

7 Presentation of officer reports

7.3 Public submissions on the Proposed Budget 2021-22 (including Mayoral and Councillor allowances) and Revenue and Rating Plan 2021-25

Abstract

Council resolved on 26 April 2021 to endorse the proposed Budget 2021-22 (including Mayoral and Councillor allowances) and the proposed Revenue and Rating Plan 2021-25 for public notice and exhibition in accordance with Council's requirements of the *Local Government Act 1989*, *Local Government Act 2020* and Council's Community Engagement Policy 2021-26. Public notice was duly given and the period for submissions concluded on 26 May 2021. In total 35 submissions were received; 14 of the submitters have indicated their intention to be heard in support of their submission.

This report includes details of the submissions and provides for the hearing of submissions in accordance with the legislative requirements and the Community Engagement Policy.

Officers' recommendation

That Council resolve to

1. Receive and note written and oral submissions in relation to the proposed Budget 2021-22 (including Mayoral and Councillor allowances) and the proposed Revenue and Rating Plan 2021-25 as included in **Attachment 1**.
2. Note the officer comments provided in relation to the submissions as outlined in **Attachment 2**.
3. Note the final Budget 2021-22 (including Mayoral and Councillor allowances) and Revenue and Rating Plan 2021-25 will be presented for consideration by Council, with or without modification, at the Council Meeting on Monday 28 June 2021.

Responsible officer: Phillip Storer, Chief Executive Officer

1. Purpose

This report includes details of public submissions received in relation to the proposed Budget 2021-22 (including Mayoral and Councillor allowances) and the proposed Revenue and Rating Plan 2021-25 and provides for the hearing of submissions in accordance with legislative requirements and Council's Community Engagement Policy 2021-26.

2. Policy implications and relevance to community plan and council plan

Budget

The proposed Budget has been prepared in accordance with Council policies and the Victorian Government's rate capping legislation.

The Budget is structured around the seven themes of the Boroondara Community Plan 2017-27 and Council Plan 2017-21, and describes the outcomes Council aims to achieve during its term, and the allocation of resources required to achieve those outcomes.

Revenue and Rating Plan

Under the *Local Government (Planning and Reporting) Regulations 2020*, Schedule 1 of the regulations requires the governance and management checklist included in the report of operations in Council's Annual Report to include the Revenue and Rating Plan as an item. The checklist confirms whether the Revenue and Rating Plan has been adopted by Council, and if so on what date.

This report is consistent with the Council Plan 2017-21 and the Boroondara Community Plan. In particular, the Council Plan theme of Civic Leadership & Governance, Strategic Objective 7 - "Ensure sound financial management while allocating resources to deliver strategic infrastructure and services that meet community needs".

3. Background

Budget

The *Local Government Act 2020* provides that a Council must:

- Prepare and adopt a budget for each financial year (and subsequent 3 financial years) – Section 94(1); and
Ensure that the budget contains financial statements, a general description of the services and initiatives to be funded in the budget, major initiatives identified as priorities in the Council Plan and the total amount to be raised by rates and charges – Section 94(2)(a)-(e)
- Develop the budget in accordance with the financial management principles and Council's Community Engagement Policy - Section 96(1).

Part 8A - Section 185A through to G provides for the Minister to set a rate cap by General Order.

The proposed Budget has been prepared with a focus on responsible financial management and is in accordance with the *Local Government Act 2020* and *Australian Accounting Standards*. Boroondara's financial risk rating remains at satisfactory levels according to the Victorian Auditor General's Financial Sustainability Risk Assessment Criteria. A full description of the risk assessment criteria is listed in Council's 2021-22 Budget document.

Adherence to the Boroondara Planning Framework has ensured that the proposed Budget is closely aligned to the Boroondara Community Plan and Council Plan and is an accurate reflection of the services and initiatives that will be resourced in the next financial year in order to contribute to the strategic objectives as identified in the Council Plan.

The proposed Budget 2021-22 is based on the assumption of a post COVID-19 recovery of normal activity levels. Due to the dynamic health and economic crisis created by the global COVID-19 pandemic, Council will continue to monitor the impacts and be responsive to the city's changing needs with the latest advice and guidance being received from State and Federal Governments in relation to the management of COVID-19.

As part of the development of the Budget, Council works diligently to balance the competing priorities and needs of our residents to provide appropriate infrastructure and services that will contribute to delivering community priorities and place our customers at the centre of everything we do.

