct.)	Hume City Council	Craigieburn Gardens: 11ha Sports Stadium precinct: 64 ha
27 Belsay Place	Hume City Council	0.14
15-17 Bridgewater Road	Hume City Council	0.41
26A Bridgewater Road	Hume City Council	2.73
9-11 Chinnock Court	Hume City Council	0.21
27A Chinnock Court	Hume City Council	0.65
54 Axminster Drive	Hume City Council	0.09
40A Axminster Drive	Hume City Council	0.04
20-24 Moonah Place	Hume City Council	2.97
79-87 Balyang Way	Hume City Council	2.44
6-8 Leveque Loop	Hume City Council	2.04
361 Craigieburn Road	Hume City Council	66.4
235-359 Craigieburn Road (Craigieburn Golf Course)	Hume City Council	Whole property not included in the study area

The study area includes land zoned Comprehensive Development Zone (Schedule 1) (CDZ), Public Park and Recreation Zone (PPRZ) associated with Craigieburn Public Golf Course, Urban Floodway Zone (UFZ), General Residential Zone 1 (GRZ1), Public Use Zone 6 - Local Government (PUZ6), Public Conservation and Resource Zone (PCRZ).



Figure 3. Planning scheme zones and ownership

Considerations for the Master Plan:

- Explore opportunities for the Council to collaborate with Melbourne Water in enhancing the management boundaries along the creek.

3.2 Cultural heritage

The Traditional Owners of the land where the study area is located are the Wurundjeri Woi-wurrung people represented by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) as the Registered Aboriginal Party (RAP).

Aitken Creek and Craigieburn have a rich indigenous life, not to mention a significant history in the initial European contact. The Wurundjeri Woi-wurrung relied on the waterways for fishing, transport and food and Aitken Creek's connection to the marram baba Merri Creek Regional Parklands is a key element of the cultural landscape.

The lands and water of Aitken Creek connect directly to the marram baba Merri Creek Regional Parklands. The name marram baba means 'body of mother' in the Woi-wurrung language and the diverse landscape features of Merri Creek, Aitken Creek and Malcom Creek and Kalkallo Creek including floodplains, billabongs, basalt plains, stony rises, gorges, historic trees, grasslands and grassy eucalypt woodlands represent ancestral and present-day Wurundjeri Woi-wurrung Country Values.

The Wurundjeri Woi-wurrung community find spiritual meaning within Country that embodies the living spaces of their ancestors, and which provides a conceptual link to the traditional Country of their people and the entire Aitken Creek corridor is an area of Aboriginal cultural heritage sensitivity with a range of registered Aboriginal site and places within, or in proximity to, the study area.

Ongoing Council partnership with WWCHAC is a key part of managing Aitken Creek and future implementation of Master Plan actions will be guided by ongoing consultation with them.



Figure 4. Areas of Aboriginal Cultural Heritage Sensitivity

Considerations for the Master Plan:

- The Wurundjeri Woi-wurrung relied on the waterways for food, transport and cultural activities and the entire Aitken Creek Parklands Master Plan area is culturally significant. WWCHAC must be consulted on any works which require ground disturbance through the corridor.
- Council support WWCHAC to develop a cultural values plan for Aitken Creek and investigate interpretation and naming opportunities to increase public awareness of these values and places where appropriate.
- Council will liaise closely with WWCHAC to identify, protect and avoid/minimise impact on culturally significant areas along Aitken Creek during future low bridge and path replacement works.
- Council support direct management of culturally sensitive stony rises by WWCHAC in partnership with the Wurundjeri Narrap Ranger Team.
- The final design approach to low bridge, path replacement and any other ground disturbing works will be guided by further cultural heritage assessment and cultural heritage management plans developed in close consultation with WWCHAC as required under the Aboriginal Heritage Act and Regulations.

3.3 Geology and geomorphology

The area is characterised by Newer Volcanic Group - basalt flows (Neo) and Craigieburn Gardens is identified as Melbourne Formation. The creek corridor is incised and has been modified in some sections by filling while natural rock escarpments remain visible in other areas and stony rises areas that are culturally significant for the Wurundjeri Woi-wurrung people



Photo 1. Trail leading to Craigieburn Gardens with rocky outcrops

Considerations for the Master Plan:

- Management of stony rises and rock escarpments in partnership with Wurundjeri Woi-wurrung
- Opportunities to upgrade culverts/bridge and reduce piped sections along the creek to improve flows and habitat connection, in partnership with Melbourne Water.

3.4 Drainage and water quality

Aitken Creek is a small tributary of Merri Creek, flowing south-east from Mickleham through rural land and newly developing residential land before joining Merri Creek just west of the Hume Highway (MCMC management plan 2005).

The Aitken Creek corridor is covered by the Land Subject to Inundation Overlay (LSIO) and a small portion of the eastern part of the study area is covered by the Floodway Overlay. The Aitken Creek corridor has areas of both natural and constructed watercourse.



Photo 2. The Aitken Creek watercourse



Figure 5. Planning scheme floodway and land subject to inundation overlays

- Considerations for the Master Plan
- Low bridges/ford crossings subject to flooding
 - Identifying Growsling Grass Frog (GGF) values places an increased emphasis on water quality and habitat outcomes
 - Older drainage system does not meet best practice for pre-treatment of stormwater prior to discharge to the creek
 - Large scale application of fertiliser, herbicide and pesticides at the golf course may risk water quality in the creek

3.5 Underground services

There are existing underground sewerage and water assets through the study area. There are no telecommunications or electricity networks present in the open space.

- Considerations for the Master Plan:
- Works near road reserve and rail line must consider proximity to major underground services

3.6 Flora and fauna

A Flora and Fauna Assessment undertaken for the Aitken Creek Trail project in February 2021 indicated that the study area is home to remnant species of flora and fauna.

The Aitken Creek has been extensively modified during historical development however remnant Pre-1750 vegetation communities of the Victorian Volcanic Plain remain and have been supplemented by more recent revegetation. Indigenous Ecological Vegetation Classes (EVC) include:

- 175 Grassy Woodland (Critically Endangered) and 55-61 Red Gum Woodland
- 125 Plains Grassland and 68 Creek line Tussock Grassland
- 649 Stony Knoll and 895 Escarpment Shrublands
- Seasonal herbaceous wetland and Aquatic Herbfields

These remnants provide habitat for a range of rare and threatened species including Amethyst Hairstreak Butterfly (Merri Creek Nature Reserve) and Growsling Grass Frog (confluence with Merri Creek). Bird species including Purple Crowned Lorikeets, Spiny Checked Honeyeaters, Eastern Rosella, White necked Heron and White-browed Scrubwren also rely on indigenous vegetation along the corridor. Key environmental objectives for Aitken Creek include:

- Protect and consolidate remnant indigenous vegetation patches with planted indigenous buffer zones and linking revegetation.
- Extend indigenous overstorey tree planting and reduce mown grass in support of improved urban habitat values and to mitigate urban heat impacts.
- Advocate for Melbourne Water to continue woody and invasive weed control works along the creek bed and banks.
- Develop interpretive signage to increase community awareness of environmental values and threats along the corridor.
- Protect and enhance habitats for known threatened flora and fauna species, ensuring their conservation and long-term survival.

Ecological Vegetation Classes (EVC) are the standard unit for classifying vegetation types in Victoria. EVCs are described through a combination of floristics, lifeforms and ecological characteristics, and through an inferred fidelity to particular environmental attributes.

The numbers associated with the Ecological Vegetation Classes (EVCs) are unique identification codes assigned to each specific vegetation type in Victoria, Australia. These codes are used as a standardised reference in environmental planning, conservation, and ecological studies.

For example: 175 Grassy Woodland: The number 175 is the code for the "Grassy Woodland" EVC.



Figure 6. Planning scheme environmental overlays

Considerations for the Master Plan

- Growing Grass Frog recorded in this section of Aitken Creek and in Merri Creek. Piped sections of Aitken Creek reduce habitat connectivity
- Mature pine trees are non-indigenous/environmental weeds. Native birds, particularly birds of prey, nest in mature pines trees. Also, yellow tailed black cockatoos utilise mature pine trees. Existing pine trees provide a substantial contribution to landscape character and canopy cover on and around the golf course

3.7 Access

The majority of the path and bridge crossings were developed as part of residential development in the 1990s and the narrow open space corridor features a number of low bridges and ford crossings with steeply graded paths that do not meet contemporary path design widths, flood safety and accessible grade standards. There is currently no accessible path link from the south side of the creek to Craigieburn Gardens and the new sports stadium and shopping centre. A program of staged replacement of low bridges and upgrade of narrow and steep paths will be required to meet contemporary standards.

Current Council plans to extend the shared path from Hothlyn Drive to the Craigieburn Railway Station will increase use of the shared path but there is no designated shared trail crossing point on Aitken Boulevard, and the Hume Highway and Craigieburn Railway Line restrict community access through to Merri Creek and Craigieburn Grasslands. Extending the linear trail and other amenity improvements will also provide opportunities for new seating areas and visitor nodes to increase community connection and use of the open space corridor.

Strategic priorities are supported by,

- Aitken Creek is referenced in Northern Trails 2022 (a strategy developed in partnership by six councils in Melbourne’s north); as well as Hume City Council’s Walking and Cycling Strategy and Bicycle Network Plan.

- An initial project to extend the shared path from Hothlyn Drive to the Craigieburn Railway Station is currently in the detailed investigation stage and funded by the Walking and Cycling Strategy Implementation budget.
- Opportunity to connect the Aitken Creek Trail with the Aitken Boulevard Trail and the Amaroo Pipe Track identified in the Northern Trails Strategy.



Photo 4. Shared path and access point near Bridgewater Road



Photo 5. Flooding of low bridges is a regular occurrence after rainfall

- Facilities: BMX track and Craigieburn Sports Stadium adjoining the study area in Craigieburn Gardens,
- Dog off leash areas: one facility located at Aitken Creek between Hothlynn Drive and the railway at the eastern end of the study area, there is also a fenced dog park located in Craigieburn Gardens adjoining the study area.



Photo 5. Recreational infrastructure in study area

Considerations for the Master Plan

- Gaps in the existing shared path network
- Safety issues on the existing shared path - path less than 2m wide, path in poor condition, path grade exceeds gradient/curvature standards, other risks - proximity of vegetation/fencing/other obstructions
- Currently no area is secure from illegal vehicle access due to lack of secure fencing and gates
- Safety for people walking and biking at major road crossings. Accessibility issues due to steep grades and when bridges are flooded
- Safety issues on the path through the golf course in several locations

3.8 Recreation facilities

Existing recreational facilities in the study area include:

- Playgrounds (Craigieburn Gardens adjoining the study area): Leveque Loop at the western end of the study area
- Picnic facilities and furniture: some park benches next to paths, picnic tables, bins, signage
- Public toilets: toilet facilities provided in Craigieburn Gardens adjoining the study area



Photo 6. Recreational infrastructure in study area

Considerations for the Master Plan

- Wayfinding and other signage is inconsistent and/or missing along the open space corridor
- Existing play facilities are nearing the end of the useable life cycle (20 years) - Leveque Loop is 12 years old

- Lack of facilities along the creek including drinking fountains, seating, and picnic facilities
- Identify areas to support community gathering or event (via shelter, seating, toilets, water access, and power).
- Replace Exercise equipment at Craigieburn Gardens within 5 years

3.9 Craigieburn Sporting Club

The Craigieburn-Willmott Golf Course was established in 1974 and hosts more than 200 members. The popular local club includes a café/bistro and 18-hole 72 par golf course which provides high quality public access facilities for all ages and abilities and is connected to the Aitken Creek corridor via the existing shared path. Key objectives include:

- Improve public awareness of the golf course playing area and etiquette when using the existing shared path and define areas of restricted public access as required for safety.
- Improve public access to the Craigieburn Sporting Club and areas of open space along the creek which are not part of the golf course playing area.
- Retain the existing pine trees, which are an important part of the course and landscape character, while undertaking new indigenous tree planting to improve habitat values and canopy cover along the creek.
- In partnership with Melbourne Water investigate opportunities to harvest stormwater to improve water quality in the creek, enhance habitat values and reduce reliance on recycled water.



Photo 7. Third hole at Craigieburn Golf Course Image craigieburnsc.com.au/golf-club/

3.10 Amenity

Craigieburn has significant urban heat challenges, with high levels of vulnerability (Hume Urban Heat Vulnerability Analysis, 2018), and extremely low levels of urban forest canopy (around 2%). The Aitken Creek corridor has approximately 20% tree canopy and represents a significant proportion of the area’s forestry.

Figure 8 represents Amenity Need Score of the Aitken Creek Parklands area, which is calculated considering health and socio-economic factors (heat vulnerability score, social disadvantage score, mental health score, physical health score) and equitable distribution factors (access to open space, 2021 population density and growth in population density from 2027 to 2032)¹.

The study area has an amenity needs score of 4, indicating a moderate to high amenity need for interventions that improve community access to high quality open space for health and wellbeing purposes.

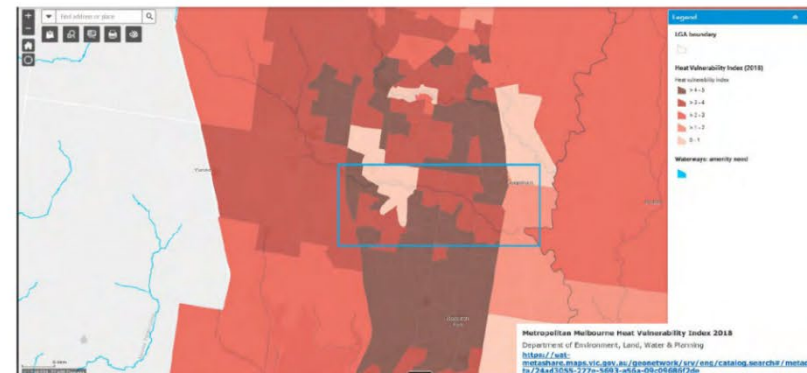


Figure 7. Heat Vulnerability Index

¹ Overall amenity need is the sum of all framework scores, categorised into quintiles and then aligned to the urban growth boundary. Aitken Creek Parklands Master Plan

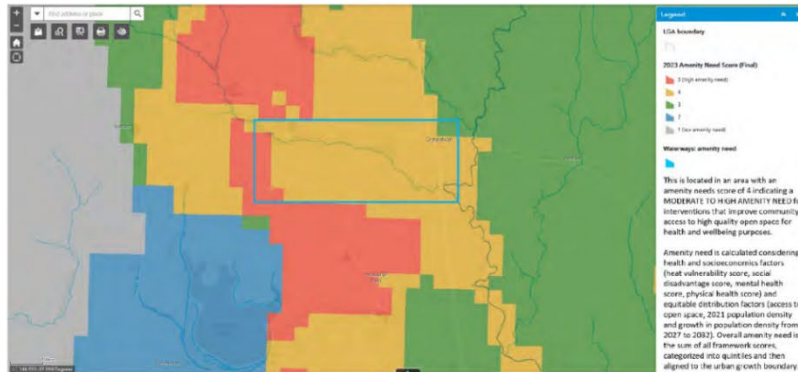


Figure 8. 2023 Amenity Need Score

Considerations for the Master Plan:

- Lack of tree planting along the creek and existing shared path within the golf course
- Large lot sizes and proximity to public transport and services will potentially see increasing development density adjoining the creek

4 Community Engagement

4.1 Community engagement

The first phase of engagement for the Master Plan invited the community to become part of the journey by informing the priorities and considerations for the Master Plan. The purpose of community engagement with the broader community was to discover how people use the area and how they would like to use it into the future. The following community engagement activities were undertaken in November 2023:

- A community pop-up event at Craigieburn Central
- A guided walk at Aitken Creek
- A community survey hosted on Hume City Council Have Your Say site, including an interactive map (further information is provided in Appendix B: Stage 2 Community Engagement Response)

The second phase included engagement with organisations such as Melbourne Water and the Craigieburn Sporting Club (December 2023) and meeting with Traditional Owners Wurundjeri Woi-wurrung (April 2024).

4.2 Melbourne Water, Craigieburn Sporting Club meeting

An onsite meeting was held with representatives from Craigieburn Sporting Club, Craigieburn Willmott Golf Club, Hume City Council and Mosaic Insights. The purpose of this meeting was to identify opportunities for improved environmental, habitat and amenity outcomes along Aitken Creek. Meeting discussion focused on:

- Suggested that Melbourne Water should remove sediment from the creek bridge culverts at the 18th hole of the golf course to reduce flood events
- Investigate drainage improvements in areas around the golf course
- Investigate opportunities for sustainable irrigation water alternatives given expected loss of recycled water following Craigieburn Road upgrade
- Support upgrade to the steep unsealed north south path across Aitken Creek to provide improved safety for golfers and maintenance vehicles and to improve public off road accessible shared path links from Aitken Creek through to the Club and Craigieburn Road
- Concern that the process that led to establishment of the existing Aitken Creek path did not involve consultation with the Sports Club and they are happy to be involved in the Aitken Creek Parklands Master Plan process
- Support additional planting and signage to improve definition of golf course playing areas and public access areas along the path



Photo 3. Walking tour and a visit by the Mayor of Hume to the pop-up event

4.3 Meeting with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

The Traditional Owners of the land where the study area is located are the Wurundjeri Woi-wurrung people represented by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation as the Registered Aboriginal Party (RAP). An onsite meeting was held with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, Heritage Insights, Hume City Council and Mosaic Insights. Ongoing partnership with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) is a key part of managing Aitken Creek, and future implementation of masterplan actions will be guided by ongoing consultation with them. From this meeting it was established:

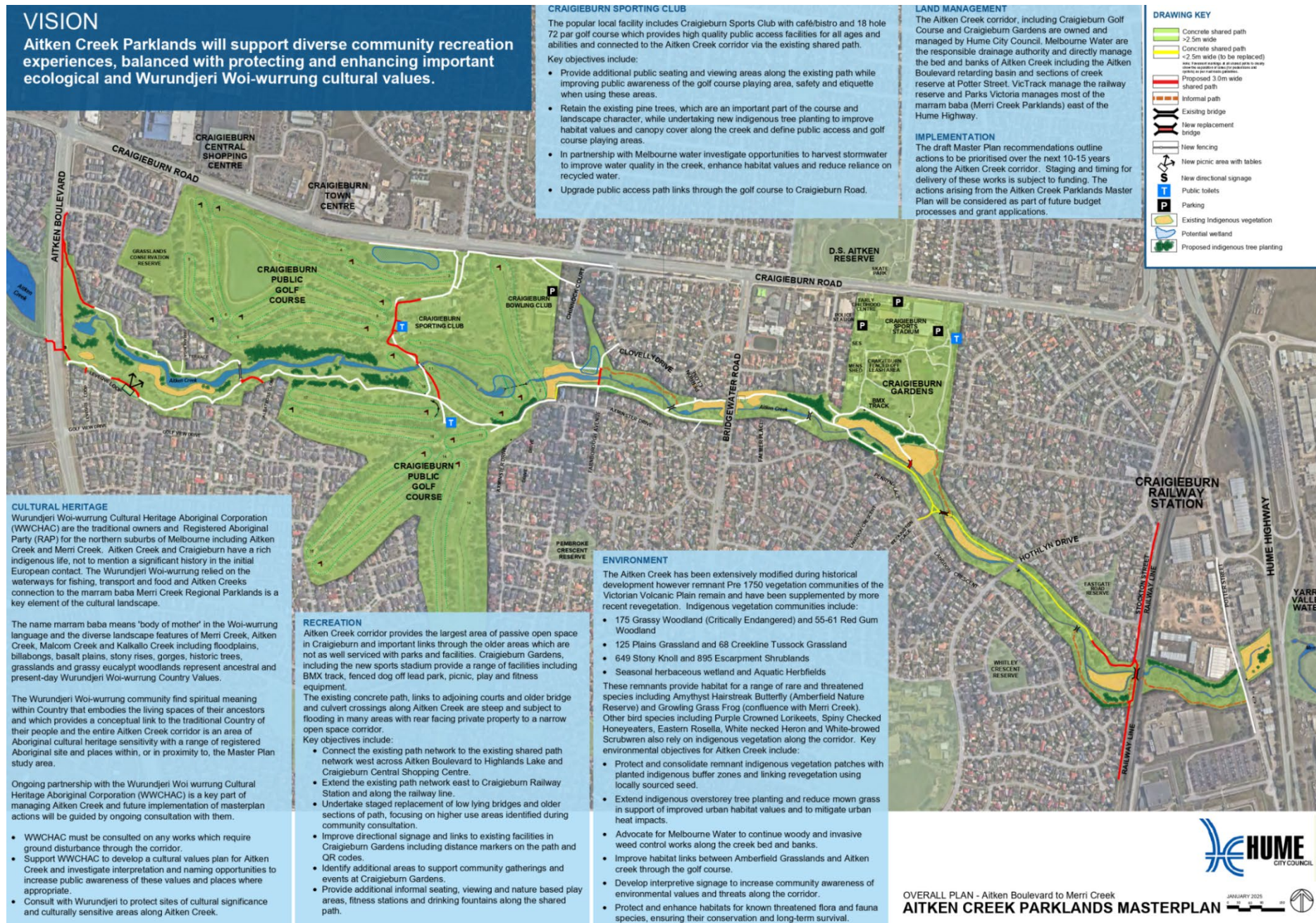
- The Wurundjeri Woi-wurrung relied on the waterways for food, transport and cultural activities and the entire Aitken Creek Parklands Master Plan area is culturally significant and WWCHAC must be consulted on any works which require ground disturbance through the corridor.
- Support WWCHAC to develop cultural values plan for Aitken Creek and investigate interpretation and naming opportunities to increase public awareness of these values and places where appropriate.
- Liaise closely with WWCHAC to identify, protect and avoid/minimise impact on culturally significant areas along Aitken Creek during future low bridge and path replacement works.
- Support direct management of culturally sensitive stony rises by WWCHAC in partnership with the Wurundjeri Narrap Ranger Team.

