



Candidate Information Request Register from 28 August 2026 to 28 November 2026

RM number (if known)	Date Request Received	Request type e.g. Councillor / Candidate	Question or information requested	Response provided	Response provided date
RM2906615	21/08/2026	Candidate (via a City of Casey Councillor)	The candidate asked: I heard that there is aboriginal heritage significance at the planned data centre site at 585 Berwick Cranbourne Road, Clyde North. Has the site been reviewed for this? If so, could you please share it with me? Also, on Tuesday, I talked with a large group of residents that wanted to attend the ordinary council meeting on Tuesday but couldn't because they hadn't registered. When will council get rid of registration? There were empty seats that they could have come in and watched.	Council recognises the importance of Aboriginal cultural heritage and the role of Traditional Owners. In assessing the planning permit application for the proposed data centre at 585 Berwick-Cranbourne Road, Clyde North, Council officers considered the relevant Aboriginal cultural heritage requirements, including whether a Cultural Heritage Management Plan (CHMP) is required. The CHMP requirements are set by the State under the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2018. Under that framework, a CHMP is required where a high impact activity is proposed in an area of cultural heritage sensitivity, unless an exemption applies. Based on the relevant mapping and statutory requirements, the site is not identified as requiring a CHMP for this proposal. Accordingly, formal Traditional Owner consultation through the CHMP process is not triggered by the planning permit application. This does not alter the applicant's broader obligation to comply with Aboriginal cultural heritage legislation if any Aboriginal cultural heritage is identified during works. With respect to the registration process for attendance at Council Meetings, Council Officers continue to revise the effectiveness of the registration process however will not be removing the process.	2/09/2026

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RM2906553	21/08/2026	Candidate (via a City of Casey Councillor)	The candidate asked: I am emailing you as I was speaking with someone who lives close to the planned Clyde North data centre site and she believes that the site may have significance for Aboriginal peoples. Do you know if this has been looked into as part of the approval process?	Please refer to Council's response above.	2/09/2026
N/A	8/09/2026	Candidate (via a City of Casey Councillor)	The candidate asked: I wanted to follow up regarding an important pedestrian and road safety issue in Clyde North, particularly along Burnbank Parade. Despite Burnbank Parade having two parks and considerable pedestrian and vehicle activity, there are currently no designated pedestrian crossings along the road. Residents, families with children, young people, cyclists and other pedestrians therefore have no clearly designated safe place to cross from one side to the other, including when accessing the parks. I believe Council should consider installing raised pedestrian crossings at appropriate locations along Burnbank Parade, particularly near the parks. A raised pedestrian crossing could provide two important safety benefits at the same time. It would create a clearly identifiable and safer place for pedestrians to cross, while the raised platform or speed hump would also require motorists to physically reduce their speed.	Burnbank Parade is currently classified as a connector road within Council's road hierarchy. Its primary function is to connect local residential streets to the broader road network. The road is located within the Smiths Lane estate and serves as an access route for surrounding residential areas while development of adjacent stages is ongoing. Regarding pedestrian crossing along Burnbank Parade, the parks adjoining the road were designed primarily to serve local residents, and pedestrian movements in these locations are generally dispersed and intermittent in nature rather than concentrated at specific crossing points. To facilitate access across the road, pram crossings have been provided at suitable locations. When assessing new requests for pedestrian-priority treatments such as raised zebra crossings/priority crossings, Council considers a range of factors including pedestrian demand, vehicle volumes, road function, visibility, and compliance with relevant engineering standards and guidelines. Typically, pedestrian-priority crossings are more appropriate in locations that experience high and continuous pedestrian activity throughout the day, such as areas surrounding major commercial centres, public transport hubs, schools, or significant recreational facilities.	23/09/2026

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			In my view, the combination of a raised speed platform with traditional white pedestrian crossing markings would be particularly effective. When drivers approach a raised crossing, they are naturally encouraged to slow down and pay greater attention to their surroundings. This gives them more time to identify potential hazards, particularly children, families, cyclists and pedestrians who may be crossing or approaching the road. I would also like to raise a concern regarding some of the existing pedestrian and cyclist crossings on other major local roads, including O'Connor Avenue. Some crossing areas are marked in green, which I believe can be confusing and does not provide motorists with the same immediate visual recognition as a traditional pedestrian crossing. I believe that traditional white pedestrian crossing markings on the black road surface would send a much clearer message to motorists that they are approaching an area where they need to slow down, look carefully and be prepared to stop.	Based on the current land use and observed pedestrian activity along Burnbank Parade, Transport Operations does not presently consider that the installation of additional pedestrian-priority crossings is warranted. However, Council will continue to monitor the area as development within the Smiths Lane estate progresses and travel patterns evolve over time. In relation to your comments regarding the green-coloured crossings, these treatments are generally used to indicate priority across the road to enable cyclists to legally remain mounted while crossing. The crossings along Burnbank Parade form part of the shared user path network within the Smiths Lane development and were designed and constructed in accordance with the standards and practices applicable at the time of their approval and construction. Since the delivery of these crossings, updated standards and guidelines for priority crossings have been introduced which incorporate different pavement colouring, signage and linemarking requirements. While Council acknowledges that some newer developments have implemented these more recent treatments, it is not sustainable to retroactively modify each of these existing crossings to match the most recently updated design guidelines.	
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