Mayoral and Councillor Allowances

Under section 74(1) of the *Local Government Act 1989*, councils must review and determine the level of Mayoral and Councillor allowances within six months of a general election or by 30 June, whichever is later.

Allowance for the continuation of Mayoral and Councillor Allowances at the current level has been provided for in Council's operational budget.

Revenue and Rating Plan

Under the new *Local Government Act 2020* Council is required to prepare a Revenue and Rating Plan to cover a minimum period of four years and adopt by 30 June after a Council election.

The purpose of the Revenue and Rating Plan is to determine the most appropriate and affordable revenue and rating approach, which in conjunction with other income sources, will adequately finance the objectives in the Council Plan.

In particular, the Revenue and Rating Plan will set out the decisions Council has made in relation to rating options available to it under the *Local Government Act 2020* to ensure the fair and equitable distribution of rates across property owners. It will also set out the principles and practices for fee and charge setting and include other revenue items to ensure Council's commitment to responsible financial management is achieved, while at the same time continuing to provide high quality, accessible services to the community.

4. Outline of key issues/options

In total 35 submissions were received, copies of all submissions are included in **Attachment 1**. Fourteen submitters have indicated their intention to speak in support of their submission at the Council Meeting on Monday 7 June 2021.

Submissions are summarised in **Attachment 2** along with officer comments on each submission. Where extensive commentary of a general nature has been made this has not been replicated in the officers' responses attachment. Each of the submitters will receive a response in writing post the adoption of the Budget 2021-22 (including Mayoral and Councillor allowances) and the Revenue and Rating Plan 2021-25.

5. Consultation/communication

Council endorsed the proposed Budget 2021-22 (including Mayoral and Councillor allowances) and the proposed Revenue and Rating Plan 2021-25 for public notice and exhibition in accordance with requirements of the *Local Government Act 1989*, *Local Government Act 2020* and Council's Community Engagement Policy 2021-26 on Monday 26 April 2021. Public notice commenced on 28 April and concluded on 26 May 2021.

The Communications Strategy led to a range of activities which have been underway to promote the proposed Budget and Revenue and Rating Plan as follows:

- Electronic versions of both documents made available on the Boroondara website, including an online form for public submissions.
- Printed copies made available at Council's customer services centres and libraries.
- The Age – statutory and public notice on Wednesday 28 April 2021.
- Article in the May edition of the Boroondara Bulletin.
- Various promotions through Council's website and social media.
- In many cases the feedback provided by the community relates to matters which are being undertaken as a matter of course through the proposed budget. Where this is not the case officers have provided their analysis of the feedback received and indicated whether a change to the budget is required.

6. Financial and resource implications

The financial and resource implications of the budget can be found in the proposed 2021-22 Budget document.

7. Governance issues

The implications of this report have been assessed in accordance with the requirements of the Victorian Charter of Human Rights and Responsibilities.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

8. Social and environmental issues

The allocation of resources in the proposed Budget and Revenue and Rating Plan reflects Council's commitment to community wellbeing. The services and initiatives proposed to be funded in the budget will deliver social and environmental benefits to the community.

9. Conclusion

The proposed Budget 2021-22 (including Mayoral and Councillor Allowances) and the Revenue and Rating Plan 2021-25 are in-line with Council's commitment to sustainable budgeting, responsible financial management and the Victorian Government's rate cap for 2021-22. The Budget will ensure Council continues to deliver those facilities and services identified through the extensive consultation undertaken to develop the Boroondara Community Plan.

The public notice period has also provided an opportunity for additional information to be received from the community. Community members may also address Council in support of their submissions.

Manager: Callista Clarke, Acting Chief Financial Officer

Report officer: Leanne Brain, Administration Coordinator

Attachment
1

Copy of Public Submissions
Proposed Budget 2021-22 (including Mayoral and Councillor
Allowances) and Revenue & Rating Plan 2021-25