Note the design approach to low bridge, path replacement and any other ground disturbing works will be guided by further cultural heritage assessment and cultural heritage management plans developed in close consultation with WWCHAC as required under the Aboriginal Heritage Act and Regulations.

Categories	Summary of feedback reflected in Master Plan
Pathways and connectivity	Path extensions and more connections, shared use path, connectivity around major roads and barriers, new bridge crossings, improving paths, widening paths to accommodate people on foot and on bikes, enhanced accessibility
Flora and fauna	Signage with flora and fauna information, pest and weed removal, native grassland area, habitat areas, water quality improvements, deterring rubbish dumping in creek
Amenity	Regular maintenance and mowing, grassed lawn areas with flowers, provision of bins, rubbish removal, maps and distance markers, signage and more information throughout (flora and fauna), more tree canopy, improved drainage, graffiti-resistant paint finishes on bridges to facilitate easier cleaning, restricting unwanted uses (motor bikes etc)
Safety	Flooding impacting access and use of spaces, improved lighting (solar), cyclist and pedestrian safety improvements (gradient, obstructions, crossings), line-of-sight improvements from overgrown vegetation, lawn and vegetation maintenance for fire and snake hazard, passive surveillance opportunities and activation
Recreation	Park benches and tables, sheltered barbeque areas with seats tables bins toilets, outdoor fitness equipment, zipline, bocce club, soccer nets, AFL posts, cricket nets, mini golf, fishing, playground, dog bag dispensers, drinking fountains, dog off leash area, signage indicating dog on and off leash areas, new golf club facilities
Wetlands	Wetland areas with viewing platforms and signage, address drainage issues

Further details on community engagement are provided in *Appendix A: Community engagement findings*







- HERITAGE**
- H1** Consult with Wurundjeri to protect sites of cultural significance and culturally sensitive areas along Aitken Creek. (H)
 - H2** Coordinate required cultural heritage management plans (CHMPs) for any ground disturbing works recommended in the Master Plan. (H)

- ENVIRONMENT** (H = High Priority, M = Medium Priority, L = Low Priority)
- E1** Collaborate with Melbourne Water to improve the interface to the Aitken Boulevard retarding basin outfall safety and amenity. (H)
 - E2** Plant Indigenous trees along Aitken Creek in partnership with Melbourne Water. (L)
 - E3** Investigate revegetation opportunities to expand habitat for the Amethyst Hairstreak Butterfly (listed as Endangered) into the golf course and improve habitat links from the existing grasslands to the creek. (M)
 - E4** Investigate a nutrient sponge and additional indigenous tree planting between the 9th fairway and creek in conjunction with staged pine tree removal to maintain canopy cover and landscape character during transition. (M)
 - E5** Continue weed control in support of overall corridor environmental values. (H)
 - E6** Install new out of bounds markers and signage to the south side of the path and establish additional indigenous shade trees adjoining the 17th fairway. (H)

- RECREATION**
- R1** Establish a direct pedestrian/cyclist crossing at Aitken Boulevard with central refuge to link existing shared paths on the south side of the creek. (Note: Crossing will be completed with the Aitken Boulevard duplication) (H)
 - R2** Extend shared path link to Aitken Boulevard on north bank and through to Craigieburn Shopping Centre. (H)
 - R3** Install directional signage (with map) at Aitken Boulevard add distance markers to the existing shared. (H)
 - R4** Upgrade Leveque Loop play space to include new equipment, picnic area with shelter and drinking fountain within the same playspace area (M)
 - R5** Realign the shared path to the creek side of the playspace at Leveque Loop (M)
 - R6** Replace narrow section of shared path west of the golf course at Albatross Close. (M)
 - R7** Establish new seating area overlooking the creek on the north side of the path adjoining the 17th fairway. (H)
 - R8** Install signage at the Jirrahlinga Terrace and Albatross Close access entry points to indicate the public access times in golf course area to ensure safety and protection. (M)
 - R9** Install information signages near bridges and other common dumping areas highlighting the environmental impact of dumping waste and provide information on proper disposal methods. (M)

- PLANNING**
- P1** Encourage rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy. (H)

DRAWING KEY

	Concrete shared path >2.5m wide		New fencing
	Concrete shared path <2.5m wide (to be replaced)		New picnic area with tables
	Proposed 3.0m wide shared path		New directional signage
	Informal path		Public toilets
	Existing bridge		Parking
	New replacement bridge		Existing Indigenous vegetation
			Potential wetland
			Proposed indigenous tree planting



DETAIL PLAN 01- Aitken Boulevard to Craigieburn Golf Course
AITKEN CREEK PARKLANDS MASTERPLAN



JANUARY 2025



- ENVIRONMENT** (H = High Priority, M = Medium Priority, L = Low Priority)
- E3** Investigate revegetation opportunities to expand habitat for the Amethyst Hairstreak Butterfly (listed as Endangered) into the golf course and improve habitat links from the existing grasslands to the creek. (M)
 - E7** Liaise with Melbourne Water to coordinate weed control along the creek and investigate opportunity to extend the pond in front of the first green to reduce the pipe length and improve habitat values. (L)
 - E8** Investigate opportunity to harvest stormwater from Craigieburn Road/Craigieburn Central SC to a new storage dam reducing reliance on Class A recycled water for irrigation.(L)
 - E9** Liaise with Melbourne Water to review bank stability and drain outfall water quality improvement opportunities when upgrading the Farnborough Ave bridge while retaining path links Chinook Ct and Clovelly Dr. (L)
 - E10** Provide additional planting between water quality wetland and Clovelly Drive. (M)

- RECREATION**
- R9** Install information signages near bridges and other common dumping areas highlighting the environmental impact of dumping waste and provide information on proper disposal methods. (M)
 - R10** Establish new ball protection fencing to the path at the rear of the 17th green.(H)
 - R11** Regrade and resurface the existing cart path over Aitken Creek beside the 18th hole to improve safety for golfers and provide all ability public access to and from the Craigieburn Sporting Club and shared path on Craigieburn Road for pedestrians and cyclists. (M)
 - R12** Improve path protection behind the 10th and 1st greens, replace existing old chainmesh fencing and realign and extend the shared path on Axminster Drive to improve access and safety for pedestrians and cyclists. Widen the access from Axminster Drive to enhance access and amenity, as this is a key entry point to the Aitken Creek parklands and the golf course area. (H)
 - R13** Replace the existing low bridge crossing at the end of Farnborough Avenue. (H)
 - R14** Establish a new path between Farnborough Ave bridge and Perron Ct on the north bank to enable bypass of the low bridge crossing upstream of Bridgewater Road when flooded. (M)
 - R15** Establish new picnic tables/seating area on the creek north bank west of Bridgewater Road. (M)
 - R16** Widen path and improve wayfinding signage at Bridgewater Road crossing. (M)
 - R17** Install additional signage at the Axminster Drive, Chinnock Court and Craigieburn Road access entry points to indicate the public access times to golf course area to ensure safety and protection. (M)
 - R18** Install lectern style interpretive signs along trails and creek areas regarding the local grasslands, their benefits and conservation efforts. (H)

- PLANNING**
- P1** Encourage rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy. (H)
- HERITAGE**
- H1** Consult with Wurundjeri to protect sites of cultural significance and culturally sensitive areas along Aitken Creek. (H)
 - H2** Coordinate required cultural heritage management plans (CHMPs) for any ground disturbing works recommended in the Master Plan. (H)

DRAWING KEY

	Concrete shared path >2.5m wide		New fencing
	Concrete shared path <2.5m wide (to be replaced)		New picnic area with tables
	Proposed 3.0m wide shared path		New directional signage
	Informal path		Public toilets
	Existing bridge		Parking
	New replacement bridge		Existing Indigenous vegetation
			Potential wetland
			Proposed indigenous tree planting

Note: Pavement markings at all shared paths to clearly show the separation of lanes for pedestrians and cyclists) as per Austroads guidelines.



DETAIL PLAN 02 - Craigieburn Golf Course to Bridgewater Road
AITKEN CREEK PARKLANDS MASTERPLAN



JANUARY 2025



HERITAGE

- (H1)** Consult with Wurundjeri to protect sites of cultural significance and culturally sensitive areas along Aitken Creek. (H)
- (H2)** Coordinate required cultural heritage management plans (CHMPs) for any ground disturbing works recommended in the Master Plan. (H)

ENVIRONMENT

- (E11)** Review vegetation management along path east of Bridgewater Road to maintain sightlines for safety. Retain suitable habitat logs from thinning of senescent Wattles. (H)
- (E12)** Undertake additional indigenous revegetation at the southern end of Craigieburn Gardens to expand buffers to the culturally sensitive stony rise. (M)
- (E13)** Undertake additional indigenous shade tree planting to the southern bank along the path. (M)
- (E14)** Undertake additional indigenous shade tree planting to the north bank along the path. (M)

RECREATION (H = High Priority, M = Medium Priority, L = Low Priority)

- (R09)** Install information signage near bridges and other common dumping areas highlighting the environmental impact of dumping waste and provide information on proper disposal methods. (M)
 - (R18)** Install lectern style interpretive signs along trails and creek areas regarding the local grasslands, their benefits, and conservation efforts. (H)
 - (R19)** Establish informal walking track on south bank between Bridgewater Road and Falmer Place to extend the walking loop and provide an alternative access if low bridges west of Craigieburn Gardens are flooded. (H)
 - (R20)** Upgrade shared path and signage to alert users heading west to potential flooding – allowing access out at Hothlyn Drive and flood bypass access via Langdon Crescent until low bridge is replaced. (H)
 - (R21)** Install wayfinding signage to Craigieburn Gardens and existing toilet facilities on Aitken Creek path. Use distance markers and QR codes to improve links to information about the creek. (H)
 - (R22)** Investigate options to improve all ability access to Craigieburn Gardens in consultation with Wurundjeri to determine the preferred approach while minimising impacts on cultural values. (M)
 - (R23)** Upgrade narrow shared path between Penryn Place and Beckington Place to 3.0m wide. (L)
 - (R24)** Install access gate to picnic facilities and BMX track. (H)
 - (R25)** Investigate a new picnic area at the southern end of Craigieburn Gardens overlooking the creek. (Note: Assess landfill considerations for any new infrastructure) (L)
 - (R26)** Upgrade and replace exercise equipment at Craigieburn Gardens and investigate opportunities for additional fitness stations and informal nature based play and seating areas along the shared path. (M)
 - (R27)** Identify additional areas to support community gatherings and events (via new picnic shelter, seating, toilets, water access, and power) at Craigieburn Gardens. (M)
 - (R28)** Replace the existing low bridge crossing at the end of Beckington Place. (M)
 - (R29)** Installation of additional water refill stations and dog waste bag dispensers at Craigieburn Gardens. (M)
- PLANNING**
- (P1)** Encourage rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy. (H)

DRAWING KEY

	Concrete shared path >2.5m wide		New fencing
	Concrete shared path <2.5m wide (to be replaced)		New picnic area with tables
	Proposed 3.0m wide shared path		New directional signage
	Informal path		Public toilets
	Existing bridge		Parking
	New replacement bridge		Existing Indigenous vegetation
			Potential wetland
			Proposed indigenous tree planting

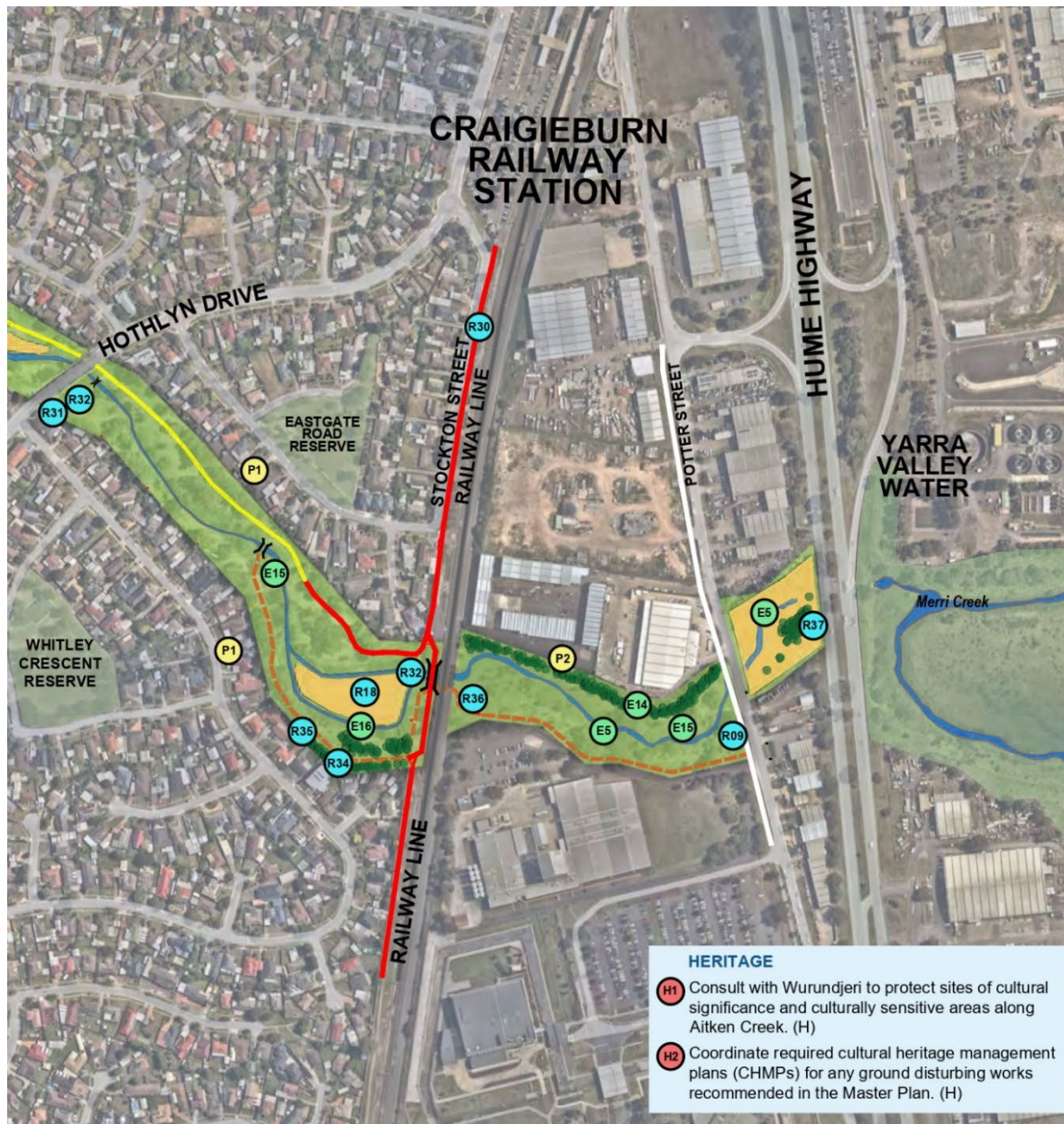
Note: Pavement markings at all shared paths to clearly show the separation of areas (for pedestrians and cyclists) as per Austroads guidelines.



DETAIL PLAN 03 - Bridgewater Road to Hothlyn Drive

AITKEN CREEK PARKLANDS MASTERPLAN





- ENVIRONMENT** (H = High Priority, M = Medium Priority, L = Low Priority)
- E14 Undertake additional indigenous shade tree planting to the north bank along the path. (M)
 - E15 Protect large remnant River Red Gums and undertake weed control in the eastern section of the creek. (H)
 - E16 Undertake additional indigenous shade tree planting to the south bank west of the railway line. (L)
 - E5 Continue weed control in support of overall corridor environmental values. (H)
- RECREATION**
- R09 Install information signages near bridges and other common dumping areas highlighting the environmental impact of dumping waste and provide information on proper disposal methods. (M)
 - R18 Install lectern style interpretive signs along trails and creek areas regarding the local grasslands, their benefits, and conservation efforts. (H)
 - R30 Extend the Aitken Creek shared path to the railway line and along the Stockton Street road reserve to Craigieburn Station. (H)
 - R31 Maintain flood warning signage at existing low ford crossings. Retain for maintenance access only. (H)
 - R32 Review dog off lead and install water refill stations and dog waste dispensers on south bank of Aitken Creek between railway and proposed new bridge following shared path replacement. (M)
 - R33 Investigate a new pedestrian-cycle bridge providing north south access across the creek and linking a future pipe track shared path to the railway station. (M)
 - R34 Extend a new 3.0m wide concrete shared path to the railway link and link to the existing track to Abercarn Avenue. (M)
 - R35 Establish a new seating/picnic area overlooking the creek on the south bank (L)
 - R36 Investigate new shared path access under the railway line on the south bank and extend access through to Potter Street enabling longer term connection of the Aitken Creek shared path to Merri Creek. (L)
 - R37 Path access under or over the Hume Hwy to Merri Creek is currently not feasible due to the steep road embankment. If road culverts need replacing in the future consider opportunities for access via a new pedestrian/cyclist culvert to improve long term opportunities to connect Aitken Creek Parklands to Marram Baba. (L)
- PLANNING**
- P1 Encourage rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy. (H)
 - P2 Monitor bank stability and revegetation in accordance with development permit for industrial properties east of the railway line on the north bank. (H)

DRAWING KEY

Concrete shared path >2.5m wide	New fencing
Concrete shared path <2.5m wide (to be replaced)	New picnic area with tables
Proposed 3.0m wide shared path	New directional signage
Informal path	Public toilets
Existing bridge	Parking
New replacement bridge	Existing Indigenous vegetation
	Potential wetland
	Proposed indigenous tree planting

Note: Pavement markings at all shared paths to clearly show the separation of lanes for pedestrians and cyclists as per Austroads guidelines.

DETAIL PLAN 04 - Hothlyn Drive To Railway Line

AITKEN CREEK PARKLANDS MASTERPLAN



JANUARY 2025

6 Implementation

A Master Plan provides a vision for an area identifying what is important and what it should look like and how it should function into the future. It establishes a strong and consistent direction by providing a framework for ongoing protection and improvement. It considers the interrelationship between:

- Current character and functionality of the landscape
- Public expectations and needs delivered by date
- Emerging issues and trends
- The realities of the economic, social, environmental and legislative context of the time.

The result is a plan that balances need across a range of often conflicting interests. The Master Plan does not necessarily suggest that all elements of the plan should proceed immediately, or that ratepayers and user groups should be responsible for all capital costs, in respect of those items that are progressed.

It is important to note that the intent of a Master Plan is to provide a framework for future management, use and development of the creek and open space over an extended period of time so that ad-hoc projects are avoided, and community use and long-term sustainability are maximised. To ensure this intent is achieved the masterplan will be regularly monitored to ensure the outcomes continue to meet community needs in the best possible way.

The Master Plan provides recommendation in the following key areas:

- New Capital Projects: new facilities, open space and waterway improvements
- Existing Asset Renewal: upgrade and replacement of existing facilities
- Strategy and Planning: to maximise integration with other plans and projects

The priorities are broadly identified as follows and all works are subject to funding:

- High (H) - 1 to 5 years
- Medium (M) - 6 to 10 years
- Low (L) - 11 to 15 years
- Ongoing (O) - Part of current programs

6.1 Implementation Schedule

Prepared by Mosaic Insights for Hume City Council April 2024. Note preliminary cost estimates are for planning purposes only and subject to CHMP, design and relevant authority approval.