Submission 1

From: [Brenda Tait](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 5 May 2021 4:06:51 PM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>Dear Councillors,</p> <p>I assume that you stood for election on the basis that you cared about the future wellbeing of this community. Facilitating the rapid move to a zero emissions future is now critical to the work of anyone elected to public office given the grave problems we all face with a rapidly warming planet.</p> <p>The lack of commitment, innovation or imagination in this budget document displays the extent to which Boroondara Council continues to ignore the scientific and economic evidence about the risks and costs of not acting on global warming. I have listed below some initiatives from other councils; actions which put our lightglobes, tree planting and composting to shame.</p> <ol style="list-style-type: none"> 1. Adopt zero emissions transport. 2. Only use renewable energy to power council buildings and other infrastructure i.e no gas, no coal. 3. Citizens providing direct input to guide the priorities of councils. 4. Support for solar upgrades and retrofitting of homes, especially for vulnerable groups. 5. Community education programs to explain to residents and businesses the need for climate action to rapidly reduce emissions to zero by 2030. 6. Direct support to local businesses to achieve zero emissions, including facilitating the use of micro-grids to reduce the costs and emissions. 7. No further contracts with major emitters or the fossil fuel industry. 8. Declare a climate emergency and zero emissions target by 2030.... and the list goes on. <p>In closing I can only implore you to show leadership on this vitally important issue. We are way beyond planting trees and changing light globes in order to keep the climate to within 1.5 degrees of warming. Boroondara should be part of the solution not contributing to the problem or blocking sensible solutions for political reasons.</p> <p>Yours sincerely, Brenda Tait</p>
Your full name
Brenda Tait
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

Submission 2

From: [Sarah Brennan](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 5 May 2021 7:05:40 PM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>There is a significant lack of funding going towards addressing climate change. Considering the council is creating a Climate Action Plan, and the seriousness of the problem, much more funding needs to go to addressing climate changing.</p> <p>While LED lights are commendable, more funding is needed for incentive schemes, education programs and outreach programs.</p> <p>Council should direct funding to covering council buildings roofs with solar power and convert the fleet to an all electric and hybrid one.</p> <p>The budget should also include initiatives to educate and incentivise the public for adopting renewable energy, such as installing solar or turning away from gas.</p> <p>Council should also look at creating solar car parks with EV charging stations, solar panels and batteries.</p> <p>Also more funding needs to be directed to not only planting new trees, but protecting the vital old growth ones.</p> <p>Council needs to take the issue very seriously, and by the looks of the proposed budget, it is nowhere near there yet.</p>
Your full name
Sarah Brennan
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> I understand and accept Council's Privacy Statement

Submission 3

From:
Sent: Friday, 7 May 2021 8:05 PM
To: Budget Boroondara
Subject: 2021-2022 budget

Hi, I would like Council to consider more doggy bins/bins along the Earl Street walking/cycle path and also around parks in the Kew neighbourhoods.

Thanks for the continued great work Council is doing in keeping our community alive..

Kind regards

Submission 4

From:
Sent: Friday, 7 May 2021 9:12 PM
To: Budget Boroondara
Subject: [eform] Make a submission on the 2020-21 Council Budget

Type your submission

When are you going to build the Anniversary Trail missing link past Camberwell High School ? It was approved years ago but you never include it in the budget

Your full name**Do you wish your name to be included with your submission?**

No

If needed, how would you like to be contacted?

By email

Your email address**Do you wish to speak to Council in support of your submission at the Council meeting on 13 July 2020?**

No

Privacy statement

- I understand and accept Council's Privacy Statement

Submission 5

From:
Sent: Saturday, 8 May 2021 8:02 AM
To: Budget Boroondara
Subject: Budget

I cant see any mention in the budget of money that will be spent to directly benefit the sick and the elderly. What social services including mental health and sickness assistance have been budgeted for? My understanding is that subsidised gardening for instance is not available as in other councils. Please comment.

Submission 6

From: Coral Ware
Sent: Saturday, 8 May 2021 10:31 AM
To: Budget Boroondara
Subject: Build more public toilets in Boroondara

Hello,

Please build more public toilets in Boroondara especially:

Camberwell carpark between Woolworths, Aldi, the Roary Trash and Treasure. Currently the only toilets are the run-down, dirty toilets under the stairs leading to Woolworths. They are very unpleasant to use.

Whitehorse Rd Balwyn Mangan St Balwyn. Council installed fancy seats and wire planter cages at Mangan St when what is needed is a toilet!

Currently the toilets are across the road near the Library. It is just too far to run and wait for the lights and dodge traffic and trams, when caught short or with young children or elderly/disabled parents.

Thanks,
Coral Ware

Submission 7

From: [Emma D'Angelo](#)
To: [Budget Boroondara](#)
Subject: budget - lighting in Peel Street Reserve.
Date: Tuesday, 11 May 2021 6:50:47 PM

Dear Council,

I trust this email finds you well.

I would like to place a submission forward for the installation of lighting in Peel Street Reserve. I have accessed the available budget document and can see there is \$80,000 allocated to 'Park lighting - renewal program.' I would hope that this can go towards path lighting for those who access the park after dark.

I have raised the matter with the council case number CAS 919443.

warm regards
Emma D'Angelo

Submission 8

From: [Judith Peacock](#)
To: [Budget Boroondara](#)
Subject: comments on recycling in Boroondara
Date: Wednesday, 12 May 2021 10:14:36 AM

I am extremely concerned about the way in which the blue recycling bins are managed in Boroondara. In my view, it is time the council took over the sorting of waste into the categories of recyclables and non-recyclables, and not rely on residents to do it. Frankly residents are not reliable for this task, and I should know, as every week I must re-sort the blue recycle bins for the 14 units in my unit complex.

The main reasons that residents cannot be relied on to sort out their recyclables are :

1. a complete and utter disregard for the significance of the task, hence for the environment
2. a language barrier (and an unawareness of or unwillingness to access council information in their own language)
3. plain stupidity

It usually falls to a martyr like me (and you'll find one in most unit complexes and streets) to re-sort the blue recycle bins every week. It is a thankless task and frankly, unsustainable in the long term.

I suggest that if Boroondara council (and in fact all councils) were serious about recycling, they would provide only ordinary bins to the public and employ a team of well trained recycling sorters/ appropriate technology at all the depots. The present system of relying on residents to sort out their recyclables is frankly a shambles, and has a significant adverse outcome for the environment.

Judith Peacock, Boroondara resident since 1965

Sent from my iPhone

Submission 9

From:
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Thursday, 13 May 2021 10:07:35 PM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
Why has the Victoria park regional playground changed from a 2.6 million dollar budget in the 19/20 year to a 2.3 million dollar budget this financial year?
Your full name
Do you wish your name to be included with your submission?
No, I would prefer to make a private submission
If needed, how would you like to be contacted?
By post
Your postal address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none">I understand and accept Council's Privacy Statement

Submission 10

From: [Nick Alexander](#)
To: [Budget Boroondara](#)
Cc: [Felicity Sinfield](#)
Subject: budget feedback
Date: Friday, 7 May 2021 1:00:22 PM

Last year I spent an hour stripping about \$50 m from the budget with extraction of unnecessary and wasteful expenditure. If I was CEO I could strip 30% of employees in a week. That allows a lot of expenditure saving.

What I received in reply from some junior ranking staffer was Government servant double speak and treatment like I am an ununiformed idiot who does not know the difference between Vic Roads controlled roads and Council controlled roads.

Your typical and continued avoidance of real issues and accountability is not surprising. I am not going to waste my unpaid time doing it again only to receive irrelevant replies from yet another low ranking staffer.

I can read balance sheets much better than they can and they have no idea what they are doing. Your senior finance people found that out last year as well, after trying to bulldust me on balance sheet items.

Nobody has the guts to even call me....no accountability reigns supreme in councils.

Nothing has changed in decades.

Nick Alexander

Submission 11

From: [Rob Favata](#)
To: boroondara@boroondara.vic.gov.au
Cc: ClubSupport@footballvictoria.com.au; vca@cricketvictoria.com.au
Subject: PROPOSED 2021/2022 ANNUAL COUNCIL BUDGET - Attention Mr Phillip Storer (CEO)
Date: Monday, 10 May 2021 3:29:59 PM
Attachments: [Hartwell - 2021-2022 Budget feedback V1.0.docx](#)

Dear Mr Storer,

On behalf of Burwood District Cricket Club and Riversdale Soccer Club, we thank you for the opportunity to provide feedback on Council's Proposed 2021/2022 Annual Budget. We are very excited about the prospect of engaging with Council on this proposed upgrade project .

Please be assured that the Committees of Burwood District Cricket Club and Riversdale Soccer Club are liaising to ensure the proposed improvements at Hartwell Sportsground are realised.

We have attached the following in support of the proposed 2021/22 Council budget.

Regards
Rob Favata

Submission 11



Riversdale Soccer Club & Burwood District Cricket Club



May 10th. 2021

Re Submission to the 2021-2022 Proposed Council Budget

Mr Phillip Storer
Chief Executive Officer
Boroondara City Council
Private Bag 1, Camberwell Victoria 3124

Dear Mr Storer,

RE: SUBMISSION TO THE PROPOSED 2021/2022 ANNUAL COUNCIL BUDGET

On behalf of the Burwood District Cricket Club (BDCC) and Riversdale Soccer Club (RSC) (located at Hartwell Sportsground in Glen Iris), we thank you for the opportunity to provide feedback on Council's Proposed 2021/2022 Annual Budget.