Item	Recommendation	Cost	Responsibility	Priority
HERITAGE				
H1	Consult with Wurundjeri to protect sites of cultural significance and culturally sensitive areas along Aitken Creek.	\$100,000	HCC	High
H2	Coordinate required cultural heritage management plans (CHMPs) for any ground disturbing works recommended in the Master Plan.	\$150,000	HCC	High
		\$250,000		
ENVIRONMENT				
E1	Collaborate with Melbourne Water to improve the interface to the Aitken Boulevard retarding basin outfall safety and amenity.	\$20,000	HCC Melb Water	High
E2	Plant Indigenous trees along Aitken Creek in partnership with Melbourne Water.	\$10,000	HCC Melb Water	Low
E3	Investigate revegetation opportunities to expand habitat for the Amethyst Hairstreak Butterfly (listed as Endangered) into the golf course and improve habitat links from the existing grasslands to the creek.	\$30,000	HCC	Medium
E4	Investigate a nutrient sponge and additional indigenous tree planting between the 9th fairway and creek in conjunction with staged pine tree removal to maintain canopy cover and landscape character during transition.	\$120,000	HCC	Medium
E5	Continue weed control in support of overall corridor environmental values	\$20,000	HCC	High
E6	Install new out of bounds markers and signage to the south side of the path and establish additional indigenous shade trees adjoining the 17th fairway.	\$7,000	HCC	High
E7	Liaise with Melbourne Water to coordinate weed control along the creek and investigate opportunity to extend the pond in front of the first green to reduce the pipe length and improve habitat values.	\$250,000	Melb Water	Low
E8	Investigate opportunity to harvest stormwater from Craigieburn Road/Craigieburn Central Shopping Centre to a new storage dam, reducing reliance on Class A recycled water for irrigation.	\$525,000	HCC	Low
E9	Liaise with Melbourne Water to review bank stability and drain outfall water quality improvement opportunities when upgrading the Farnborough Ave bridge while retaining path links Chinook Ct and Clovelly Dr.	\$500,000	Melb Water	Low
E10	Provide additional planting between water quality wetland and Clovelly Drive. (M)	\$20,000	HCC	Medium
E11	Review vegetation management along the existing path east of Bridgewater Road to maintain sightlines for safety. Retain suitable habitat logs from thinning of senescent Wattles.	\$5,000	HCC	High
E12	Undertake additional indigenous revegetation at the southern end of Craigieburn Gardens to expand buffers to the culturally sensitive stony rise.	\$20,000	HCC	Medium
E13	Undertake additional indigenous shade tree planting to the southern bank along the path.	\$20,000	HCC	Medium
E14	Undertake additional indigenous shade tree planting to the north bank along the path.	\$20,000	HCC	Medium
E15	Protect large remnant River Red Gums and undertake weed control in the eastern section of the creek.	\$10,000	HCC	High
E16	Undertake additional indigenous shade tree planting to the south bank west of the railway line.	\$20,000	HCC	Low
		\$1,567,000		

Item	Recommendation	Cost	Responsibility	Priority
RECREATION				
R1	Establish a direct pedestrian/cyclist crossing at Aitken Boulevard with a central refuge to link existing shared paths on the south side of the creek. (Note: Crossing will be completed with the Aitken Boulevard duplication)	\$72,000	HCC	High
R2	Extend shared path link to Aitken Boulevard on north bank and through to Craigieburn Shopping Centre.	\$143,500	HCC	High
R3	Install directional/wayfinding signage (with map) at Aitken Boulevard and add distance markers to the existing shared.	\$5,000	HCC	High
R4	Upgrade Leveque Loop play space to include new equipment, picnic area with shelter and drinking fountain within the same playspace area.	\$450,000	HCC	Medium
R5	Realign the shared path to the creek side of the playspace at Leveque Loop.	\$35,000	HCC	Medium
R6	Replace narrow section of shared path west of the golf course at Albatross Close.	\$32,500	HCC	Medium
R7	Establish new seating area overlooking the creek on the north side of the path adjoining the 17th fairway.	\$30,000	HCC	High
R8	Install signage at the Jirrahlinga Terrace and Albatross Close access entry points to indicate the public access times in golf course area and protection.	\$3,000	HCC	Medium
R9	Install information signages near bridges and other common dumping areas highlighting the environmental impact of dumping waste and provide information on proper disposal methods.	\$10,000	HCC	Medium
R10	Establish new ball protection fencing to the path at the rear of the 17th green.	\$20,000	HCC	High
R11	Regrade and resurface the existing cart path over Aitken Creek beside the 18th hole to improve safety for golfers and provide all ability public access to and from the Craigieburn Sporting Club and shared path on Craigieburn Road for pedestrians and cyclists.	\$250,000	HCC	Medium
R12	Improve path protection behind the 10th and 1st greens, replace existing old chainmesh fencing and realign and extend the shared path on Axminster Drive to improve access and safety for pedestrians and cyclists. Widen the access from Axminster Drive to enhance access and amenity, as this is a key entry point to the Aitken Creek parklands and the golf course area.	\$135,000	HCC	High
R13	Replace the existing low bridge crossing at the end of Farnborough Avenue.	\$400,000	HCC	High
R14	Establish a new path between Farnborough Ave bridge and Perron Ct on the north bank to enable bypass of the low bridge crossing upstream of Bridgewater Road when flooded.	\$32,000	HCC	Medium
R15	Establish new picnic tables/seating area on the creek north bank west of Bridgewater Road.	\$15,000	HCC	Medium
R16	Widen path and improve wayfinding signage at Bridgewater Road crossing.	\$40,000	HCC	Medium
R17	Install additional signage at the Axminster Drive, Chinnock Court and Craigieburn Road access entry points to indicate the public access times in golf course area to ensure safety and protection.	\$6,000	HCC	Medium
R18	Install lectern style interpretive signs along trails and creek areas regarding the local grasslands, their benefits, and conservation efforts.	\$20,000	HCC	High
R19	Establish informal walking track on south bank between Bridgewater Road and Falmer Place to extend the walking loop and provide an alternative access if low bridges west of Craigieburn Gardens are flooded.	\$27,100	HCC	High
R20	Upgrade shared path and signage to alert users heading west to potential flooding - allowing access out at Hothlyn Drive and flood bypass access via Langdon Crescent until low bridge is replaced.	\$71,600	HCC	High
R21	Install wayfinding signage to Craigieburn Gardens and existing toilet facilities on Aitken Creek path. Use distance markers and QR codes to improve links to information about the creek.	\$25,000	HCC	High
R22	Investigate options to improve all ability access to Craigieburn Gardens in	\$400,000	HCC	Medium

Aitken Creek Parklands Master Plan

	consultation with Wurundjeri to determine the preferred approach while minimising impacts on cultural values.			
R23	Upgrade narrow shared path between Penryn Place and Beckington Place to 3.0m wide.	\$85,000	HCC	Low
R24	Install access gate to picnic facilities and BMX track.	\$1,500	HCC	High
R25	New picnic area at the southern end of Craigieburn Gardens overlooking the creek. (Note: Assess landfill considerations for any new infrastructure)	\$70,000	HCC	Low
R26	Upgrade and replace exercise equipment at Craigieburn Gardens and investigate opportunities for additional fitness stations and informal nature-based play and seating areas along the shared path.	\$100,000	HCC	Medium
R27	Identify additional areas to support community gatherings and events (via new picnic shelter, seating, toilets, water access, and power) at Craigieburn Gardens.	\$500,000	HCC	Medium
R28	Replace the existing low bridge crossing at the end of Beckington Place.	\$400,000	HCC	Medium
R29	Installation of additional water refill stations and dog waste bag dispensers at Craigieburn Gardens.	\$10,000	HCC	Medium
R30	Extend the Aitken Creek shared path to the railway line and along the Stockton Street Road reserve to Craigieburn Station.	\$335,000	HCC	High
R31	Maintain flood warning signage at existing low ford crossings. Retain for maintenance access only.	\$3,200	HCC	High
R32	Review dog off lead on south bank of Aitken Creek between railway and proposed new bridge following shared path replacement.	\$1,600	HCC	High
R33	Investigate a new pedestrian-cycle bridge providing north south access across the creek and linking a future pipe track shared path to the railway station.	\$1,000,000	HCC	Medium
R34	Extend a new 3.0m wide concrete shared path to the railway link and link to the existing track to Abercarn Avenue.	\$277,500	HCC	Medium
R35	Establish a new seating/picnic area overlooking the creek on the south bank.	\$15,000	HCC	Low
R36	Investigate new shared path access under the railway line on the south bank and extend access through to Potter Street enabling longer term connection of the Aitken Creek shared path to Merri Creek.	\$30,000	HCC	Low
R37	Path access under or over the Hume Hwy to Merri Creek is currently not feasible due to the steep road embankment. If road culverts need replacing in the future, consider opportunities for access via a new pedestrian/cyclist culvert to improve long term opportunities to connect Aitken Creek Parklands to marram baba. (L)	N/C	DTP	Low
		\$5,041,500		
PLANNING				
P1	Encourage rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy.	N/C	HCC Planning	High
P2	Monitor bank stability and revegetation in accordance with development permit for industrial properties east of the railway line on the north bank.	N/C	HCC Planning	High

Subtotal \$6,858,500
Contingency (10%) \$685,850
Total Aitken Creek Parklands Master Plan \$7,544,350

Appendix A: Stage 1 Community engagement findings

This section covers the community engagement findings from the stage 1 community engagement that informed the development of the draft Master Plan.

Community feedback

Approximately 30 people were engaged at the pop-up and 12 people participated in the guided walk. In total 56 comments were recorded and feedback from across the two activities included:

- More seats along the path and lighting for safety
- Safe crossing option for Aitken Boulevard
- Increased wayfinding within Aitken Creek
- Keeping Aitken Creek tidier such as trash cleanup, formal plantings, increased maintenance
- Widening the paths along the creek to facilitate multiple users
- Inundation near Clovelly Drive and how to manage it
- Dogs - providing more poop bags and concerns over the off-lead areas
- Maintaining the Memorial for Friends Group near the bottom of Craigieburn Gardens

The community survey received 28 responses from community members with 22 complete and 6 partial completions, including 3 which answered none of the questions. When asked what people love about Aitken Creek, a large proportion of the respondents noted the connection to nature (13 or 65%). The opportunity to see wildlife and the fact that Aitken Creek provides habitat for wildlife was also noted by many of the respondents (eight or 40%).

Respondents were asked to note whether they have seen any native animal and/or plants that can be found in or around the Aitken Creek area. Of the 11 respondents (39.3%) that had seen native species in Aitken Creek, respondents listed kangaroos, a variety of different bird species, gum trees, snakes, bugs, rakali, possums, flying foxes, eels and a variety of fish species.

The majority of respondents noted it would take them 10 minutes or less to walk to Aitken Creek (59.3%). The most common response for people’s use of Aitken Creek was for exercise such as running or walking (18 or 64.3%) (Figure). Other popular uses of Aitken Creek for respondents included dog walking (11 or 39.3%), experiencing or immersing in nature (10 or 35.7%), visiting nearby parks (9 or 32.1%), and using bridges to cross creeks (9 or 32.1%). Five respondents selected ‘other’ and listed bike riding and rollerblading with children, active transport (cycling) and recreation, walking cats, helping to destress, and fishing.

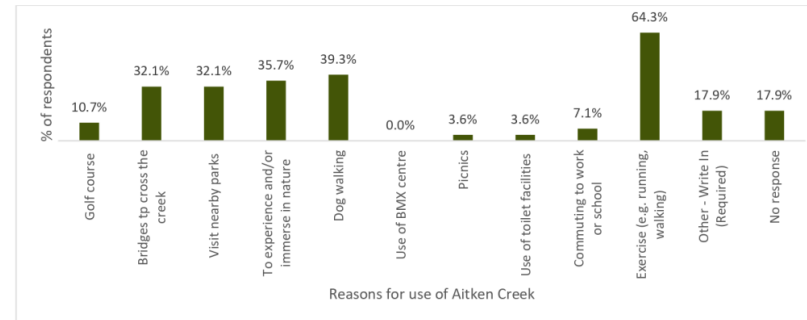


Figure 9. Uses of Aitken Creek

When asked about any improvements that could be made to Aitken Creek to help people use the space more often, a quarter of respondents (7 or 25%) noted that nothing currently prevents them from using Aitken Creek. Of respondents that noted suggestions, most believed the type and quality of paths (e.g. surface, slope, width) could be improved (11 or 39.3%), followed by improving connection with other areas (9 or 32.1%), and improving safety (8 or 28.6%). Other suggestions/considerations for improvements noted by 18 respondents included:

- Improved maintenance, particularly regarding management of rubbish
- Improving fishing areas
- Improvements to path surfaces
- Safety improvements such as road crossing and lighting
- Connectivity with other areas
- Signs providing history and facts about the environment
- BBQ and picnic areas
- Nature play park and provision of activities for children such as story time
- Improvements to toilet facilities
- Herbal plant and flower planting.

As part of the online engagement, feedback could also be provided via an interactive map. Participants could “drop a pin” to indicate the location of their suggestions or concerns or “like” other participants’ pin comments. The interactive map had a total of 220 pin comments from 28 participants (with one individual contributing 131 pins) across 33 themes. Feedback focused on enhancing connectivity and accessibility, improving environmental management and safety, and expanding amenities and recreational facilities along the Aitken Creek Parklands Corridor.

Appendix B: Stage 2 Community engagement response

This section covers the summary of community response to the displayed draft Master Plan.

In November 2023 community and stakeholders were engaged to help develop a draft Master Plan for the Aitken Creek corridor in Craigieburn.

Feedback received from the community, key stakeholders and Wurundjeri Woi-wurrung Traditional Owners helped shape the draft Master Plan, which will guide improvements that support walking and cycling, exercise, connection to nature and safety, as well as enhance and protect ecological and Aboriginal Cultural Heritage values.

The four main opportunities in the draft Master Plan were:

- Better waterway management and flooding
- Improve the path network including
- Managing safe community access to the golf course
- Protect where Aitken Creek meets Merri Creek

Community consultation was undertaken to find out what community loved about the draft Master Plan and what they felt had been missed.

Summary of engagement activities

A Facebook post on 27 June 2024 attracted 15 likes, 7 comments and 3 shares. None of the comments were on-topic and will not be included in this report.

Two pop-up in-person engagements were held at Craigieburn Central. One was on Wednesday 3 July between 11:00am and 1:00pm and the other was on Saturday 13 July between 10:00am and 1:00pm.

A Participate consultation page was available 19 June to 19 July 2024. The community could give feedback by filling out the Visioner tool on the consultation platform. Feedback could also be given by emailing a dedicated account or phoning a council officer.

All information was managed in accordance with the Privacy and Data Protection Act 2014 (Vic).

A total of 47 comments were made by the 32 respondents. Thirteen were about what people loved about the draft Master Plan, 33 were about what people felt was missing. Thirty-one respondents used the online platform, and one respondent gave feedback via email.

The 13 comments about **what people loved about the draft Master Plan were,**

- Pathway amenities such as seatings, dog bag dispensers, water refill stations, bicycle stations
- Biodiversity protection measures and actions
- Pathways through the golf course and connecting to railway station was found useful
- Upgradation of playground facilities
- Direct pedestrian crossing at Aitken Boulevard
- Proposed new bridges
- New plantings and canopy

Overall, people were positive about the planned improvements and acknowledgement of issues they have experienced and the improved walkability and connection to the surrounding areas.

The table below provides a summary of the key issues identified from the 33 comments on what people felt was missing in the draft Master Plan.

Table 2. Summary of Issues identified from 33 comments on what people felt was missing in the draft Master Plan

Community feedback and suggestions	Master Plan reference and explanation	Response
<p>1. Dog off leash area</p> <p>Community concerns about dog poo littering along the paths and restricting off-leash policies.</p> <p>There were suggestions to install rubbish bins, dog waste bag dispensers and water refill stations.</p> <p>People expressed their safety concerns over managing the dog-off lead areas behind Jirrahlinga Terrace.</p> <p>There is a strong suggestion push to managing the dog off lead area between Hothlyn Drive and Railway line.</p>	<p>There is an existing fenced dog off lead park in Craigieburn Gardens.</p> <p>The area between Hothlyn drive and Railway line is dog off lead however the extension of the new shared trail to the railway station via the north bank will mean that this side of the creek will need to become dog on lead as there is not sufficient room for dogs to run free without impacting shared path users on the narrow bank.</p> <p>The Action R32 Detail Plan 04 indicates that the existing dog off lead area on south bank between Hothlyn Drive and Railway line will remain dog off lead.</p> <p>There is no plan for a dog off lead area in the golf course.</p>	<p>No change to plan</p> <p>There is not sufficient space along the creek to expand dog off lead areas without impacting shared path users.</p> <p>Provision of additional dog off lead areas in the golf course is not supported due to potential impact on the course and safety concerns associated with dogs running free in this area.</p> <p>Added action R29 and 32 for installation of additional water refill stations and dog waste bag dispensers at Craigieburn Gardens and between Hothlyn Drive to Railway line to support existing dog off lead use in these areas.</p>
<p>2. Lighting and safety</p> <p>Community raised safety concerns due to the lack of lighting on the pathways from Bridgewater Road to the dog park and railway station. There were also suggestions for additional lighting at the BMX track in Craigieburn Gardens.</p> <p>Some respondents who identified as women indicated that they feel unsafe walking through the pathways along the creek without lighting and suggested provision of lighting on both banks to enhance safety and accessibility during all seasons and times day.</p>	<p>The masterplan actions have prioritised vegetation management along the existing paths to maintain sightlines for safety and also encouraging rear fronting properties to face onto the creek and reserve to improve passive surveillance and safety in the creek corridor in accordance with the Housing Strategy.</p> <p>There is currently no provision for increased lighting along the Aitken Creek path in the Master Plan due to the high cost and potential impacts on wildlife in the creek.</p>	<p>No change to plan</p> <p>Longer term provision of lighting along the Aitken Creek path will increase use and improve safety with areas closer to the railway station to be considered in the future with key considerations to connections in the area.</p> <p>Increased lighting at Craigieburn Gardens BMX track is not supported to avoid increased public risk and potential vandalism associated with after hours and evening use at this location.</p>

<p>3. Signage</p> <p>The community suggested clear demarcation and signage on shared pathways for pedestrian and cyclist harmony and additional barriers to deter trail bike use.</p> <p>Concerns were raised about people dumping large hard waste into the creek and some suggested placing signs near bridges to educate on proper disposal options and to prevent bicycle abandonment and hard waste dumping into the creek.</p> <p>Other suggestions were to include additional signage at the golf course areas clearly displaying the golf playing times and non-golf playing times. Some respondents also mentioned the safety issues for the public during golf playing times.</p>	<p>One of the key environmental objectives of the Aitken Creek Parklands Master Plan is to develop interpretive signage to increase community awareness of environmental values and threats along the corridor.</p> <p>Directional or wayfinding signages are proposed at Aitken Boulevard, Bridgewater Road, Craigieburn Garden areas.</p> <p>Action R21 proposes to use distance markers and QR codes to improve links to information about the creek.</p> <p>Action R31 is to maintain flood warning signage at existing low ford crossings.</p>	<p>As part of proposed shared path upgrades use pavement markings at all shared paths to clearly show the separation of lanes (for cyclist and pedestrians), with symbols as per Austroads Guidelines.</p> <p>Add information signage near bridges and other common dumping areas. The signs should highlight the negative environmental impact of dumping waste and provide information on proper disposal methods. (Action R09)</p> <p>Install additional signage to indicate the public access times for the golf course area to ensure safety and protection. Install signage at the following access entry point. (Action R08 and R17)</p> <p>Axminster Drive access entry point Chinnock court Albatross Close Craigieburn Road Jirrahlinga Terrace</p>	<p>understand and appreciate their local environment.</p> <p>Coordination and consistency of maintenance of planted areas, bridges, waterway and rubbish collection.</p>	<p>already mentioned in the Master Plan actions E5, E7 and E14.</p> <p>Action R21 proposes to add QR codes to improve links and information about the Creek.</p>	<p>local grasslands, their benefits, and conservation efforts. (Action 18)</p>
<p>4. Access from Axminster Drive</p> <p>People suggested that action R10 should be made a high priority due to the broken chain-mesh fence in several areas, the hazardous uneven footpath, and the need to widen the access gate from Axminster Drive to the golf course for better accessibility.</p>	<p>Reference: Detail Plan 02 - Action R12.</p> <p>Action R12 for recreation is a medium-priority action aimed at improving path protection behind the 10th and 1st greens, replacing the old chain mesh fencing, and realigning and extending the shared path on Axminster Drive to enhance access and pedestrian safety.</p>	<p>Revise R12 as a high-priority action. Widen the access from Axminster Drive to enhance access and amenity, as this is a key entry point to the Aitken Creek parklands and the golf course.</p>	<p>6. Access from Farnborough Avenue connecting Chinnock Court, Clovelly Drive and Craigieburn Road</p> <p>It was suggested that the high priority action R11, to replace the existing low bridge crossing at the end of Farnborough Avenue, should align at an angle and connect directly to Chinnock Court.</p> <p>Other suggestions included creating a trail or pathway from Farnborough Avenue, connecting Chinnock Court to Craigieburn Road through the golf course, between the Craigieburn Bowling Club and the second hole.</p> <p>Proposed (E9) wetlands should be moved eastward and closer to the creek, where the actual creek tributary runs.</p>	<p>Replacement of the bridge is a high priority and proposed works include a link to Chinnock Court.</p> <p>Final location of the bridge and wetlands is subject to detailed design.</p>	<p>No change to plan</p> <p>Replacement of the bridge is a high priority and will consider options to establish a water quality treatment wetland</p> <p>New path access west from Chinnock Court through the golf course behind the Bowls Club is not supported due to potential risk of balls hit from the second tee.</p>
<p>5. Weed control and education</p> <p>It was suggested that weed control efforts be extended to most areas around the creek. Additionally, the council should provide education on endemic grasslands to help community members better</p>	<p>It is one of the key environmental objectives for the Aitken Creek is to support Melbourne Water to continue woody and invasive weed control works along the creek bed and banks. It is</p>	<p>No change to plan</p> <p>Weed control along the creek is a priority for both Melbourne Water and Hume City Council</p> <p>Install additional informational interpretive signs along trails and creek areas regarding the</p>	<p>7. Connecting links to other destinations</p> <p>There were suggestions to extend the bicycle and walking path connecting Aitken Creek to the Sikh temple on Hume Highway, as hundreds of people visit there every weekend.</p> <p>Other suggestions were to extend the shared path that currently ends at Desna Place, Roxburgh Park, so it continues to Craigieburn Station along the train line.</p>	<p>Extension of the shared path along the railway line to Desna place is a medium priority action.</p> <p>The Sri Guru Singh Sabha Temple at 344 Hume Hwy is located on the eastern side at Rushwood Drive.</p> <p>The Master Plan recommends future extension of the Aitken Creek shared path under the railway line and through to Potter Street. Completion of this link will enable off road connection to the temple however the cost and complexity of achieving this link under the railway line will mean it remains longer term priority after connection to the station is achieved.</p>	<p>No change to plan</p>