Firstly, we would like to commend Council on their ongoing support of the Clubs over many decades, particularly as the BDCC approaches 100 years of serving the local community and RSC 43 years representing the community.

Between 2014 and 2019, the average number of players registered to play RSC's Winter competition was 406 players. RSC registered players were impacted by COVID 19. With the 2020 Winter season cancelled, RSC has also noted a sense of caution with previously registered families in subscribing to a full Winter registration fee in 2021. Since 2017, BDCC has grown from just one team of 15 players to now having nine teams with over 150 players in 2021.

Both clubs have noted a significant uptick in the female participation rates. Currently, BDCC's female participation stands at 40% of overall registrations and RSC increasing to 25%.

Our clubs take pride in our inclusive and diverse culture and look forward to our continued growth especially into girls' only and All Abilities programs.

Of note during the past two years, the City of Boroondara has shown us great support through:

- RSC Once again, allowing RSC the privilege to be Hartwell Sportsground's winter resident.

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Submission 11

- BDCC Allocating increased residence at both Hartwell Sportsground ovals for the 2020/21 season.

Again, we would like to formally thank Council for supporting our sporting initiatives.

Regarding the Proposed 2021/2022 Annual Council Budget, we note with great enthusiasm that \$30,000 has been budgeted for 2021/2022 financial year towards pavilion works at Hartwell South Reserve.

Both clubs have assumed that the notation ‘Hartwell South Reserve’ represents our home ground at Hartwell Sportsground. Please advise if this is not the case. Assuming we are correct, our Clubs fully supports and endorses this initial allocation.

We also note with further interest the planned budget allocations in subsequent years that will further progress pavilion redevelopment at Hartwell South Reserve (also referred to as Hartwell Sportsground):

- \$300,000 in 2022/2023
- 1,000,000 in 2023/2024
- 2,000,000 in 2024/2025

It is our understanding that Council has made these forward commitments to complete a redevelopment of the Harwell Sportsground Pavilion over a number of years, of which our Club’s fully support.

The facilities, while serving a community function, have become outdated and no longer meet the changing needs of the community or the changing nature of our sports. They were also built at a time where female participation in cricket and soccer were not as prevalent.

As our Clubs continue to grow and evolve, so too must our thinking and the programs and support amenities.

We are very excited about the prospect of engaging with Council on the next steps of consultation and design and we have made collective steps to involve both our Club committees to ensure we can maximise the funding available.

We thank you again for this opportunity and very much look forward to working in partnership with Council on this important pavilion project.
Sportsground

Yours sincerely,

Mark Blundell (President)	Rob Favata (Sub Committee)
Burwood District Cricket Club	Riversdale Soccer Club

CC: Cricket Victoria vca@cricketvictoria.com.au; and

CC: Football Victoria ClubSupport@footballvictoria.com.au

Submission 12

From:
To: [Budget Boroondara](#)
Subject: CAP proposal
Date: Monday, 17 May 2021 5:50:59 PM

Dear Boroondara Council,

As a resident of Boroondara, I was concerned with the limited funding put aside for a CAP. May I suggest an initiative that may be of use/interest and may also be something worth funding both in this budget and also into the future.

See below:

There is no mention of putting money into a feasibility study and then installation of solar panels AND battery storage for Council properties. This kind of initiative would drive down electricity and gas usage (an ongoing cost to Council) and also provide an example to residents of what can be achieved when this action is undertaken. Residents would then 'follow' Council's example!

Adding this to the CAP would contribute to Climate Change mitigation. Any move away from gas and electricity (grid) usage is of benefit.

Hoping this is of use.

Submission 13

From: [Brigid Lynch](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Tuesday, 18 May 2021 9:16:36 AM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>I wish to register my extreme disappointment with regard to allocation to the Climate Action Plan in the proposed budget.</p> <p>Boroondara residents have lived through extreme climate-change induced events in the past 18 months. First were the disastrous bushfires of 2019-20, which blanketed Boroondara in thick smoke and saw residents resorting to wearing n95 masks, panic-buying air purifiers and keeping children indoors for weeks on end. This was soon followed by the COVID-19 (coronavirus disease) pandemic, which is largely a consequence of excessive clearing of natural habitat and loss of biodiversity.</p> <p>We are facing increasingly common extreme weather events and prolonged heatwaves.</p> <p>That's why a \$400,000 spend in the proposed budget for the Climate Action Plan (less than half the expenditure of the previous budget) is short-sighted and will be received poorly by the community. The residents of Boroondara are increasingly agitating for political change at all levels of government. There is a great opportunity for this Council to step up and be seen as a local government leader nationally.</p> <p>Residents and rate payers expect their local government to be investing in strategies and infrastructure to drive down community emissions. This makes good sense from a health perspective, from a social perspective and from a political perspective.</p>
Your full name
Brigid Lynch
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> I understand and accept Council's Privacy Statement

Submission 14

From:
To: [Budget Boroondara](#)
Subject: Budget question submission
Date: Tuesday, 18 May 2021 7:39:33 PM

Good afternoon,

I was wondering why there was only \$400,000 allocated for the Climate Action Plan? I appreciate that 3.61 million has separately been allocated to other climate initiatives. But given that the council has spent most of this year asking the community what they would like to see with the regard to climate action, I don't understand how much action can be taken when there is not much money that has been allocated (relative to some of the other projects). We know that we only have a few years to make a massive dent in our carbon emissions. Surely now is the time to be spending the money in investing in the future of our planet and our community?

Kind Regards,

Heather Hopgood

Submission 15

From: [Jonathan Keren-Black](#)
To: [Budget Boroondara](#)
Subject: Proposed Budget - What about the environment?
Date: Wednesday, 19 May 2021 8:41:08 AM

As a long-time resident of Boroondara who built an Eco-House in Camberwell back in 2006, and as a Rabbi and parent, I am increasingly concerned and even scared about the failure to respond adequately to the rapid changes in climate at all levels, and the Boroondara proposed budget dramatically demonstrates this, with only \$400,000 allocated for the Climate Action Plan out of a total budget of \$260m (1.5%), or even less if capital spending is included, and a reduction of 2.5 times even on last year's figures of \$985,000. Although it could be claimed that some other projects have a positive climate impact, we should expect by this time that EVERY initiative would be designed to ensure a very positive effect. Overall it seems there is far too little emphasis on this far-reaching and fast-impacting challenge.

Even the Council's own Greenhouse Gas emissions prediction is unchanged from last year, and way too high. Where is the reduction from widescale implementation of PVs on all suitable council roofs? Where are the fast-charging points for residents? Where is the promise to procure only electric vehicles? How are you encouraging the individuals and organisations in the community to reduce their own impacts? Have you looked at the Ballarat plans?

I would ask that this area be urgently reviewed and an allocation made that would be available in the timescale of this budget to enable a meaningful shift during this term, once plans are developed and approved.

L'shalom

Jonathan Keren-Black

Submission 16

From: Annette Jayasinghe
Sent: Tuesday, 11 May 2021 1:03 PM
To: Boroondara <boroondara@boroondara.vic.gov.au>
Subject: [eform] Contact us

Please tell us how we can help you

Hi I have been a resident of Hawthorn East for over 40 years and as a user of the Hartwell Sports grounds, I am writing to you today to fully support the proposed budget, particularly with the allocation of funds over the next four years to the redevelopment of Hartwell pavilion.

Regards
Annette Jayasinghe

Submission 17



South Camberwell Tennis Club Inc
332 Burke Road,
Glen Iris 3146

20 May 2021

Dear Boroondara Council

Proposal for Accessibility Ramp Installation at South Camberwell Tennis Club (SCTC)

We are delighted to see that the Council's 2021-22 Budget proposes \$25,000 for a feasibility study for improved accessibility at the South Camberwell Tennis Club and foreshadows a further \$100,000 for implementation in 2022-23.

Set out below is some background information which may help inform those undertaking the feasibility study.

South Camberwell Tennis Club

SCTC is a family focused club with nearly 350 members from local and surrounding areas.

SCTC has 4 artificial grass courts and an upgraded clubhouse with wonderful facilities. The artificial grass court surface is very low maintenance – no watering, no dust, and no cleaning lines between sets. The Club also has recently upgraded LED lighting for 2 of the courts, whereby members and guests can enjoy the benefits of brightly lit night tennis.