<p>8. Access to Aitken Creek via Hothlyn Drive from North side</p> <p>People suggested that there needs to be accessible pathways to Creek from the Hothlyn Drive near to the Kirkbridge Way as it currently accessed through stairs.</p>	<p>The current access from Hothlyn Drive to Aitken Creek on the western side is via stairs. There is an existing ramp to the creek on the eastern side.</p>	<p>No change to plan</p> <p>It is not possible to achieve ramp access on the western side of Hothlyn Drive without impacting flood levels on the creek and at the bridge underpass.</p> <p>Improving signage to the existing ramp on the eastern side is already a recommendation.</p>
<p>9. Landscape</p> <p>People suggested adding several landscape amenities throughout Aitken Creek parklands, including:</p> <ul style="list-style-type: none"> • Landscaping and artwork installation under Hothlyn Bridge. • Benches and sheltered seating areas along the creek path for families. • Extending the children’s play area with additional play equipment around Craigieburn Gardens and Bridgewater Road. 	<p>These suggestions are already incorporated through actions R35, R24, R25, R15 and R7 by providing additional seating areas and picnic areas along the south and north bank of the Aitken Creek.</p>	<p>No change to plan</p>
<p>10. Protecting the biodiversity value of Golf course area</p> <p>People have raised that the higher biodiversity value of the Golf course area and a decrease in human activity in the evening during the dark periods, with mature trees and minimal dog and cats sharing the area would gain positive results for the biodiversity and wildlife habitats. Suggestions included,</p> <p>Areas not to be used by public. For example, greens and fairways</p> <p>Clearly defined social areas away from golf playing areas</p>	<p>Action E3 is it to investigate opportunities to expand habitat for Amethyst Hairstreak butterfly into the gold course and improve habitat links from the existing grasslands to the creek.</p> <p>Action E4 also investigates a nutrient sponge and additional indigenous tree plantings in the golf course area.</p> <p>Additional changes for the golf course area in the Master Plan are already recommended in Issue no.3 to install signages to indicate the public access times for the golf course area to ensure safety and protection.</p>	<p>No change plan</p>

Other Comments		
<p>11. An additional bridge is required and can have a path leading to the southeastern corner of Craigieburn Gardens</p>	<p>Replacing existing low bridges and improving critical path links is the current priority and there is not sufficient funding to consider new bridges aside from the priority link at the railway line to improve access to Craigieburn station</p>	<p>No change to plan</p>
<p>12. Convert current BMX track into a pump track</p>	<p>The BMX track is well used and there is no evidence that changing to a pump track will increase use at this point.</p>	<p>No change to plan</p>
<p>13. There are feral cats in the area that need to be managed to avoid killing the wildlife.</p>	<p>Feral and domestic cats remain a high threat to urban wildlife. Feral cats are a problem for many LGAs and it starts with responsible pet ownership. This needs to be investigated on a broader scale.</p>	<p>No change to plan</p>
<p>14. Walkthrough at Hexham Ct Craigieburn, shared path over creek to join up with original north side path</p>	<p>R35 proposed a path link on the south side of the creek which will connect to Hexham Ct and a future bridge over the creek closer to the railway line.</p>	<p>No change to plan</p>
<p>15. Please also develop Malcolm Creek Linear Park. You have only developed Creekwood Drive side not the Malcolm Creek Parade side. Thanks.</p> <p>Area on other side of Craigieburn Road had not been included. (Area between Creek bridge Street, Echelon Street, Peninsula Crescent and Cascade Terrace.</p>	<p>These areas are not part of the Master Plan study area and are further considered in Hume City Council’s Open Space Strategy</p>	<p>No change to plan</p>

Aitken Creek Parklands Master Plan

Project type: Strategic document

Section 1 – Project Background

What is the outcome or issue the project is aiming to address?

The Aitken Creek Parklands Master Plan has been prepared to provide strategic direction for future development and improvement works along the Aitken Creek corridor from Aitken Boulevard to the Merri Creek, to support community recreation, balanced with enhancing and protecting ecological and Aboriginal cultural heritage values.

Which types of community/customer groups use, or are impacted by this project?

- | | |
|--|--|
| <input checked="" type="checkbox"/> Women | <input checked="" type="checkbox"/> LGBTIQA+ communities |
| <input checked="" type="checkbox"/> Men | <input checked="" type="checkbox"/> Children and young people (less than 18) |
| <input checked="" type="checkbox"/> Non-binary or self-described genders | <input checked="" type="checkbox"/> Older or senior people (65+ years) |
| <input checked="" type="checkbox"/> Aboriginal and/or Torres Strait Islander communities | <input type="checkbox"/> Other, please state: |
| <input checked="" type="checkbox"/> Culturally diverse communities | |
| <input type="checkbox"/> Faith-based communities | |

What is our current understanding, and evidence, of how gender and other intersectionality factors are influenced or impacted by this project? What research and evidence do we currently have to support this knowledge?

(use Alt+Ctrl+f to include references)

Open spaces, particularly isolated spaces, are often perceived to be unsafe places for women and gender diverse people (*Your Ground Victoria Report 2021*). A Hume Yardstick report from 2021 listed personal safety as #9 in visitor expectations.

Hume’s *Parks Close to Home Consultation Report 2022* showed the motivations to use parks by gender was heavily weighted towards ‘Getting out in Nature’, ‘Exercising Alone’ and ‘Children’s Playground and Activities’ for people identifying as Male or Female. Only a small number of participants identified as gender diverse (shown as ‘using a different term’ in the Report), and these responses included ‘Walking, playing with or training dog’ as the primary motivators to use open space in Hume.

Hume’s Community Vision Survey 2021 identified that some places were perceived to be unsafe. Lack of perceived safety in open space can be driven by the presence of dogs, motor bikes, overgrown vegetation, lack of lighting, isolation, and the behaviour of others.

As a waterway area, there are some sections of the parklands that are not easily accessible for people with some disabilities, due to uneven terrain and steep access, not all of which can be re-designed.

The Traditional owners of the land known as the City of Hume are represented by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation, who have provided strategic principles which are supported throughout the OSS. These principles are supported throughout the OSS and align with Hume’s *Social Justice Charter* and *Reconciliation Action Plan* and meet the requirements of the *Victorian Aboriginal Affairs Framework*.

Community engagement undertaken to develop the master plan, indicates a desire from the community to use the space more often if safety improvements such as wider paths, lighting and wayfinding signage are implemented.

Do you think that all community/customer groups have the same needs or access requirements for this project?

- Yes No Unsure/Don’t know

The extent of Aitken Creek Parklands addressed by this master plan is located in a long-established, mostly residential area of Craigieburn, south of Craigieburn Road. This area generally has older housing and aging public infrastructure. The remainder of the parklands is to the west and north, where the creek and its environs have been and will continue to be developed as adjacent housing development occurs.

The Aitken Creek Parklands are located in an area of Hume with significant urban heat challenges and low tree canopy cover. The parklands provide a significant proportion of tree canopy for the area, and as such the parklands provide respite for residents to spend time in nature.

During engagement residents indicated improved connectivity to the train station and the parklands in newer areas were a high priority.

In some places, access to the parklands is restricted by rear fences of houses with narrow and often steep path connections from the local road network.

Section 2 – Project Initiation

In commencing this project, what additional information will you require to understand how to gender and intersectionality factors needs to be considered, and responded to?

No additional information required.

Based on our current knowledge, what specific actions/strategies need to be considered to overcome or address any gender and intersectionality factors in progress this project?

Safety concerns will be addressed through Crime Prevention Through Environmental Design (CPTED) principles, including:

- Maintaining view lines through the site from the adjoining roads, residences, and pathways.
- In future there will be additional trails, encouraging more users within and moving through the site.

As the master plan is implemented, detailed design will address CPTED principles, provision of safe trails, interpretive and wayfinding signage. Lighting of some trails may also be considered.

Your Ground Victoria Report 2021

The physical conditions of a location mattered because:

- *Well-designed environmental elements help to attract people to an area and so activate them, increasing the sense of safety through positive passive surveillance.*
- *They provide cues that women and gender-diverse people read to assess the level of risk entering a place. This means that environmental qualities of a place have a strong effect upon safety and the positive perception of safety. The reasons YourGround participants note a space as safe include:*
 - *A well-maintained area*
 - *Areas that are open and spacious allowing good visibility of what is going on, and what and who is ahead.*
 - *The provision of safe paths.*

This project is a strategic document which sets out the framework to prioritise actions for future budget submissions and guide project planning. Nothing further is required to progress the adoption of this master plan.

Will the community/customer groups who use or are impacted by this project be consulted and engaged during the project’s development and decision-making processes?

- Yes**
Please ensure a consultation and engagement plan is developed
- No**
Explain below why you feel this is not necessary
- Unsure/Don’t know**

Community and stakeholder engagement was undertaken in the early stages of the master plan project to inform its development. Further engagement will be undertaken following Council’s approval of the draft master plan. Amendments may be made to the master plan depending on the feedback received. Additional engagement will be undertaken as the implementation projects are further investigated and designed.

Section 3 – GIA Review

Based on your assessment, are there any gender or intersectional factors influenced or impacted by this project? If the answer is ‘Yes’ please completed the GIA Project Finalisation Template before finalising the project.

Yes
Please complete the GIA Project Finalisation Template before finalising the project.

No
Please briefly explain:

Please confirm the following internal stakeholders have reviewed and approve this assessment

Department Manager Organisational Performance & Strategy

Internal stakeholders with relevant knowledge of project subject matter, or intersectionality factors related to the project. Please outline below:

REPORT NO:	8.7
REPORT TITLE:	Council Induction Program
SOURCE:	Holly De Kretser, Manager Governance
DIVISION:	Finance & Governance
FILE NO:	HCC22/594
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENTS:	Nil

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 The local government general elections were held on 26 October 2024.
- 1.2 The elected Council were required to complete mandatory induction training within four months of being sworn into office.
- 1.3 Training was delivered in accordance with the Local Government (Governance and Integrity) Regulations 2020 with the prescribed timeframe.

2. RECOMMENDATION:

That Council note the report, confirming all Councillors have met the requirements under section 32 of the Local Government Act 2020.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 The Local Government (Governance and Integrity) Regulations 2020 defines the mandatory training requirements for Councillors elected in the 2024 general elections.
- 3.2 Mandatory training was delivered on the following topics as required by the regulations
 - 3.2.1 Working together in a Council
 - 3.2.2 Decision making, integrity and accountability
 - 3.2.3 Community representation
 - 3.2.4 Strategic planning and financial management
 - 3.2.5 Conduct
 - 3.2.6 Land use planning
- 3.3 Training was required by section 32 of the Local Government Act 2020 to be completed within four months of Councillors being sworn into office. At Hume, this required Councillors to complete training by mid-March 2025.

REPORT NO: 8.7 (cont.)

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- a) Council decisions are to be made and actions taken in accordance with the relevant law;
- b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- c) the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- g) the ongoing financial viability of the Council is to be ensured;
- h) regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- i) the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

The human rights relevant to this Report are:

- 5.1 The right to recognition and equality before the law
- 5.2 The right to privacy and reputation
- 5.3 The right to freedom of expression
- 5.4 The right to take part in public life

The above rights are not being limited by the recommended action in this Report. These rights, among others were reflected in the Council Induction program.

5.2 GENDER EQUALITY ACT 2020

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

6. FINANCIAL & RESOURCE IMPLICATIONS:

Council Induction activities were delivered within operational budgets and existing human resources.

7. OPPORTUNITIES & RISKS:

- 7.1 Participation in the council induction program ensures Councillors are well informed of their legislative responsibilities and are prepared to make decisions on behalf of the Hume Community.

REPORT NO: 8.7 (cont.)

- 7.2 The Induction Program provided vital opportunity for the Council to build foundational relationships, share knowledge of their communities and together articulate strategic priorities for this term of council.
- 7.3 In planning the 2024 Council Induction activities, the risk of low attendance across the Councillor group was identified. This was mitigated by early and frequent communication via the CEO to all candidates in Hume’s general election which provided early indication of the type and frequency of training sessions planned for induction activities. The four month program was discussed early with all elected Councillors with adjustments made to enable high attendance across all sessions.

8. COMMUNITY ENGAGEMENT:

The Council Induction Program was designed to reflect mandatory training requirements advised by Local Government Victoria. As such, community engagement was not required.

9. DISCUSSION:

- 9.1 Local government general elections were held on 26 October 2024.
- 9.2 Results for Hume City Council were declared by the VEC on 11 and 13 November 2024.
- 9.3 Between 13 and 15 November 2024, Councillors took the Oath or Affirmation of Office before the CEO as required by the Act. This was subsequently reaffirmed at the public Council meeting held on 19 November 2024 at which time the council also elected its Mayor and Deputy Mayor.
- 9.4 In this election cycle, Councillors were required for the first time to attend mandatory training on prescribed topics to support them in fulfilling their roles.
- 9.5 The Mayor and Deputy Mayor were required to complete mandatory training within one month from appointment to the roles on topics of
 - 9.5.1 Roles and Responsibilities
 - 9.5.2 Chairing Meetings
 - 9.5.3 Engagement & Advocacy
 - 9.5.4 Leadership
- 9.6 The Mayor, Cr Jarrod Bell and Deputy Mayor, Cr Naim Kurt completed their training by 16 December 2024.
- 9.7 Councillor training was required to be delivered within four months of taking the Oath or Affirmation of Office.
- 9.8 Hume City Council delivered its Council Induction program via 20 sessions spanning November 2024 to March 2025. Councillors committed approximately 60+ hours to the Induction in addition to the weekly Council meeting schedule, community events and committee engagements. This commitment by Councillors was in addition to the weekly Council meeting schedule, community event and committee engagements.
- 9.9 On average the program achieved a 83.55% attendance rate of rate, with all Councillors engaging with training material in other formats where not able to attend on the programmed date.
- 9.10 Feedback from Councillors has been sought to inform the design of annual professional development training to commence in the latter half of 2025, now an ongoing requirement of the Regulations.

REPORT NO: 8.7 (cont.)

10. CONCLUSION

There has been strong engagement from Councillors, both new and returning, throughout the four month induction program. Councillors have actively engaged in training sessions – exploring legislative concepts, experiencing Hume’s challenges and opportunities in physical excursions.

Hume Councillors will continue their professional development through annual refresher sessions to commence late in 2025.

REPORT NO:	8.8
REPORT TITLE:	Donnybrook Road Submission
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy David Fricke, Manager Assets
DIVISION:	Customer & Strategy
FILE NO:	HCC
POLICY:	-
STRATEGIC OBJECTIVE:	3.1: Empower and engage our community through advocacy and community engagement
ATTACHMENT:	1. <i>Submission to Major Roads Projects Victoria</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 Major Roads Projects Victoria (MRPV) have commenced planning work for upgrades to Donnybrook Road from Mickleham Road, Mickleham to Epping Road Woodstock.
- 1.2 As part of that planning work MRPV have invited Council to make a formal submission outlining concerns from the local community and suggested interventions that would improve traffic flow in and around Kalkallo and Mickleham.
- 1.3 The attached submission is presented for Council’s consideration and provides an additional avenue to raise the importance of this project to the Victorian Government.
- 1.4 Our community cannot wait any longer for Government intervention.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 Approves the attached submission to Major Roads Projects Victoria.
- 2.1.2 Provides a copy of the submission to:
 - (a) the State Member for Kalkallo,
 - (b) the Victorian Minister for Roads and Road Safety,
 - (c) the Victorian Shadow Minister for Roads and Road Safety,
 - (d) Members for Northern Metropolitan Region,
 - (e) the Federal Minister for Infrastructure, Transport, Regional Development and Local Government,
 - (f) the Federal Shadow Minister for Infrastructure, Transport and Regional Development and
 - (g) the candidates for the Federal electorate of McEwen and Calwell.

REPORT NO: 8.8 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

Local Government Act 2020.

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- Council decisions are to be made and actions taken in accordance with the relevant law;
- priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- collaboration with other Councils and Governments and statutory bodies is to be sought;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

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

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

5.2 GENDER EQUALITY ACT 2020

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

6. FINANCIAL & RESOURCE IMPLICATIONS:

There are no costs associated with implementing the recommendations of this report.

7. OPPORTUNITIES & RISKS:

7.1 Through the provision of the opportunity to provide feedback on MRPV’s proposed planning for the future of Donnybrook Road, Council is positioned with a great opportunity to advocate on behalf of our residents.

REPORT NO: 8.8 (cont.)

- 7.2 By passing on this opportunity this would lead to negative feedback from the community on our inability to represent them to other levels of Government.

8. COMMUNITY ENGAGEMENT:

Whilst Donnybrook Road has been subject to significant community interest for many years, there is no community engagement proposed with this report.

9. DISCUSSION:

9.1 Donnybrook Road

- 9.1.1 Donnybrook Road is a state managed arterial road from Mickleham Road, Mickleham to Plenty Road, Yan Yean.
- 9.1.2 Within Hume City, Donnybrook Road stretches from Mickleham Road to the Merri Creek.
- 9.1.3 Over 15 years ago this section of Donnybrook Road serviced farmland with the population of Mickleham and Kalkallo approximately 1,350 people.
- 9.1.4 Today the road services an estimated population of over 38,000 and with limited business opportunities in this part of the city, most people are leaving these communities for employment – either directly by road or connecting public transport services (V-Line and Bus).
- 9.1.5 With connections to the Hume Freeway and Mickleham Road (another state arterial) and due to the growing population, sections of Donnybrook Road are carrying more than 35,000 vehicles per day. This is not sustainable.

9.2 Major Roads Projects Victoria planning and engagement

- 9.2.1 As a result, Major Roads Projects Victoria (MRPV) is progressing planning for the upgrade of Donnybrook Road between Mickleham Road, Mickleham and Epping Road, Woodstock.
- 9.2.2 As part of their planning, MRPV are investigating solutions to reduce travel times, improve safety and cater for population growth and increased vehicle movements. This includes traffic modelling, engineering designs, constructability assessments, economic modelling, and environmental investigations.
- 9.2.3 As part of the upgrade the options that are being explored include:
- (a) adding more road lanes
 - (b) upgrading intersections
 - (c) upgrading the Hume Freeway Interchange
 - (d) removing the Donnybrook Road level crossing
 - (e) building cycling and walking paths to improve connectivity.
- 9.2.4 This work will give MRPV a complete picture of the area, allow them to understand environmental and social impacts, develop project options, and determine costs of different options to help inform government decision-making on funding for future upgrades along Donnybrook Road.
- 9.2.5 MRPV anticipate their initial planning work to be complete in late 2025 and have communicated this publicly via the Big Build website.

REPORT NO: 8.8 (cont.)

9.2.6 As part of their planning work MRPV have invited Council to provide feedback by 27 March.

9.3 Council’s submission

9.3.1 Council’s submission (attached) proposes several initiatives in response to:

- (a) Traffic volumes on the road – which have increased by over 28% in some sections of the road in the last 2 years.
- (b) The rapid population growth of the communities of Kalkallo and Mickleham, including the future Cloverton Metropolitan Activity Centre (MAC) and
- (c) Impacts to emergency services and a lack of active transport options

9.3.2 Notably, our submission suggests that a series of smaller measures would be more appropriate in the first two of several future stages.

9.3.3 This includes:

- (a) Stage 1
 - (i) Duplication of Donnybrook Road from the northern Hume Freeway exit (east of Polaris Road) to Dwyer Street
- (b) Stage 2
 - (i) Duplication of the road from Dwyer Street to Donnybrook Station.

9.3.4 It is anticipated that these stages are an efficient and cost-effective way to address the significant congestion issues currently facing the community, which are impacting on the ability for people to get in and out of their communities, restricting safe passage for emergency services and hampering active transport all of which is affecting livability for the residents of Mickleham and Kalkallo.

9.3.5 Donnybrook Road is no longer the road it was planned to service. It cannot cope as it stands. Government intervention is needed now to improve the lives of our residents.

10. CONCLUSION

10.1 The rapid population growth in the communities of Mickleham and Kalkallo has led to significant traffic volumes on Donnybrook Road.

10.2 This is impacting on the livability of our residents who call this part of Melbourne’s north home.

10.3 Government intervention in Donnybrook Road is required now to improve safety, improve livability and to help future proof it ahead of the development of the Cloverton Metropolitan Activity Centre.

HUME CITY COUNCIL

Donnybrook Road Upgrade

Improving livability
for Melbourne's outer north



hume.vic.gov.au
March 2025



DONNYBROOK ROAD UPGRADE

" Donnybrook Road has reached breaking point. It can no longer cater for the communities of Kalkallo and Mickleham. With the growth that is to come it is imperative that Government invest now to contribute to improving livability in Melbourne's north. "

Mayor of Hume City, Councillor Jarrod Bell



02 Hume City Council Donnybrook Road upgrade

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Hume City Council recognises the rich Aboriginal heritage within the municipality and acknowledges the Wurundjeri Woi-wurrung, which includes the existing family members of the Gunung-Willam-Balluk clan, as the Traditional Custodians of this land.

Council embraces Aboriginal and Torres Strait Islander living cultures as a vital part of Australia's identity and recognises, celebrates and pays respect to Elders past, present and future.

Executive Summary

Council supports the duplication of Donnybrook Road from Mickleham Road, Mickleham to Epping Road, Woodstock.

Given the significant traffic volumes east of Dwyer Street Kalkallo, Council’s priority is for the duplication of Donnybrook Road from the northern Hume Freeway exit (east of Polaris Road) to Dwyer Street followed by the duplication of the road from Dwyer Street to Donnybrook Station.

Council believes that these are an efficient and cost-effective way to address the significant congestion issues currently facing the road, which are impacting on the ability for people to get in and out of their communities, restricting safe passage for emergency services and hampering active transport all of which is affecting livability for the residents of Mickleham and Kalkallo.

The road cannot cater for the population as it stands today – it is important that improvements be made to support the community today and future proof it for the residents who will soon call this part of Melbourne’s north home.