The Club is great place to meet fellow tennis enthusiasts, providing an opportunity for members to play social organised tennis, located amidst the parklands and sports fields of Howard Dawson Reserve in Glen Iris. We offer fantastic facilities for tennis players of all standards with many opportunities for social play with friends and family, coaching and club events.

Accessibility - Current Problem

The Club is vibrant with a current membership of 344, with a skew towards senior members and family members (with young children).

The clubhouse was constructed in the 1930's and was renovated approximately 10 years ago. The clubhouse is at street level and it has easy, flat access from the street. The clubhouse also has accessible/ambulant toilet facilities.

However, the courts are set down approx. 1.5 meters from the clubhouse decking and are only accessible from the clubhouse by descending 8 steep concrete steps (approximately 80 years old) onto the courts, which unfortunately has limited handrail support. This is shown in the photo's below.

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Unofficial

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Submission 17





Access to the courts via the concrete steps presents four significant ongoing concerns for the Club:

1. A reasonably large proportion of our members are seniors, with a significant number in their 70's and 80's. Some members can feel unsafe navigating the steps and we have had a number of near misses with people misjudging the steps.

Submission 17

2. Another significant group of users are young children (ages 4-12), who are very active but not always aware of where their feet are going. We have had a number of minor incidents (fortunately) where children have fallen up or down the existing concrete steps.
3. There is a storeroom (keycard secured) accessible from the outside of the clubhouse in which the Club tennis coach keeps her equipment. For each coaching session the coaching staff need to carry equipment onto the courts including ball trolleys, drill equipment, etc, and return it to the storeroom when coaching is finished. The current coach has expressed her concern that the steps represent an Occupational Health and Safety hazard to her and her staff. There is no alternative to using the steps while carrying the equipment.
4. The steps encroach the area near the closest court (approx 1.8m from the court edge), and represent a potential hazard to players. As the only means of access to the courts, it also means players entering and exiting the playing area frequently disrupt play under way on the first court in order to access the other three courts.

The Club has had a structural engineer and architectural draftsman look at the current court access and he has indicated that the current configuration of the concrete steps would not meet current building standards and that their design does not allow for safe passageway e.g. the current positioning of the handrail.

Possible Solutions

We believe that it would be possible for ramp access could be constructed at the south west corner of the property without impeding onto the playing courts, as depicted below. This would require some reconfiguration of the access point onto the main court, reconfiguring a section of the cyclone fencing and access to the Club generally to ensure security.



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We feel this proposed configuration would resolve all of the issues outlined above, and provide a means by which safe access to the courts could be achieved for the playing community.

Alternately, it is also potentially possible for ramp access to be provided on the northern side of the clubhouse leading down to the north west corner of the courts.

Club Financial Position

SCTC currently lacks the financial resources to complete the necessary works for the proposed ramp access. Further, the clubhouse is owned by the Council and the Club is a tenant.

The Club expended all its reserves in 2014 when, with additional support from its members, the Club replaced the court surface (from en tous cas to sand filled artificial grass), and is currently in the process of rebuilding its reserves to be in a position to resurface the courts in the future. Given that the accessibility ramp is a significant capital item and a permanent fixture that will benefit a Council owned facility for many years into the future, it is appropriate that Council undertake these capital works.

Yours faithfully

Edward Bailey

Edward Bailey

SCTC President

Submission 18

From: [Tim McEwan](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 19 May 2021 9:43:06 PM
Attachments: [KCCA Draft Submission on Boroondara Budget 2021 17-05-2021.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • KCCA Draft Submission on Boroondara Budget 2021 17-05-2021.pdf
Your full name
Tim McEwan
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

Draft Submission on City of Boroondara Proposed Budget 2021-22

Kooyong Climate Change Alliance

May 2021

The Kooyong Climate Change Alliance is a group of community organisations based primarily in the City of Boroondara and working for urgent and effective climate action. Members of the alliance include Lighter Footprints, ACF Boroondara, StopAdani Kooyong and the Eastern Melbourne Climate Alliance.

1. Introduction

It is clear that we are facing a climate emergency. A dramatic reduction in greenhouse gas emissions is required over the next ten years if the Paris Agreement goal of limiting warming to 1.5°C is to be achieved. All levels of government need to contribute to the effort, including local government.

The results of the last Boroondara Council elections suggest the local community wants the Council to take more meaningful action on the climate. This was confirmed by the survey results from the first stage of consultation on Council's Climate Action Plan. The representative survey indicated that 89% of the Boroondara community support development of a CAP, with 67% expressing strong support. This support is based on 'the perception that climate change is an urgent issue and that action is required' (*Boroondara Climate Action Plan Research Report*, November 2020).