Background

Donnybrook Road is an important east-west arterial road that connects businesses and residents within the Hume City suburbs of Mickleham and Kalkallo to employment land, community facilities shops and schools, the Hume Freeway and Donnybrook Station.

Over 15 years ago this section of Donnybrook Road serviced farms of approximately 1,350 people. Then the area was most well-known for the Kalkallo Hotel and service station – the first and last of each as you either head towards or away from Melbourne.



Population Growth

In the last five years across the growing suburbs of Mickleham and Kalkallo almost 5,000 residential lots have been released providing homes to over 15,500 people.

Today the road services an estimated population of over 38,000 and with limited business and employment opportunities in this part of the city, residents are leaving these communities predominately by road, heading south towards the Melbourne CBD.

With half of these areas still developing, further significant growth is still to come. It is anticipated that in the next five years alone a further 3,000 residential lots will be released providing homes to around a further 9,900 people as approved Precinct Structure Plans (PSPs) both north and south of Donnybrook Road (Merrifield North, Craigieburn Employment, Merrifield West, Lockerbie and the Merrifield Central Employment Area) will facilitate employment and residential development as far east as Merriang Road (in neighbouring Whittlesea).



Future proofing for a new city the size of Canberra – Cloverton

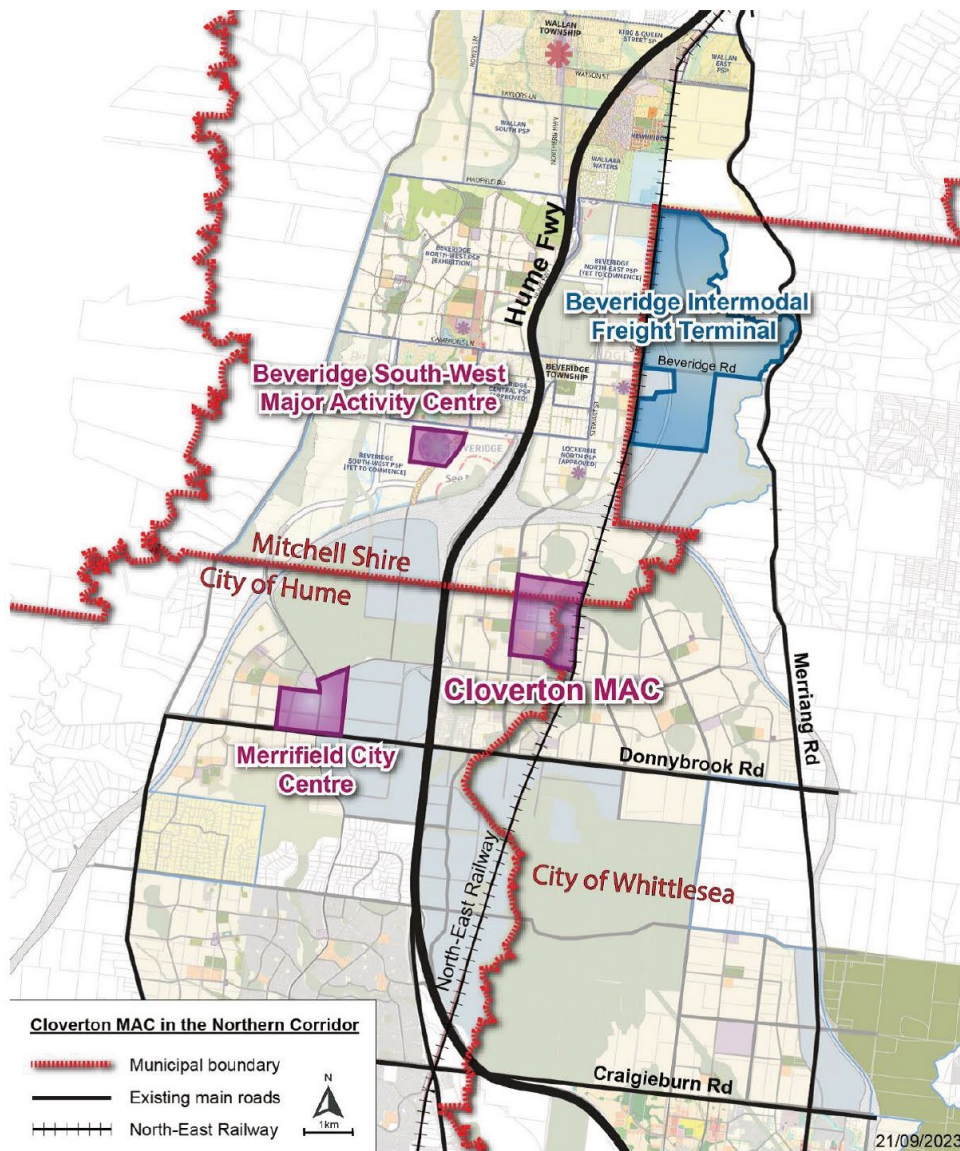
In its current state Donnybrook Road cannot cope with the number of vehicles using the road each day.

This does not take into account the development of the proposed Cloverton Metropolitan Activity Centre (MAC) will exacerbate these issues.

The Cloverton MAC, intersecting at the boundaries of Hume, Whittlesea and Mitchell councils, will be the primary employment and service centre for the growing suburbs of Mickleham, Kalkallo, Donnybrook, Beveridge and Wallan – estimated at 380,000 residents and 50,000 jobs at full build out.

The scale of the Cloverton area and its strategic location in Melbourne’s rapidly developing northern growth corridor means that the Metropolitan Activity Centre itself could sustain an estimated 7,500 jobs and approximately 50,000 jobs more broadly through new business opportunities.

More people in these communities means more people on roads.



Traffic Growth

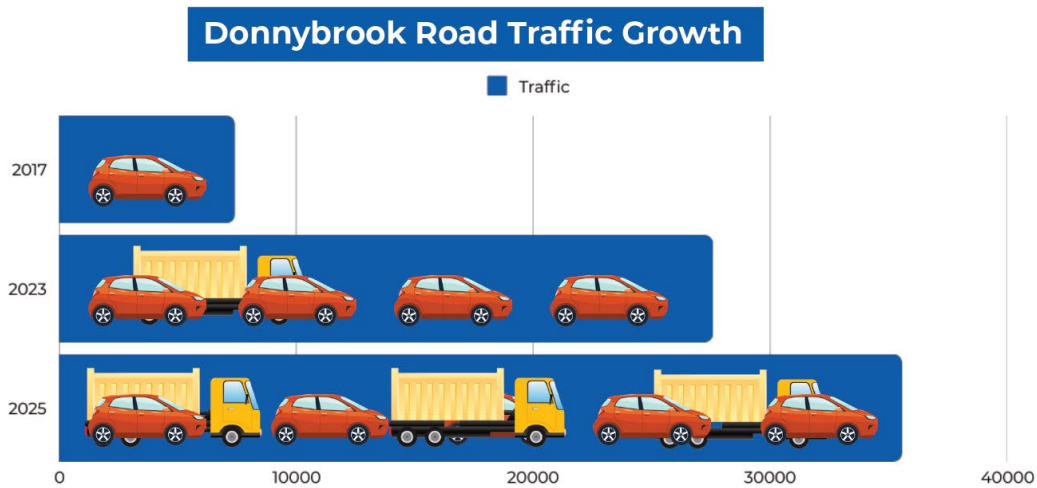
As a result of this rapid population growth, the volume of traffic using this road daily to reach the Hume Freeway and Donnybrook Station far outstrips its current capacity.

Council has been monitoring traffic volumes on Donnybrook Road for the last 10 years, with the following map showing counts in the vicinity of the Hume Freeway between 2017 and 2025.

Counts undertaken in February 2025 show that the section between Dwyer Street and the Mitchell Street/Hume Freeway on-ramp is now carrying more than 35,000 vehicles per day, which includes over 4,000 heavy vehicles a day. Additionally, the counts near the intersection of Brookfield Drive show that traffic in this location has increased by around 8,000 vehicles per day (or 29%) in less than two years.

With the capacity of a single traffic lane typically around 10,000 vehicles per day, this means the capacity of an undivided road with one lane in each direction is approximately 20,000 vehicles per day. The road is further hampered by a lack of public and active transport options.

Based on the lane capacity of 10,000 vehicles, this section is quickly approaching a volume where three lanes in each direction will be required.



Current impacts on our community

Traffic flow affecting livability

" I was stuck in the car with our 2-year-old daughter, we were desperately trying to get home to my husband, who was caring for my hungry three-month-old "



Courtney

As would be expected with the number of vehicles using Donnybrook Road each day, congestion along the road is impacting on the livability of the residents of Mickleham and Kalkallo. The time required to get in and out of their suburbs during the morning and afternoon peak means they are spending less and less time with their loved ones.



Ramy

" My weekday commute starts with a 20-minute wait just to get out of my housing and once I've made it onto Donnybrook Road, I simply join another queue "

As a result, motorists are undertaking risky behaviour. Illegal overtaking and U-turns, running of red lights, not giving way at roundabouts, driving on the wrong side of the road and tailgating are an all too often occurrence as residents try and make up lost time.

" I allow at least 45 minutes to take my daughter to school in Donnybrook, which is just 3 kilometres away. The quickest I can do is half an hour, but it took up to an hour and a half one day "



Athirah

This coupled with the increase in running costs of vehicles and damage to the environment is resulting in leading to increased levels of anxiety and concern in communities that are already doing it tough.

Emergency services access



Lauren

" A couple of weeks ago, we were unable to get home as there had been an accident between 2 trucks out the front of the Olivine/Katalia estates. Police had blocked the road from both directions and weren't letting anyone through. It's a huge safety issue. I wasn't able to access medication that I needed as I couldn't get home to it "

As would be expected, poor traffic flow means that in the event of an emergency, Emergency Services providers (Country Fire Authority, Victoria Police, Ambulance) are also getting caught in traffic – which may be the difference between life and death.

There are countless stories of emergency incidents happening at the right time (non-peak) or else the consequences would be significant.

Recommendations

It is evident from the population growth, both past and what is planned for the future, plus the current traffic volumes, that Donnybrook Road cannot continue to operate the way it is.

It is imperative that the State and Federal Government invest in improvements to the road to improve safety and the livability of residents in Melbourne’s north.

Whilst Council supports the duplication of Donnybrook Road from Mickleham Road to Epping Road given the significant traffic volumes detailed above there are two stages Council has identified for immediate investment to see improvements on Donnybrook Road:

Stage 1

- **Duplication of Donnybrook Road from the northern Hume Freeway exit (east of Polaris Road) to Dwyer Street, which includes active transport options, widening of the bridge and signalisation of the roundabout.**

Stage 2

- **Duplication of Donnybrook Road from Dwyer Street to Donnybrook Station, which includes active transport options.**

Council believes that these are an efficient and cost-effective way to address the significant congestion issues currently facing the community, which are impacting on the ability for people to get in and out of their communities, restricting safe passage for emergency services and hampering active transport all of which is affecting livability for the residents of Mickleham and Kalkallo.

Our community cannot wait any longer for Government intervention.

**For more information, contact our
Government Relations and
Advocacy unit**

@ GovRelations@hume.vic.gov.au

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HumeCityCouncil



REPORT NO:	8.9
REPORT TITLE:	Contract No. 30 24 3598 - Road Reconstruction of Oaklands Road, Oaklands Junction between Vehicle Crossings No. 365 and 395
SOURCE:	Jeran Joseph, Project Engineer
DIVISION:	Infrastructure & Assets
FILE NO:	30/24/3598
POLICY:	PO189
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Contract No. 30 24 3598 - Tender Evaluation Report - Confidential</i>2. <i>Contract No. 30 24 3578 - Tender Evaluation Matrix - Confidential</i>3. <i>Contract No. 30 24 3578 - List of Company Directors and Officeholders - Confidential</i>4. <i>30 24 3598 Locality and Layout Plan</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 Tenders have been called for 30 24 3598 - Road reconstruction of Oaklands Road, Oaklands Junction between vehicle crossings No. 365 and 395.
- 1.2 This report recommends that the tender submission from AMH Civil Pty Ltd for Contract No 30 24 3598 - Road reconstruction of Oaklands Road, Oaklands Junction between vehicle crossings No. 365 and 395 be accepted by Council.
- 1.3 Pursuant to the Instrument of Delegation to the Chief Executive Officer, the value of this contract exceeds the financial limit, and a Council motion is now required to accept the recommendation to award the contract.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 Resolves to award Contract No. 30 24 3598 to AMH Civil Pty Ltd.
- 2.1.2 Awards the Contract for the lump sum tendered price of one million and three hundred and seventy-eight thousand, three hundred and twenty-two dollars and sixty-nine cents (\$1,378,322.69) inclusive of GST.
- 2.1.3 Approves a contingency sum and additional allowance to the value (excl. GST) contained within the confidential attachment
- 2.1.4 Authorises the Director Infrastructure and Assets to finalise and execute the contract documentation.
- 2.1.5 Authorises that variations will be managed in accordance with the Contract Variation Policy.

REPORT NO: 8.9 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

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

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:
 - 4.1.1 Council decisions are to be made, and actions taken in accordance with the relevant law.
 - 4.1.2 priority is to be given to achieving the best outcomes for the municipal community, including future generations.
 - 4.1.3 the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.
 - 4.1.4 the municipal community is to be engaged in strategic planning and strategic decision making.
 - 4.1.5 innovation and continuous improvement are to be pursued.
 - 4.1.6 collaboration with other Councils and Governments and statutory bodies is to be sought.
 - 4.1.7 the ongoing financial viability of the Council is to be ensured.
 - 4.1.8 regional, state and national plans and policies are to be taken into account in strategic planning and decision making.
 - 4.1.9 the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

- 5.1.1 The Charter of Human Rights and Responsibilities Act 2006 sets out the basic rights and responsibilities of all people in Victoria. The Charter places obligations on public authorities by requiring them to act compatibly with human rights and give proper consideration to human rights when making decisions.
- 5.1.2 The obligation to give proper consideration to, and act compatibly with, human rights does not apply where:
 - under another law you could not reasonably have acted differently or made a different decision. For example, where you are giving effect to another statutory provision that is incompatible with a human right;
 - the act or decision is of a private nature; or
 - the act or decision would impede or prevent a religious body from acting in conformity with religious doctrines, beliefs or principles.

REPORT NO: 8.9 (cont.)

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

5.2 GENDER EQUALITY ACT 2020

- 5.2.1 The policy, program or service in this Report does not have a direct and significant impact on the public; therefore, a Gender Impact Assessment was not required.

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 Project Funding

- 6.1.1 Sufficient funding for this contract is available in the 24/25 capital program.
- 6.1.2 Further financial assessment is in the attached confidential reports

7. COLLABORATIVE PROCUREMENT

- 7.1 In Accordance with section 108(3c) of the Act, Council will give consideration to collaboration with other councils and public bodies or utilise Collaborative Procurement Arrangements, when procuring goods, services and works in order to take advantage of economies of scale.
- 7.2 The evaluation panel considered any opportunities for collaborative procurement in relation to this procurement process undertaken by Council, including:
 - 7.2.1 The nature of those opportunities, and the public bodies with which they are available.
 - 7.2.2 Why Council did, or did not, pursue the identified opportunities for collaboration in relation to that procurement process.
 - 7.2.3 There are currently no collaborative procurement arrangements available for this type of service.

8. OPPORTUNITIES & RISKS:

- 8.1 During construction it is anticipated that there will be no significant environmental implications, and all works can proceed as planned, following the approval of a Site Construction Environment Management Plan (SCEMP). The SCEMP will need to address site specific environmental conditions such as sediment and silt management controls, vegetation management techniques and nominate spoil stockpiling locations.
- 8.2 There are no climate change adaptation implications as a result of this project.
- 8.3 The Charter of Human Rights and Responsibilities Act 2006 and Hume’s Social Justice Charter were considered and there are no issues to be considered in this regard.

REPORT NO: 8.9 (cont.)

9. COMMUNITY ENGAGEMENT:

- 9.1 For all major works affecting the public, appropriate signage will be displayed by the contractor. Promotional signage will also be incorporated in line with Council policies.
- 9.2 During construction works, a comprehensive Traffic Management Plan will be implemented to manage the traffic conditions during the works and after works care.
- 9.3 All affected properties will be consulted and notified of the proposed works.
- 9.4 Information to residents has also been provided on the Hume City Council website to further customer engagement.

10. DISCUSSION:

10.1 Background

- 10.1.1 The existing pavement on Oaklands Road is no longer sufficient to support the current traffic load (AADT = 9,000, with 10% heavy vehicles). Originally constructed as a rural road, Oaklands Road now functions as a Council arterial road due to the significant increase in traffic volume
- 10.1.2 Council has been undertaking extensive "major patching" to maintain safety on this section of the road, resulting in a considerable amount of maintenance expenditure. However, the road has consistently failed due to the high traffic load, necessitating frequent major patching.
- 10.1.3 To address these issues, Council has proposed a road reconstruction project for Oaklands Road between vehicle crossings No. 365 and 395. This section, covering a distance of 447 meters, is in poor condition and requires urgent attention.
- 10.1.4 The project proposes reconstructing full depth pavement construction including 1.5m of shoulders both side, Grading of table drains, Replacement of the guard rail barrier, Improvements to existing road drainage and nature strip reinstatement.
- 10.1.5 Please refer to Attachment 1 for the Locality and Layout Plans.
- 10.1.6 The work is anticipated to be completed within 3 months.

10.2 Tender Details

- 10.2.1 The contract for Oaklands Road, Oaklands Junction Reconstruction is a Lump Sum Bespoke AS4000 Contract.
- 10.2.2 A Request for Tender was released on Monday, 23 December 2024 and closed on Thursday, January 30, 2025, resulting in thirteen suppliers submitting a formal response to Contract for 30 24 3598- Road reconstruction of Oaklands Road, Oaklands Junction between vehicle crossings No. 365 and 395.
- 10.2.3 The tender was published on Councils eTendering portal, and an advertisement was published in The Age newspaper on Saturday, 21 February 2025.
- 10.2.4 At the time of tender close, thirteen submissions were received and all of them were conforming.

REPORT NO: 8.9 (cont.)

10.3 Tender Evaluation Panel

10.3.1 The tender evaluation panel (TEP) consisted of:

Officer Title	Role
Civil Project Engineer	Chairperson
Senior Engineer	Scoring member
Coordinator Civil Design	Scoring member
Interim Coordinator Civil Works	Scoring member

10.3.2 Probity and procurement support was provided by a Procurement Officer throughout the tender process.

10.3.3 All tender evaluation panel members completed the required conflict of interest declarations, with no conflicts declared and committing to maintaining the confidentiality of tender information.

10.4 Selection Criteria

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

Selection criteria	Weighting
Price	40
Capability	20
Capacity	30
Sustainability	10

10.5 Tender Evaluation Process

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

10.6 Recommendation

10.6.1 The final weighted score for each tenderer is summarised below:

Tenderer	Conforming	Score
Tenderer D - AMH Civil Pty Ltd	Yes	76.86
Tenderer B	Yes	72.50
Tenderer E	Yes	68.53
Tenderer H	Yes	68.45
Tenderer I	Yes	67.67
Tenderer C	Yes	66.66
Tenderer J	Yes	63.55
Tenderer G	Yes	62.83
Tenderer K	Yes	61.03
Tenderer L	Yes	56.30
Tenderer M	Yes	51.02
Tenderer A	Withdrew the tender	
Tenderer F	Withdrew the tender	

REPORT NO: 8.9 (cont.)

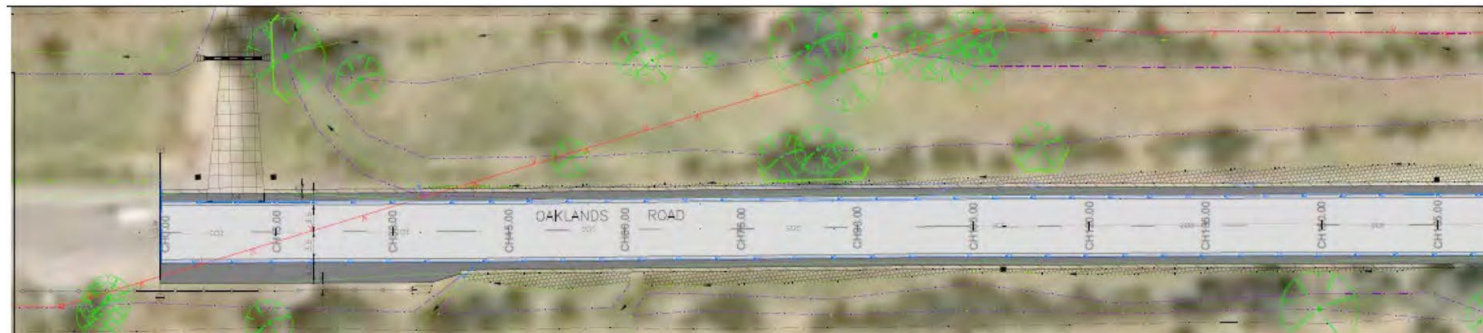
10.6.2 Refer to the confidential attachment for further details of the evaluation of all tenders.

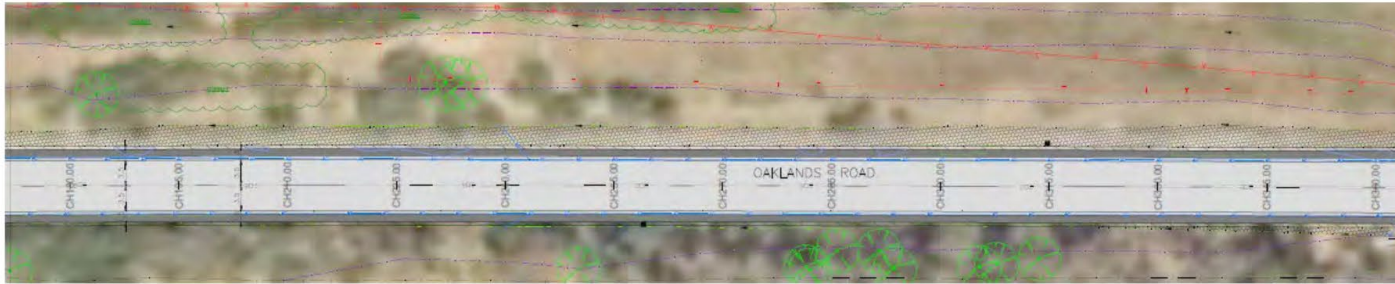
11. CONCLUSION

11.1 The process described in this report is in accordance with the Council’s Procurement Policy, the relevant provision of the Local Government Act 2020 – section 108 (Procurement Policy) and section 109 (Procurement).

11.2 The tender submission from AMH Civil Pty Ltd was determined to be best value and it is considered that this company can perform the contract to the required standards.

Locality and Layout Plan





REPORT NO:	8.10
REPORT TITLE:	Grand Boulevard and Hume Highway - Proposed Left-turn Slip Lane
SOURCE:	Marvin Chen, Coordinator Traffic
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	2.3: Connect our City through efficient and effective walking, cycling and public transport and road networks
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Aerial Photograph</i>2. <i>Concept Plan - Left-turn slip lane</i>3. <i>Indicative Plan - Left-turn slip lane and Right-turn lane</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

This report is in response to a Notice of Motion NOM24/56 on 9 December 2024, which requested a report be prepared to explore the possibility of installing a left-turn slip lane on the west side of the intersection at Grand Boulevard and Hume Highway, Craigieburn.

2. RECOMMENDATION:

That Council:

- 2.1 notes that the Department of Transport and Planning (DTP) is the responsible authority for the management of the traffic signal intersection of Hume Highway, Grand Boulevard and Amaroo Road.
- 2.2 notes that the western leg of Grand Boulevard at the intersection of the Hume Highway does not have a separate left-turn slip lane which has been provided on all other approaches. The left-turn movement is shared with a through-lane resulting in longer delays and queues.
- 2.3 notes traffic modelling shows that the operation and performance of the Grand Boulevard western leg and the overall intersection would be significantly improved by the implementation of a left-turn slip lane. The estimated cost to install the left-turn slip lane is \$1,300,000 excluding GST.
- 2.4 notes traffic modelling shows that the operation and performance of the Grand Boulevard western leg and the overall intersection would further improve by the implementation of an additional separate right-turn lane in conjunction with a left-turn slip lane.
- 2.5 officers undertake additional investigations to determine the viability of a right-turn treatment in addition to the proposed left-turn slip lane. If viable, this is to be included future advocacy in line with recommendation 2.6.
- 2.6 list the proposal as a strategic Council advocacy project to pursue future state and federal funding opportunities.

REPORT NO: 8.10 (cont.)

3. LEGISLATIVE POWERS & POLICY CONTEXT:

- 3.1 Section 9 of the Code of Practice for the Operational Responsibility for Public Roads made under the Road Management Act 2004 states DTP performs the functions of a responsibly road authority with respect to the parts of an arterial road intersecting with a municipal road. The inclusion of a left-turn slip lane would fall within area that is demarcated to DTP as the responsible road authority.
- 3.2 Accordingly, the intersection is managed by DTP as the responsible road authority and the alteration of the traffic signals, a major traffic control device, requires their authorization.
- 3.3 Traffic Signals are classed as a major traffic control device. Section 11 of the Road Safety (Traffic Management) Regulations 2019 made under the Road Safety Act 1986 states councils with the authorization of DTP may alter a major traffic control device.

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:
 - 4.1.1 Council decisions are to be made and actions taken in accordance with the relevant law;
 - 4.1.2 priority is to be given to achieving the best outcomes for the municipal community, including future generations;
 - 4.1.3 collaboration with other Councils and Governments and statutory bodies is to be sought;
 - 4.1.4 the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

- 5.1.1 The human rights relevant to this Report are:
 - (a) Every person has the right to freedom of thought, conscience, religion and belief,
 - (b) Every person has the right to freedom of expression which includes the freedom to seek, receive and impart information and ideas of all kinds, whether within or outside Victoria
 - (c) Every person has the right of peaceful assembly.
 - (d) Every person in Victoria has the right, and is to have the opportunity, without discrimination, to participate in the conduct of public affairs, directly or through freely chosen representatives.
- 5.1.2 The above rights are not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

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

REPORT NO: 8.10 (cont.)

6. FINANCIAL & RESOURCE IMPLICATIONS:

- 6.1 The estimated cost to construct the proposed left-turn slip lane including signal reprogramming and supporting works is \$1,300,000 excluding GST.
- 6.2 DTP is the responsible authority for the management of the intersection of Hume Highway, Grand Boulevard and Amaroo Road. Funding and upgrade of the intersection should be pursued through advocacy to the state and federal government.
- 6.3 Council could fund the upgrade subject to obtain all the necessary approvals from DTP, but this is not recommended as it amounts to cost-shifting.

7. OPPORTUNITIES & RISKS:

- 7.1 The left-turn slip lane will improve the operation and capacity of the intersection. Traffic modelling indicates the improvement will be significant.
- 7.2 Improved capacity at the Grand Boulevard / Hume Hwy intersection is likely to reduce compliance issues associated with traffic seeking to avoid the intersection such as motorists performing illegal right-turns and U-turns at the Mt Ridley Road and Hume Hwy intersection.
- 7.3 The intersection is owned and managed by DTP and such works should be undertaken by DTP. Allocating \$1,300,000 of Council funds for works on a DTP intersection may not be supported by some members of the community.
- 7.4 Allocating \$1,300,000 of Council funds would mean less funding for Council specific initiatives and capital works programs such as road safety treatments on its own local roads.
- 7.5 The Grand Boulevard and Hume Highway intersection can be considered a complex intersection noting its size and the level of traffic it serves. The construction of a left-turn slip lane will require significant and complex traffic management requiring long detours and is generally more complex than the type of road projects Council typically delivers. This can present the following risks:
 - 7.5.1 Extensive congestion during day works may result in elevated complaints to Council and state/federal members.
 - 7.5.2 Unexpected delays to the project which often occurs for more complex projects may result in similar elevated complaints.
 - 7.5.3 If works are to be undertaken only as night works as a requirement by DTP, this is likely to significantly increase construction costs. The inability to undertake the work during the day may also significantly increase the duration of the project. Labor costs for night works are typically double that of day works.

8. COMMUNITY ENGAGEMENT:

- 8.1 Council officers have liaised with DTP regarding the operation of the signals required to inform initial investigations. They are aware Council is undertaking an investigation to explore a potential left-turn slip lane.
- 8.2 Noting the preliminary nature of this proposal, the community has not been engaged.

REPORT NO: 8.10 (cont.)

9. DISCUSSION:

9.1 Background

9.1.1 Council, at its meeting on 9 December 2024, raised a Notice of Motion NOM24/56 on 9 December 2024, *that Council officers prepare a report on the possibility of installing a left-turn slip lane on the west side of the intersection at Grand Boulevard and Hume Highway, Craigieburn.*

The report should include:

- (a) Identification of the party responsible for the installation.*
- (b) An assessment of the project’s feasibility.*
- (c) An evaluation of the potential benefits of the installation.*
- (d) Identification of potential funding sources.*

9.1.2 *It was requested that a preliminary assessment and report is provided to Council by March 2025 in order for Council to consider budget implications.*

9.2 Existing Conditions

9.2.1 Hume Highway / Grand Boulevard / Amaroo Road Intersection.

- (a) Attachment 1 shows an aerial photograph of the intersection.
- (b) The four-leg intersection is controlled by traffic signals.
- (c) All four legs of the intersections are divided carriageways split by central medians on all four approaches.
- (d) DTP is the responsible road authority for the intersection.
- (e) The northbound leg of the intersection (Hume Hwy) comprises two through lanes, two right-turn lanes and a left-turn slip lane.
- (f) The southbound leg of the intersection (Hume Hwy) comprises two through lanes, a right-turn lane and a left-turn slip lane.
- (g) The eastbound leg of the intersection (Grand Boulevard) comprises a right-turn lane, a shared through and right-turn lane and a shared through and left-turn lane.
 - (i) It is noted the eastbound leg is the only approach without a dedicated left-turn slip lane despite there being sufficient space set aside within the road reserve to accommodate one.
 - (ii) The movement is severely limited by having only a dedicated phase in two of three variable signal phases. The left-turn movement in these phases are often obstructed by a queue of through vehicles.
 - (iii) The left-turn movement can run simultaneously with the through movement, however the left-turn movement must give-way to any pedestrians that have activated the crossing.
- (h) On the Grand Boulevard approach, there is a lane bias towards the shared left-through lane which may be attributable to through motorists seeking to avoid obstruction by queued right-turners in the adjacent shared right/through lane.
- (i) The westbound leg of the intersection (Amaroo Road) comprises two through lanes, a right-turn lane and a left-turn slip lane.

REPORT NO: 8.10 (cont.)

- (j) Based on site observations the intersection is extremely congested, and all approaches appear to operate at capacity during the PM peak.

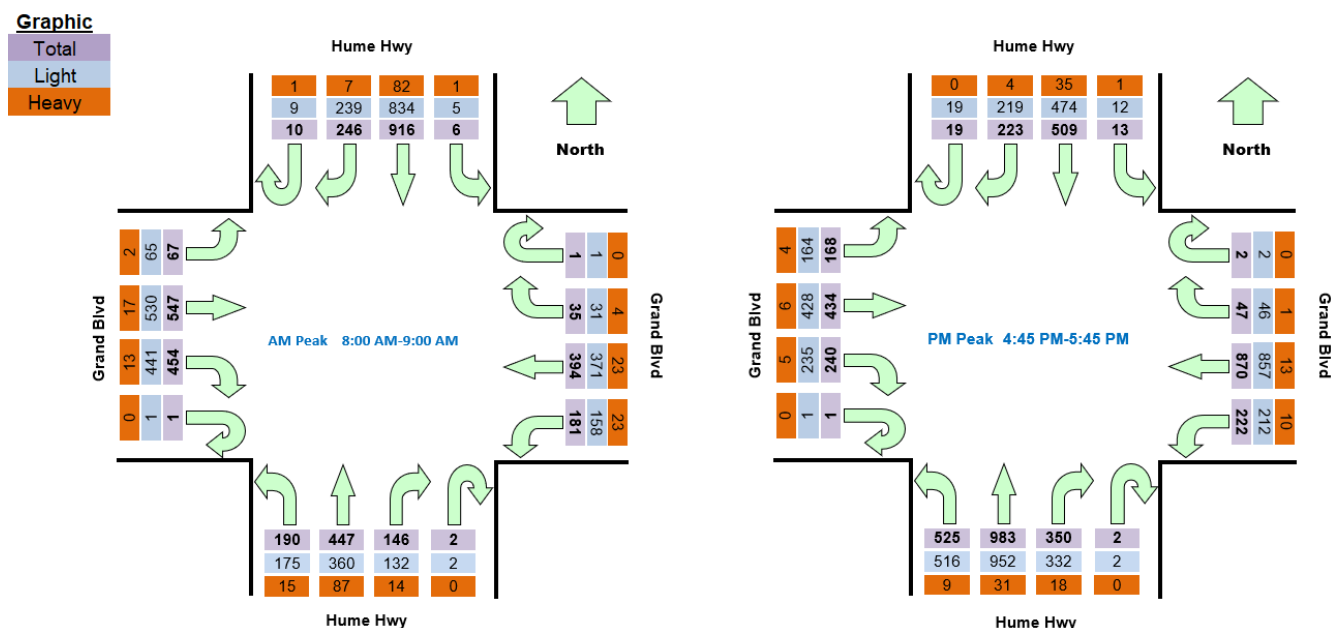
9.2.2 Mt Ridley Road / Hume Freeway Left-turn Slip Lane

- (a) Mt Ridley Road, a local road that is under the responsibility of Council has a left turn facility approximately 830m north of Grand Boulevard. This facility allows southbound traffic on Mt Ridley Road to enter Hume Freeway and travel northbound.
- (b) Due to the congestion and the constrained left turn movement at the Grand Boulevard / Hume Hwy intersection, motorists are:
 - (i) performing illegal right-turns traversing over the concrete median to enter the left-turn slip lane.
 - (ii) Performing illegal u-turns immediately downstream of the concrete median island to enter the left-turn slip lane.

9.3 Traffic Survey

9.3.1 To evaluate and to inform modelling at the proposed signals, the following traffic surveys were commissioned on Tuesday 17 December 2025 from 8am to 10am and 4pm to 6pm:

- (a) A turning movement count at the intersection of Grand Boulevard, Hume Hwy and Amaroo Road. A summary of the survey results during each of the peak hours is provide in the following figure.



- (b) Queuing distance on the eastbound approach (Grand Boulevard).
 - (i) During the critical PM peak between 4:45pm to 5:45pm, a 95th percentile queue of 26 vehicles was calculated.
 - (ii) A 95th percentile queue describes the maximum queue length that is expected to occur 95% of the time.
 - (iii) Based on historical images of queuing behavior at the intersection, each vehicle within the queue occupies approximately 7.46m of road space.

REPORT NO: 8.10 (cont.)

- (iv) Applying this to the 95th percentile queue of 26 vehicles equates to a distance of 182m. This measure is critical for the calibration of the existing conditions SIDRA model (capacity assessment modelling software). This allows the modelling of proposed modifications to the signals with confidence.
- (c) Pedestrian crossing data. A summary of the number of pedestrians crossing is presented in the table below.

Peak Time		North Approach Hume Hwy		East Approach Grand Blvd		South Approach Hume Hwy		West Approach Grand Blvd		Peak hour total
Period Start	Period End	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
8:00	9:00	2	0	0	1	0	3	0	0	6
16:45	17:45	0	0	1	1	4	3	2	0	11

- (d) Illegal movements at the Mt Ridley Road and Hume Freeway left-turn slip lane. This was undertaken to understand impacts on compliance within Council’s local network having regard to congestion issues occurring on the arterial road network. Based on the traffic counts, five illegal u-turns and four illegal right-turns were identified in the PM peak.

9.4 Analysis

- 9.4.1 An intersection analysis using SIDRA, a computer-based modelling program used to determine the operating performance of an intersection, was undertaken on the intersection of Grand Boulevard and Hume Highway.
- 9.4.2 An intersection analysis using SIDRA was also undertaken to determine the impact of implementing a left-turn slip lane on the western (Grand Boulevard) leg of the intersection.
- 9.4.3 The modelling output under existing conditions and with a proposed left-turn slip lane is shown in the table below.

		Existing Conditions		With proposed left-turn slip lane	
		Average Delay (s)	95th percentile queue (m)	Average Delay (s)	95th percentile queue (m)
Hume Hwy (South)	Left Turn	22.6	108	23.4	110
	Through	172.9	450	111.1	366
	Right Turn	65.9	79	63.1	77
	Approach	110.2	450	77.3	366
Amaroo Road	Left Turn	12.9	34	11.9	31
	Through	137.6	321	91.9	263
	Right Turn	46.3	16.5	44.5	16
	Approach	109.4	321	74.3	263
Hume Hwy (North)	Left Turn	11.2	1.5	10	1.4
	Through	40.4	94	36.6	89.5
	Right Turn	139	167	101.2	139.5
	Approach	71.1	167	56.6	139.5
Grand Boulevard	Left Turn	94.2	163	15.6	29.1
	Through	103.3	169	87.2	132.1
	Right Turn	75.5	118	93.2	132.1
	Approach	93.6	169	74.6	132.1

- 9.4.4 Consistent with on-site observations, the SIDRA analysis indicates the intersection is currently operating at capacity in the critical PM peak. The left-turn and through movement on the Grand Boulevard approach experience an average delay of 94.2 seconds and 103.3 seconds respectively.
- 9.4.5 Introduction of the left-turn slip lane not only improves performance the Grand Boulevard approach but also the other intersection approaches.

REPORT NO: 8.10 (cont.)

- (a) The average delay on left-turn movements drops from 94.2 seconds to 15.6 seconds. Queue lengths for this movements drops from 163m to 29.1m.
 - (b) The average delay on all other approaches drops in the order of 20% to 32%. This is partly attributable to additional time that can be allocated to other approaches noting overall improvement within the Grand Boulevard approach.
 - (c) Notwithstanding that the performance of the intersection will significantly improve, it should be noted that the intersection is within a key growth corridor and serves very high traffic volumes where congestion can increase over time.
- 9.4.6 The downside from the introduction of a left-turn slip lane is that it would increase the delay for right-turn movements entering Hume Highway from Grand Boulevard. This can be attributed to the SIDRA model allocating additional time to other movements, like through movements on Hume Highway, to reduce and optimize the overall performance of the intersection.
- 9.4.7 There is sufficient room within the median reservation on the westbound Grand Boulevard approach to provide two dedicated right-turn lanes.
- 9.4.8 This would allow a left-turn slip lane, two through lanes and two right-turn lanes as shown indicatively in Attachment 3.
- 9.4.9 Modelling indicates the performance of the intersection with two dedicated right-turn lanes provides even further improvements in operation to the intersection. The right-turns and through-movements no longer have to compete with each other in the shared lane. A comparison of the modelling outputs is shown in the table below.

		Existing Conditions		With proposed left-turn slip lane		With proposed left-turn slip lane and right	
		Average Delay (s)	95th percentile queue (m)	Average Delay (s)	95th percentile queue (m)	Average Delay (s)	95th percentile queue (m)
Hume Hwy (South)	Left Turn	22.6	108	23.4	110	23.4	110
	Through	172.9	450	111.1	366	99.7	348
	Right Turn	65.9	79	63.1	77	63.1	77
	Approach	110.2	450	77.3	366	71.2	348
Amaroo Road	Left Turn	12.9	34	11.9	31	9.4	24
	Through	137.6	321	91.9	263	91.9	263
	Right Turn	46.3	16.5	44.5	16	44.5	16
	Approach	109.4	321	74.3	263	73.8	263
Hume Hwy (North)	Left Turn	11.2	1.5	10	1.4	10	1.4
	Through	40.4	94	36.6	89.5	36	88.4
	Right Turn	139	167	101.2	139.5	101.2	139.5
	Approach	71.1	167	56.6	139.5	56	139.5
Grand Boulevard	Left Turn	94.2	163	15.6	29.1	16	29.7
	Through	103.3	169	87.2	132.1	100	141
	Right Turn	75.5	118	93.2	132.1	60	48.6
	Approach	93.6	169	74.6	132.1	72	141

- 9.4.10 The key benefits of the additional right-turn lane in conjunction with the left-turn slip lane is summarized below:
- (a) The average delay on right-turns from Grand Boulevard entering Hume Hwy reduces to 60 seconds which is a significant improvement compared to:
 - (i) 93 seconds under the improvement proposal with only the proposed left-turn slip lane.
 - (ii) 76 seconds under existing conditions.

REPORT NO: 8.10 (cont.)

9.5 Left-turn Slip Lane Design and Cost Estimate

- 9.5.1 A concept design for a proposed left-turn slip lane is provided in Attachment 2.
- 9.5.2 The design allows for an approximate 33m long left-turn lane that can fit entirely within the road reserve.
- 9.5.3 Supporting works include modification to the culvert end wall, general drainage modifications, signal lantern installation and relocation, signal re-programming, footpath reconstruction, utility modification and crosswalk re-orientation. These works have been estimated to cost \$1,300,000. However, the project would involve significant unknowns including underground services and traffic management requirements. There is a risk that costs could increase as the proposal is investigated in more detail.

9.6 Left-turn Slip Lane and a Right Turn Lane Design and Cost Estimate

- 9.6.1 The proposed right-turn lane will require further investigation and design review. An indicative layout demonstrating the number of lanes on westbound approach is provided in Attachment 3.
- 9.6.2 Based on the available space within the median, the right-turn lanes can be between 50m to 100m long.
- 9.6.3 The introduction of the right-turn lanes will require significantly more road work including modifications to the central median on Hume Highway to accommodate turning movements for heavy vehicles.
- 9.6.4 It is estimated that these works may cost in the order of \$3,000,000 however, a concept design and a supporting cost estimate should be prepared to provide better cost related guidance.
- 9.6.5 Delivering both the left-turn slip lane and right-turn lane as a singular wholistic improvement is logical to minimize cost and disruption as well as ensuring design synergy. An estimated cost of the combined works is \$4,300,000.

9.7 Potential Funding Sources

- 9.7.1 There are three opportunities to fund this project.
 - (a) The project is nominated as a strategic Council advocacy project and state/federal funding is pursued. This project could potentially be funded through a new state/federal fund such as the recent Urban Congestion Fund.
 - (b) The project is referred to The Department of Transport and Planning to be nominated for funding consideration within their strategic project programs. It is noted DTP generally does not release operational details such as funding availability and the assessment process to Councils.
 - (c) The project is funded by Council’s Capital Works Program. The implications of funding this using Council funds is discussed in sections 7.3 to 7.5.

10. CONCLUSION

- 10.1 The Hume Highway, Grand Boulevard and Amaroo Road traffic signal intersection is congested and operating at capacity.

REPORT NO: 8.10 (cont.)

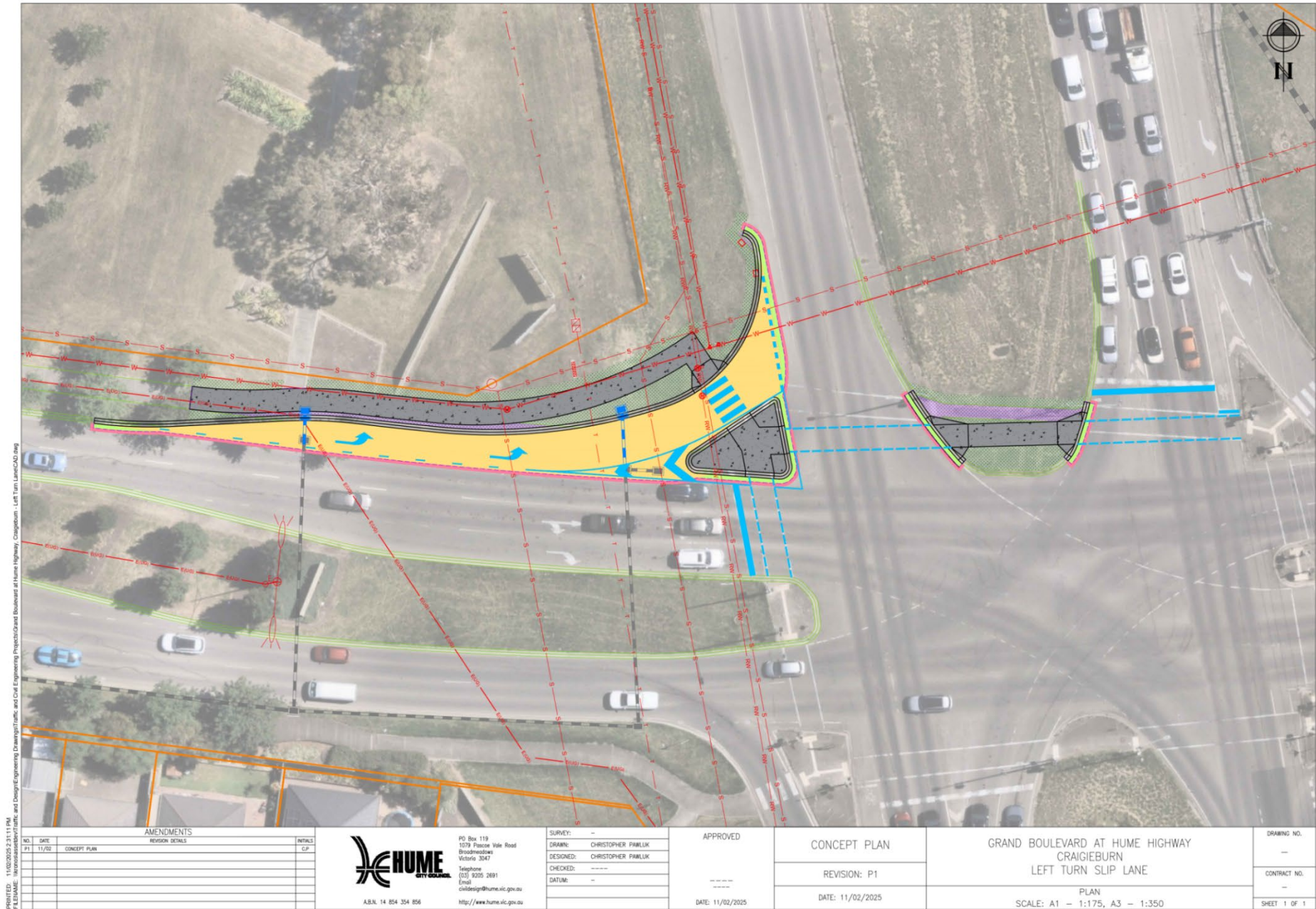
- 10.2 The Grand Boulevard approach to the intersection is very congested and restricted by the lack of a left-turn slip lane which exists on all other approaches. The left-turn shares a lane with a very heavy through movement reducing left-turning opportunity resulting in long delays and queues.
- 10.3 There is adequate room within the road reserve to construct a 33m long left-turn slip lane.
- 10.4 Based on SIDRA modelling, the left-turn slip lane provides significant benefits in terms of:
 - 10.4.1 reduced delay to the left-turn; and
 - 10.4.2 performance throughout the overall intersection as less time needs to be allocated to the eastbound approach relative to the other approaches.
- 10.5 Based on a preliminary concept design, the project is estimated to cost in the order of \$1,300,000.
- 10.6 Further improvements can be achieved by providing a right-turn lane to the westbound approach. Based on SIDRA modelling, the provision of a left-turn slip lane, and an additional separate right-turn lane significantly reduces delay for right-turners and improves the overall operation of the intersection.
- 10.7 DTP is the responsible authority for managing the intersection and funding should be pursued through state and federal opportunities.

REPORT NO: 8.10 (cont.)

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PROJECT: 1502025-01-01-P1
 FILENAME: macroassess012501c and Design Engineering Drawings/Traffic and Civil Engineering Projects/Grand Boulevard at Hume Highway, Craiggieburn - Left Turn Lane/CAD.rmg

AMENDMENTS		
NO.	DATE	REVISION DETAILS
P1	11/02	CONCEPT PLAN



PO Box 119
 1079 Pascoe Vale Road
 Broadmeadows
 Victoria 3047
 Telephone
 (03) 9305 2691
 Email
 cll@hume.vic.gov.au
 http://www.hume.vic.gov.au

A.B.N. 14 854 354 856

SURVEY: -
DRAWN: CHRISTOPHER PAWLIK
DESIGNED: CHRISTOPHER PAWLIK
CHECKED: -
DATUM: -

APPROVED

DATE: 11/02/2025

CONCEPT PLAN
REVISION: P1
DATE: 11/02/2025

GRAND BOULEVARD AT HUME HIGHWAY CRAIGIEBURN LEFT TURN SLIP LANE
PLAN SCALE: A1 – 1:175, A3 – 1:350

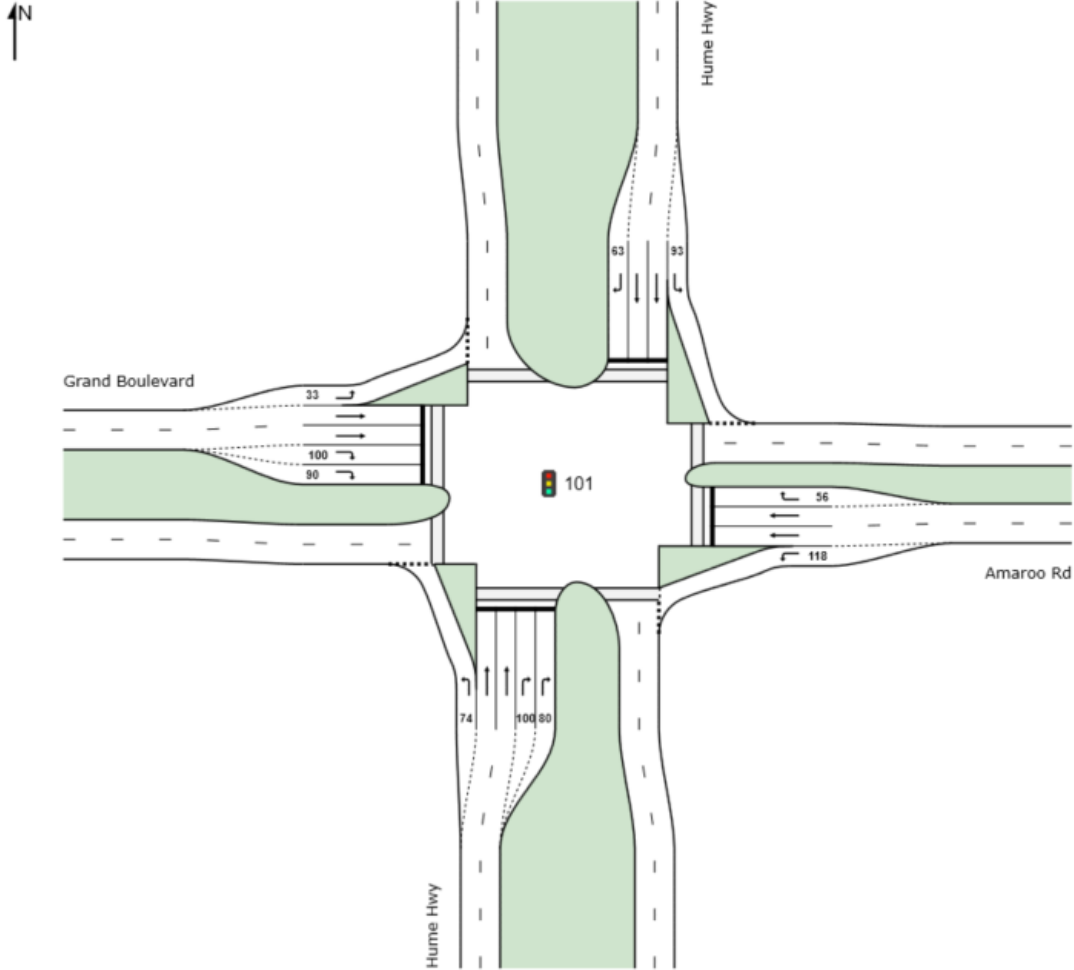
DRAWING NO.	---
CONTRACT NO.	---
SHEET 1 OF 1	---

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SITE LAYOUT

 **Site: 101 [Pr - Left-turn + Right turn - Grand Blvd / Hume Hwy - BVY data - PM peak - Copy]**

New Site
Site Category: (None)
Signals - Fixed Time Isolated



SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: HUME CITY COUNCIL | Created: Tuesday, 18 February 2025 11:29:46 AM
Project: H:\Traffic and Design\aaa TRAFFIC MANAGEMENT\aaSIDRA Projects\Grand Boulevard and Hume Hwy Intersection\Grand Boulevard and Hume Hwy Intersection Model.sip8

REPORT NO:	8.11
REPORT TITLE:	Monthly Capital Works Update
SOURCE:	Gary Van Driel, Interim Manager Infrastructure Delivery
DIVISION:	Infrastructure & Assets
FILE NO:	-
POLICY:	-
STRATEGIC OBJECTIVE:	3.2: Deliver responsible and transparent governance, services and sustainable assets that respond to community needs
ATTACHMENT:	1. <i>Monthly Capital Works Report - February 2025 - Confidential</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

1.1 This monthly report responds to Notice of Motion 23/021:

Provide any over budget costs for all capital works, and that these details are then presented at the next council open public meeting immediately after the cost increases have been confirmed and bearing in mind the agenda preparation lead times.

1.2 The report provides data from the month of February 2025.

2. RECOMMENDATION:

2.1 That Council receive and note the report.

3. LEGISLATIVE POWERS & POLICY CONTEXT:

3.1 N/A.

4. OVERARCHING GOVERNANCE PRINCIPLES:

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

- 4.1 priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- 4.2 The ongoing financial viability of Council is ensured.
- 4.3 the transparency of Council decisions, actions and information is to be ensured.
- 4.4 Innovation and continuous improvements to be pursued.

REPORT NO: 8.11 (cont.)

5. IMPACT ASSESSMENTS

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

- (a) The human rights relevant to this Report is the Right to Life.
- (b) The above right is not being limited by the recommended action in this Report.

5.2 GENDER EQUALITY ACT 2020

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

6. FINANCIAL & RESOURCE IMPLICATIONS:

6.1 At the end of February 2025, \$66,721,265 has been spent on the 24/25 Capital program.

6.2 This represents approximately 45% of the allocated budget of \$150,031,438 for the 24/25 financial year.

7. OPPORTUNITIES & RISKS:

7.1 The ongoing development of Council’s Project Management Framework provides a sound basis for continued improvement in project design and delivery.

8. COMMUNITY ENGAGEMENT:

8.1 Community consultation is undertaken on individual projects as appropriate.

9. DISCUSSION:

9.1 The table below provides the capital projects that have received finalised costing for construction (contract awarded) in the month of February 2025. Projects highlighted as red have been awarded as over budget (including contingency), projects highlighted as green have been awarded within the available budget.

9.2 Confidential Attachment 1 provides additional financial information and upcoming Tenders that can’t be publicly disclosed until the projects are progressed.

Description	Under / Over
Shankland Blvd, Meadow Heights Ground Water Subsurface Drainage Installation	

9.3 Some key projects that reached completion in these months are listed below:

- Greenvale Indoor Cricket Centre

10. CONCLUSION

10.1 The delivery of the 2024/25 capital works program is progressing well with 44% of the program already expended.

REPORT NO:	8.12
REPORT TITLE:	Correspondence received from or sent to Government Ministers or Members of Parliament - February 2025
SOURCE:	Joel Kimber, Head of Government Relations & Advocacy
DIVISION:	Customer & Strategy
FILE NO:	HCC04/13
POLICY:	-
STRATEGIC OBJECTIVE:	3.1: Empower and engage our community through advocacy and community engagement
ATTACHMENTS:	<ol style="list-style-type: none">1. <i>Investigation into unauthorised recording</i>2. <i>Sunbury Road</i>3. <i>Somerton Road and Roxburgh Park Drive</i>4. <i>Bulla Bypass</i>5. <i>Australian Cricket Infrastructure Fund</i>6. <i>Upfield Line Crossings</i>

DISCLOSURE OF CONFLICTS OF INTEREST

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

1. SUMMARY OF REPORT:

- 1.1 This report presents a summary of correspondence relating to Council resolutions or correspondence that is considered to be of interest to Councilors received from or sent to State and Federal Government Ministers and Members of Parliament in February 2025.

2. RECOMMENDATION:

2.1 That Council:

- 2.1.1 **Notes this report on correspondence received from or sent to Government Ministers or Members of Parliament in February 2025.**
- 2.1.2 **Notes that every two months that Councilors will be updated on those matters that are yet to receive a response from State and Federal Government Ministers and Members of Parliament.**

3. LEGISLATIVE POWERS & POLICY CONTEXT:

Local Government Act 2020.

4. OVERARCHING GOVERNANCE PRINCIPLES:

- 4.1 This Report supports Council is giving effect to the following Overarching Governance Principles:
- Council decisions are to be made and actions taken in accordance with the relevant law;
 - priority is to be given to achieving the best outcomes for the municipal community, including future generations;

REPORT NO: 8.12 (cont.)

- collaboration with other Councils and Governments and statutory bodies is to be sought;
- the ongoing financial viability of the Council is to be ensured;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making;
- the transparency of Council decisions, actions and information is to be ensured.

5. IMPACT ASSESSMENTS:

5.1 CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006

5.1.1 The human rights relevant to this Report are:

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

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

5.2 GENDER EQUALITY ACT 2020

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

6. FINANCIAL & RESOURCE IMPLICATIONS:

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

7. OPPORTUNITIES & RISKS:

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

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

REPORT NO: 8.12 (cont.)

8. COMMUNITY ENGAGEMENT:

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

9. DISCUSSION:

9.1 Council actively engages with State and Federal Government Ministers and Members of Parliament through a variety of means. This includes through regularly scheduled meetings, hosting Ministerial events and sending written correspondence.

9.2 This report contains evidence of that written correspondence registered in Council's record keeping system in February 2025.

9.3 This correspondence is themed under the following:

- 9.3.1 Council Advocacy Priorities
- 9.3.2 Council Decisions (Table 1)
- 9.3.3 Grant Opportunities (Table 2)
- 9.3.4 Members of Parliament (MP) Enquiries
- 9.3.5 Other (Table 3)

TABLE 1 - Council Decisions

Subject	Council Meeting Reference	Minister or Member of Parliament	Direction	Date	ATTACHMENT #
Investigation into unauthorised Recording ¹	NOM24/57	Minister for Local Government	Outwards	12/12/2024	1
Duplicate the section of Sunbury Road from the end of the Tullamarine Freeway to Oaklands Road.	NOM24/40	Minister for Roads and Road Safety	Inwards	4/02/2025	2
Intersection of Somerton Road and Roxburgh Park Drive, Roxburgh Park	NOM24/49	Minister for Roads and Road Safety	Inwards	4/02/2025	3
Bulla Bypass - Seeking an update on the status of the Bulla Bypass project	NOM24/42	Minister for Roads and Road Safety	Inwards	10/02/2025	4

TABLE 2 - Grant Opportunities

Subject	Minister or Member of Parliament	Direction	Date	ATTACHMENT #
Australian Cricket	Federal Member for Hawke	Inwards	5/2/25	5

¹ Whilst this piece of correspondence was sent in December, it was not reported in the previous correspondence report and was deemed of interest to Councillors.

REPORT NO: 8.12 (cont.)

Infrastructure Fund				
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TABLE 3 – Other

Subject	Minister or Member of Parliament	Direction	Date	ATTACHMENT #
Upfield Line Crossings	Minister for Public and Active Transport	Outwards	17/2/25	6

9.4 Additional to this there are several matters that Council is still awaiting a response from other levels of Government. This will be provided to Council every 2 months

10. CONCLUSION

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

10.2 Improved advocacy activities through the development and implementation of a new Advocacy Strategy will improve Council’s strategic advocacy efforts.

REPORT NO: 8.12 (cont.)

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– OFFICE OF THE MAYOR –



Our File: HCC24/688 (HCC-CM24/569)
Enquiries: Holly De Kretser
Telephone: 9205 2200

1079 PASCOE VALE ROAD
BROADMEADOWS
VICTORIA 3047

Postal Address:
PO BOX 119
DALLAS 3047

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

Tuesday, 24 December 2024

The Hon. Nick Staikos MP
Minister for Local Government
Level 16, 121 Exhibition Street
MELBOURNE VIC 3000

Via Email: nick.staikos@parliament.vic.gov.au

Dear Minister

RE: INVESTIGATION INTO UNAUTHORISED RECORDING

Hume City Council at its meeting of 9 December 2024 resolved:

“That Council:

- 1. Notes that during the November local government elections, a recording from a closed Council briefing emerged on social media.*
- 2. Notes that this recording was taken without the consent or knowledge of the meeting participants, including both Councillors and Council Officers and that during this briefing, confidential items were discussed.*
- 3. Writes to the Minister for Local Government and relevant integrity agencies advising that this has occurred.*
- 4. Refers the potential illegal surveillance to Victoria Police requesting an investigation.*
- 5. Seeks direction from the Minister for Local Government on how Councillors and council officers can be protected from breaches of this nature reoccurring.”*

This incident, involving an unauthorised and undisclosed recording, is deeply concerning. The recording, which included sensitive discussions, was circulated on social media by an account unaffiliated with the meeting’s attendees. Such actions breach the trust and confidentiality essential to Council operations and are inconsistent with the core values of integrity, fairness and respect that all Councillors are expected to uphold.

As the Minister responsible for setting legislation that governs Councillor conduct and behaviour, we seek your guidance on measures to protect Councillors and Council Officers from similar breaches moving forward. Ensuring the security and confidentiality of Council proceedings is paramount to maintaining the integrity of local governance.

.../2

– 2 –

We would greatly appreciate your advice on this matter.

In the meantime, should you have any questions or require further details, please do not hesitate to contact Holly De Kretser, Manager Governance, on [REDACTED] or [REDACTED]

We look forward to your response.

Yours sincerely



CR JARROD BELL
MAYOR

cc: Local Government Inspectorate (via email at inspectorate@lgi.vic.gov.au)



The Hon Melissa Horne MP

Minister for Health Infrastructure
Minister for Ports and Freight
Minister for Roads and Road Safety

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-5504

Cr Jarrod Bell
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047
jarrodb@hume.vic.gov.au

Dear Mayor

Thank you for your letter of 9 September 2024 regarding the duplication of Sunbury Road from Tullamarine Freeway to Oaklands Road. I apologise for the delay in responding.

The Department of Transport and Planning (DTP) acknowledges that Melbourne’s northern and western outer suburbs are some of the fastest growing areas in Australia. This growth is placing increasing pressure on the road network, with more traffic leading to increased travel times along roads like Sunbury Road.

The Victorian Government has recently completed an upgrade of Sunbury Road between Powlett Street and Bulla-Diggers Rest Road which included traffic lights, new walking and cycling routes, and a new bridge over Jacksons Creek. The upgrade has provided better connections to Sunbury town centre, providing easier access to jobs and services. The upgrade considered future residential and commercial growth in the area.

Ultimately, the section of Sunbury Road between the Melbourne Airport and Oaklands Road is planned to be duplicated as part of the future Bulla Bypass / Outer Metropolitan Ring Road Airport Link projects. Major Road Projects Victoria (MRPV) has recently completed further planning work for a potential future bypass of Bulla, to relieve pressure on Sunbury to Bulla Road and improve transport connections in Melbourne’s growing north.

This work included the development of a business case – a comprehensive document which provides a detailed examination of potential future bypass options to help inform government decision-making. Further information can be found at bigbuild.vic.gov.au/projects/mrpv/road-planning-projects/bulla-bypass.



DTP undertakes inspections in accordance with its Road Management Plan (RMP) as required under the *Road Management Act 2004*. DTP sets out road management responsibilities of road authorities in establishing its inspection, maintenance and repair standards. The RMP includes measures for responding to potential roadside hazards that may impact on road users.

In accordance with the RMP, Sunbury Road is inspected once every week for hazards and monthly for defects. Any hazards identified are rectified within specified response timeframes. DTP will continue to monitor the state road network and undertake maintenance to address road hazards in accordance with the RMP.

Thank you again for sharing your concerns. Your feedback is important to the Allan Labor Government as it continues to work hard to improve road safety in Victoria.

Yours sincerely



Hon Melissa Horne MP
Minister for Health Infrastructure
Minister for Ports and Freight
Minister for Roads and Road Safety

Date: 04/02/2025



The Hon Melissa Horne MP

Minister for Health Infrastructure
Minister for Ports and Freight
Minister for Roads and Road Safety

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-5802

Cr Jarrod Bell
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047
JarrodB@hume.vic.gov.au

Dear Cr Bell

I refer to the former Mayor’s letter of 20 September 2024, regarding the intersection of Somerton Road and Roxburgh Park Drive in Roxburgh Park. I apologise for the delay in responding.

It is appreciated that growth in Melbourne’s outer northern suburbs is occurring at a rapid rate, and that this growth is placing increasing pressure on the road network with higher traffic volumes. This then, leading to an increase of travel times and to undesirable road user behaviour along roads such as Somerton Road.

In early 2023, planning work was completed by Major Road Projects Victoria (MRPV – now part of the Victorian Infrastructure Delivery Authority) to inform of a future upgrade to Somerton Road between Mickleham Road and Roxburgh Park Drive. As part of this work, MRPV considered road widening, improvements to walking and cycling connections and upgrading key intersections, including at Roxburgh Park Drive.

While there are currently no plans to implement changes at the intersection of Somerton Road and Roxburgh Park Drive, the planning work completed by MRPV will help inform future government decisions for this corridor. Further information can be found at:
bigbuild.vic.gov.au/projects/roads/road-planning/somerton-road-upgrade.

Thank you for sharing the Council’s concerns.

Yours sincerely

Hon Melissa Horne MP
Minister for Health Infrastructure
Minister for Ports and Freight
Minister for Roads and Road Safety
Date: 04/02/2025



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The Hon Melissa Horne MP

Minister for Health Infrastructure
Minister for Ports and Freight
Minister for Roads and Road Safety

1 Spring Street
Melbourne, Victoria 3000 Australia

Ref: CMIN-1-24-5867

Cr Jarrod Bell
Mayor
Hume City Council
PO Box 119
DALLAS VIC 3047
BellJ@hume.vic.gov.au

Dear Cr Bell

Thank you for Council’s correspondence of 24 September 2024 regarding a Notice of Motion from the Council Meeting of Hume City Council held on 9 September 2024 in relation to the Bulla Bypass.

As you are aware, Major Road Projects Victoria has completed planning work for a potential future bypass of Bulla, to relieve pressure on Sunbury to Bulla Road and improve transport connections in Melbourne’s growing north. This work included the development of a business case that provided a detailed examination of potential future bypass options to inform government decision-making. Further information can be found at: bigbuild.vic.gov.au/projects/mrpv/bulla-bypass

While there is no committed funding for the delivery of the Bulla Bypass, the Department of Transport and Planning (DTP) continues to work to protect the future Bulla Bypass Corridor and will seek opportunities to deliver this important transport infrastructure in the future. DTP will continue to work with Hume City Council to ensure local community issues are incorporated into any future infrastructure developments.

The Victorian Government has delivered an upgrade of Sunbury Road between Powlett Street and Bulla-Diggers Rest Road/Loemans Road, which included additional traffic lights, new walking and cycling connections and building a new bridge over Jacksons Creek. This has resulted in better connections between communities adjacent to Sunbury Road and the Sunbury town centre, increasing the capacity of the road and key intersections, accommodating the future residential and commercial growth of the region.



Thank you again for sharing your concerns. Your feedback is important to the Allan Labor Government as it continues to work hard to improve road transport and safety in Victoria.

Yours sincerely



Hon Melissa Horne MP

Minister for Health Infrastructure

Minister for Ports and Freight

Minister for Roads and Road Safety

Date: 10/02/2025

Local Grant Opportunity - 'Australian Cricket Infrastructure Fund'

From Rae, Sam (MP Office) <Sam.Rae.MP@aph.gov.au>

Date Wed 2025-02-05 11:39 AM

Hi there,

My office has identified your organisation as a local sporting club, school, council or relevant organisation that might be interested in a new funding opportunity that we have been made aware of.

Cricket Victoria and Cricket Australia are now accepting grant applications through their ‘Australian Cricket Infrastructure Fund.’

The purpose of this grant is to attract and grow participation in local cricket by creating and investing in safer, more accessible, and updated facilities. Projects that specifically support younger participants (ages 5-12 years old) and women’s participation in the sport will be “highly regarded and prioritised.”

There are two funding categories available for applicants’ seeking funds.

Minor Grant Category - \$500 up to \$15,000

Major Grant Category - \$15,001 up to \$40,000

You may wish to apply for funding should your organisation like to undertake projects such as installing synthetic pitches, cricket nets, constructing inclusive changerooms/clubrooms, increasing lighting on playing and practice fields, amongst other activities that meet the specified guidelines.

For more information, including to view Cricket Australia’s funding guidelines, please visit

<https://www.cricketvictoria.com.au/clubs-support/grants/> or call Cricket Victoria on 0390 854 000.

Should you choose to apply for funding, I would be more than happy to provide your organisation with a support letter to add to your application.

Please don’t hesitate to contact my office via email at Sam.Rae.MP@aph.gov.au or give us a call on **03 9070 1960**.

Kind regards,

Sam Rae MP
Federal Member for Hawke



**SAM
RAE**

FIGHTING FOR HAWKE

Federal Member for Hawke

sam.rae.mp@aph.gov.au

03 9070 1960 - Melton

02 6277 4924 - Canberra

100 McKenzie St. Melton VIC 3337



– OFFICE OF THE MAYOR –

Our File: HCC21/850
Enquiries: Joel Kimber
Telephone: 0419 308 547



Postal Address:
PO BOX 119
DALLAS 3047

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

17 February 2025

The Hon. Gabrielle Williams MP
Minister for Public and Active Transport
Level 20, 1 Spring Street
Melbourne VIC 3000

Via email: minister.williams@dgs.vic.gov.au

Dear Minister 

RE: UNSAFE PEDESTRIAN CROSSING ALONG UPFIELD LINE

Sadly, a member of our community lost their life after an incident at an unsignalised pedestrian crossing on the Upfield Line last month in Campbellfield. Unfortunately, this is not the first time a fatality has occurred. Four years ago, Council wrote to the then Minister for Public Transport outlining our concerns for the safety of pedestrians after fatalities along the Upfield Train Line, particularly at the Garner Parade and Dunstan Parade crossing in Dallas.

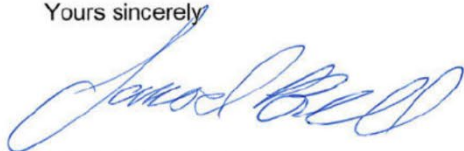
At that time, the Head of Transport Services wrote to Council advising that Council's safety concerns at the crossing would be referred to the Victorian Railway Crossing Safety Steering Committee (VRCSSC) and the relevant Rail Infrastructure Manager. Since then, no improvements have been made at this crossing to improve safety.

Hume City Council seeks urgent intervention from the Victorian Government to prevent further tragedies occurring in the future. We wish to request a meeting on site, with a representative from your office, along with the Chair of the VRCSSC to show them firsthand why an upgrade is required.

To convene a mutually available time for an onsite meeting to occur, please contact Joel Kimber, Head of Government Relations and Advocacy at [REDACTED]

I look forward to hearing from your office soon.

Yours sincerely



**CR JARROD BELL
MAYOR**

[cc Kathleen Matthews-Ward MP, Member for Broadmeadows]

REPORT NO:	9.1
REPORT TITLE:	NOM25/12 - Cr Carly Moore - Traffic Investigation at the Intersection of Hume Highway and Rushwood Drive.
SOURCE:	David Fricke, Manager Assets
DIVISION:	Infrastructure & Assets
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That:

1. Council officers prepare a report on the possibility of providing for a pedestrian crossing and/or intersection signalisation at the intersection of the Hume Highway and Rushwood Drive, to enable access from Craigieburn Station to the Sri Guru Singh Sabha Temple.

a. The report should include:

- a. Assessment of the feasibility of either pedestrian or intersection signals.**
- b. Evaluation of the benefits of a pedestrian crossing or full intersection signalisation.**
- c. Identification of potential funding sources.**

3. The traffic investigation should include the busiest times of Wednesday evening and Sunday morning & afternoon.

2. OFFICER COMMENTS

The intersection is the responsibility of the Department of Transport and Planning (DTP). As part of the investigation Officers would seek to work with DTP to investigate what would be supported at the intersection and how it could be funded. Officers would propose to undertake a turning and pedestrian movement count as a first step to provide evidence and data for discussing the proposal with DTP. Counts would be scheduled to align with peak days and times for visitors to the Temple in line with point three of the recommendation.

REPORT NO: 9.2
REPORT TITLE: NOM25/13 - Cr Karen Sherry - Olsen Place Accessibility
SOURCE: David Fricke, Manager Assets
DIVISION: Infrastructure & Assets
FILE NO: HCC25688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background Information:

Background Information: Elderly residents who use walking aids have reported a lack of accessibility to the entrance of some shops at Olsen Place Broadmeadows. Additionally, when there is heavy rainfall, pools of water form on the eastern side. This is a barrier to local people, particularly the elderly, who are reliant on this neighbourhood activity centre as they do not drive.

2. RECOMMENDATION:

That:

2.1. That a DDA compliance survey be undertaken at Olsen Place Broadmeadows.

2.2. That a feasibility report to council be undertaken on resurfacing Olsen Place to improve amenity.

3. OFFICER COMMENTS

A DDA compliance survey could be undertaken and utilised to inform the feasibility of achieving DDA compliance into shops through an upgrade of the Streetscape.

Officers note that this assessment will also need to consider drainage, broader streetscape design, impact on traders etc.

REPORT NO:	9.3
REPORT TITLE:	NOM25/14 - Cr Sam Misho - Investigation into Pick up and Drop off Zone on Southern Cross Drive Roxburgh Park
SOURCE:	David Fricke, Manager Assets
DIVISION:	Infrastructure & Assets
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background Information:

Many parents have no alternative but to stop on Donald Cameron Drive and Southern Cross Drive waiting to enter the school to drop off and pick up their children. This frequently leads to congestion, causing delays and prompting some drivers to engage in unsafe or illegal manoeuvres, putting both themselves and others at risk.

To the north of the school, there is council-owned land that could be transformed into a dedicated drop-off and pick-up zone within a well-designed park. This would alleviate congestion on Southern Cross Drive and Donald Cameron Drive, significantly improving traffic flow while ensuring a safer environment for children, parents, and the broader community.

2. RECOMMENDATION:

That officers prepare a report on the options to improve the capacity for drop off and pick up of students at Good Samaritan Catholic Primary School on Southern Cross Drive, Roxburgh Park, including options for utilisation of the Council-owned land to the north of the school.

3. OFFICER COMMENTS

Officers would undertake a traffic study, engage with the school and surrounding residents and consider any implications on open space to inform this response.

Previously, Council undertook steps to improve traffic management in this area with amended parking restrictions to support pick-up and drop-off. It is acknowledged that parking issues still remain following this work.

REPORT NO:	9.4
REPORT TITLE:	NOM25/15 - Cr Naim Kurt - Enhancing Gladstone Park Shopping Centre and Surrounding Precinct
SOURCE:	George Osborne, Manager Economic Development
DIVISION:	City Planning & Places
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background Information:

Gladstone Park Shopping Centre was developed in the 1960s and 1970s and remains one of the last strata-owned shopping centres in the Hume municipal area. This fragmented ownership structure makes it difficult to implement coordinated improvements and significant enhancements to the centre. While Council owns some land holdings within the car park, it has no formal role in the centre's management.

During the COVID-19 lockdowns, Council provided business support to the shopping centre, including the installation of planter boxes and the creation of Hume's largest-ever mural through the Council's mural arts program. However, ongoing community concerns remain regarding flooding issues, potholes in the car park, and the upkeep of surrounding gardens, which at times present trip hazards and have been the subject of previous Council budget submissions from the community.

The purpose of this motion is to facilitate minor improvements that enhance the appearance of the shopping centre, promote beautification works on Council-owned land, and provide economic development support for local businesses - through the ongoing review of Hume's Economic Development team. In the longer term, Council could explore opportunities with development partners to facilitate private investment and potential consolidation of the strata-owned titles, enabling larger-scale improvements. As the last major shopping centre before the Melbourne Airport, there is significant potential for the Shopping Centre to be enhanced as a final tourist stop for travelers heading overseas and arriving to Australia.

2. RECOMMENDATION:

That Hume City Council:

- 1. Recognises the importance of small shopping precincts and activity centres to the local economy in fostering pride of place and strengthening community connections and identity of local suburbs.**
- 2. As part of the Hume Places Program, investigates opportunities to support revitalisation, enhancements, beautification, and amenity improvements at Gladstone Park Shopping Centre and the surrounding area, which are within Council's remit, to support local businesses and encourage greater economic activity at the centre.**

a) Potential opportunities may include:

- Additional murals and public art installations.**
- Garden treatments and landscaping on Council-owned land.**
- Small-scale planter boxes and parklets in underutilised parking spaces to encourage outdoor dining.**
- Economic development incentives to support business-led initiatives such as shopfront improvements and centre clean-ups.**

REPORT NO: 9.4 (cont.)

3. Engages with centre management regarding urgent maintenance issues, including leaky roofs within the shopping centre and potholes or structural issues in the car park, to advocate for necessary repairs and improvements.
4. Conducts a survey of the broader community and engages with centre management and business owners to identify ways in which the shopping precinct can be enhanced to better serve local residents and businesses.
5. In the longer term, explores opportunities to attract a retail developer to acquire and redevelop the strata-owned shopping centre for long-term revitalisation.

3. OFFICER COMMENTS

Council strongly supports small shopping centres throughout Hume through a variety of programs and activities.

Officers will consider place-based support for the Gladstone Park Shopping Centre.

The other potential opportunities listed will require further officer time and potentially additional resources beyond the current budget.

There may be opportunities for assistance in the short term. However, we note this is a privately run shopping centre with fragmented business ownership, so council's responsibilities are limited.

REPORT NO:	9.5
REPORT TITLE:	NOM25/16 - Cr John Haddad - Enhancements to Buchan Street Reserve Community Centre, Usage Rates of the Reserve, and Development of a Futsal Centre
SOURCE:	Terry Jenvey, Manager Active Living Luke Maguire, Coordinator Sport and Recreation Cecilia Brady, Coordinator Community Centres
DIVISION:	City Services & Living
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That Council resolves to:

- 1. Investigate and report on potential enhancements to the Buchan Street Reserve Community Centre to ensure the facility meets the evolving needs of the community, including:**
 - a. Upgrading amenities and infrastructure.**
 - b. Exploring opportunities for expanded programming and community engagement.**
 - c. Identifying potential funding sources for improvements.**
- 2. Review and report on the current and projected future usage rates of Buchan Street Reserve, including:**
 - a. Assessment of existing bookings and community demand.**
 - b. Identification of opportunities to optimize space usage and improve access for various groups.**
- 3. Explore the feasibility of developing a futsal centre at Buchan Street Reserve, including:**
 - a. Conducting a needs analysis for indoor and outdoor futsal facilities.**
 - b. Assessing site suitability and potential design options.**
 - c. Identifying funding and partnership opportunities with relevant sporting bodies and government agencies.**
- 4. Include the findings in a report to be presented at a future Council meeting, outlining recommendations for Council's consideration.**

2. OFFICER COMMENTS

As requested in this Notice of Motion, Officers will investigate and report back on findings relating to the Buchan Street Community Centre and Reserve, noting that the Indoor Sport and Leisure Plan will provide guidance on futsal requirements across the city.

REPORT NO:	9.6
REPORT TITLE:	NOM25/17 - Cr John Haddad - Commemorating the Centenary of Ford Motor Company of Australia through Public Art and Precinct Recognition
SOURCE:	Kristen Cherry, Manager City Lifestyle Hazel Finnie, Coordinator Arts, Culture & Events
DIVISION:	City Services & Living
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. RECOMMENDATION:

That Council:

- 1. Recognises the centenary of the Ford Motor Company of Australia and acknowledges the significant role of the Broadmeadows Assembly Plant in Australia's automotive manufacturing history, as well as Ford Australia's continued role in Hume as the Asian Hub for global automotive design.**
- 2. Investigates opportunities within Hume's public art program to install bronze statues honouring classic Ford vehicles, including the Ford Falcon and other iconic models produced at the Broadmeadows Assembly Plant in tribute to the city's rich automotive heritage, similar to the cricket busts produced as part of the Ashes Heroes Collection in Sunbury**
- 3. Engages with relevant stakeholders including Ford Australia, former workers, and the broader community and to explore suitable locations, designs, and funding opportunities.**
- 4. Explores additional ways to recognise and strengthen Hume's automotive history and the Ford name within the Fordgate shopping precinct, including the potential installation of GT statues, heritage markers, murals, or other commemorative elements to enhance the tourism and economic value of this activity centre precinct.**
- 5. Receives a report from officers outlining potential concepts, costs, and funding avenues for these initiatives.**

2. OFFICER COMMENTS

The Creative Community Strategy 2020-2025 supports initiatives that engage local communities in the celebration of place and culture, and which enhance the cultural significance of the natural and built environment. The Art in Public Places Policy guides Council's approach to providing art in public spaces.

Pending endorsement of this Notice of Motion, officers will explore opportunities to acknowledge Hume's automotive history within the Fordgate shopping precinct and provide a report back to Council outlining options, costs, and potential funding sources.

REPORT NO:	9.7
REPORT TITLE:	NOM25/18 - Cr Naim Kurt - Hume Central Precinct Investigation into a Ramadan Night Market
SOURCE:	George Osborne, Manager Economic Development
DIVISION:	City Planning & Places
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background Information:

The concept for this proposal follows the successful Lakemba Night Markets run by Canterbury-Bankstown Council in Western Sydney, which have become a major tourist attraction, drawing over 1.5 million visitors annually and involving over 60 local businesses. Inspired by this success, there have been ongoing discussions over a number of years between parliamentary representatives, councillors, and community leaders about replicating a similar initiative in Hume.

With Ramadan following a lunar calendar, it will move into the summer months over the next few years, providing an opportunity to establish a vibrant outdoor night market in more favourable weather conditions. Previous attempts to introduce night markets in Hume have faced challenges due to winter scheduling and adverse weather. A Ramadan night market in the Hume Central precinct would celebrate Hume's rich multiculturalism, support local businesses, and attract visitors from across Melbourne.

A well-planned night market could serve as both an economic driver and a cultural celebration, reinforcing Hume's reputation as one of Australia's most diverse municipalities and the capital of cultural events for Melbourne. By investigating funding opportunities, partnerships, and promotional strategies, Council can take the first steps toward creating a signature annual event that encourages community connection and boosts local tourism.

2. RECOMMENDATION:

THAT Hume City Council:

- 1. Recognises that Hume is one of Australia's most diverse municipalities, home to many cultures and faiths, including a significant Muslim community that observes Ramadan each year.**
- 2. Investigates the feasibility of establishing a Hume Night Market during Ramadan, to be held in the Hume Central precinct.**
- 3. Explores options for the market to operate on a limited basis, such as Thursday, Friday, Saturday, and Sunday nights during the first two weeks of Ramadan.**
- 4. Investigates funding opportunities and potential partners, including sponsorship, state government support, local community partners and funding through the Victorian Multicultural Commission.**
- 5. Considers opportunities to promote the market as a cultural and tourism attraction, highlighting Hume's diversity and encouraging local and visitor participation.**

REPORT NO: 9.7 (cont.)

3. OFFICER COMMENTS

Council strongly recognises the significant cultural diversity of Hume.

Officers can investigate feasibility, potential funding sources and delivery partners.

Officers will also provide consideration for such a market to encourage visitor participation.

REPORT NO:	9.8
REPORT TITLE:	NOM25/19 - Cr Sam Misho - Advocacy Letter to Request Greater Protection for Property Purchases.
SOURCE:	James McNulty, Manager Planning and Development
DIVISION:	City Planning & Places
FILE NO:	HCC25/688

I hereby request that pursuant to Council's Governance Rules and Code of Conduct for Councillors that the following motion be included in the Agenda of the next Council Meeting.

1. Background Information:

Over my time on Council I have had a number of residents reach out to me with complaints in regards to properties they have purchased unaware that illegal building work may have occurred. This places financial stress as following their purchase they are responsible to rectifying any issues.

I believe greater protections should be in place for purchasers of both residential and commercial properties. The cost of fixing issues they are not responsible for causing can be a deterrent for businesses in Hume and is simply unfair for anyone to go through it.

I would like officers to write to the Minister for Consumer Affairs in Victoria, the Hon. Nick Staikos MP, to advocate for ways to better protect purchasers through the property transaction process. Perhaps making Conveyancers responsible for ensuring that fixtures and structures have the necessary permits before settlement or properties or at least the purchaser to know that certain structures have no permits and that it is their responsibility to rectify.

This may involve greater emphasis on disclosure of any illegal work undertaken, or work that has occurred without necessary approvals in place, so that purchasers are better informed when making such investment.

2. **RECOMMENDATION:**

That Council writes to the Minister for Consumer Affairs, the Hon. Nick Staikos MP, to advocate for greater protections of property purchasers in the property transactions.

This should focus on setting clearer identification of building work conducted without necessary approvals by:

- a. Making vendors responsible to obtain the necessary permits prior to settlement, or**
- b. The purchaser is made aware and accepts that the property fixtures and structures require permits transferring the responsibility to the buyer**

This initiative could be easily achieved through the conveyancers, and it is a great initiative to reduce burden on vulnerable people purchasing property.

3. **OFFICER COMMENTS**

Officers shall investigate the above and draft a letter accordingly.