We congratulate the Council on undertaking the development of the CAP, and recognise that some important steps have been taken to reduce Council's own emissions, notably the Power Purchasing Agreement (PPA) with Procurement Australia. However, we believe that the Proposed Budget 2021-22 is a very inadequate response to the challenge of the climate emergency.

The funding for climate initiatives in the budget is disappointingly low given the urgent need and community support for strong action. There is no indication in the budget that the Council is increasing its ambition on the climate. The budget represents little more than a continuation of the policies of previous years. Of particular concern is the lack of any new programs to drive down community emissions in Boroondara.

The reduction in funding for key environmental initiatives (including climate initiatives) from \$4.04 million in 2020-21 to \$3.61 million is a telling indication of the failure to increase Council's efforts. The specific allowance for implementation of the CAP has been reduced by more than half, from \$985,000 to \$400,000.

We acknowledge that the Council has not yet finalised the CAP, and that it may therefore be difficult to identify the funding required for new climate programs. However, we note that the plan has been under development for well over a year, allowing ample time to identify and prepare budget estimates for uncontroversial items. Moreover, a substantial contingency amount could have been included in the budget for implementation of the plan, with details to be confirmed after it is adopted early in the new financial year.

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The foreshadowed expenditure for implementation of the CAP in the years 2022-23 to 2024-25 is \$1 million per annum, up from \$400,000 in 2021-22. This modest increase only serves to reinforce the impression that the Council is not serious about providing real community leadership and stepping up its efforts to address the climate crisis.

2. Emissions from Council operations

Budgeted expenditure related to Council's own GHG emissions includes:

- \$400,000 of capital funding for CAP 'emissions reduction work', further described as 'LED lighting upgrades, heating and cooling upgrades to reduce Council's energy and greenhouse emissions and lowering of Council's use of gas and electricity to meet our climate related targets'.
- \$2.2 million 'to deliver a minimum 5 Star Green Star equivalent standard for all new buildings and applicable retrofits'. This may also assist in reducing Council's emissions, but we assume the impact will be relatively small, given the new PPA.
- \$220,000 of capital funding for solar lighting 'along 500 metres of Boroondara park paths'.

The forecast for 2021-22 emissions from Council operations is 'less than 22,000 tCO₂-e'.

Comments and Recommendations

- It is extremely disappointing that the forecast for Council emissions in 2021-22 is unchanged from the previous year. Reducing its own emissions to net zero (with minimal use of offsets) should be one of the Council's highest priorities. Council cannot afford to waste a year with no further movement towards zero emissions.
- If expenditure of \$400,000 will not produce a significant emissions reduction from Council facilities, increased (or better targeted) expenditure should be committed.
- There does not appear to be an allowance for further installation of solar panels on Council facilities. Despite Council's new PPA, PV panels should be installed on Council facilities wherever feasible in order to assist in shifting the State's power supply to renewables, particularly given that this is likely to be financially attractive. An appropriate allowance for additional panels should be included in the budget.
- The Council should commence the transition away from gas usage in its facilities during 2021-22. If this is not included in the existing \$400,000 for emissions reductions, an additional amount should be included.
- Funding to facilitate transition of Council's fleet to electric vehicles should be included. This should cover preparation of a transition plan and commencement of the transition (perhaps initially with the purchase or leasing of hybrid passenger vehicles).
- The current 'Small Market' electrical supply should be switched to a renewable supply when the current Origin contract expires on 1 July 2021. Any funding required to facilitate the change should be included in the budget.
- Council should purchase off-sets to cover any emissions which it cannot realistically address directly in the short term. We accept that Council may not target a net zero result in 2021-22, but it should be moving much closer to zero than the current forecast indicates. Expenditure to directly eliminate Council's emissions is clearly preferable to purchase of off-

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sets, but the budget should include an allowance for off-sets for any emissions which Council considers cannot be dealt with rapidly. This recurring expenditure would obviously reduce as the more intractable emissions are addressed.

3. Community emissions - energy

The budget does not appear to include any new initiatives specifically designed to reduce community emissions related to energy use. It is assumed that the existing very limited energy advice services will continue.

There is a welcome allowance (\$60,500) to 'establish a dedicated Environmental Sustainable Design Officer role ... to facilitate sustainable design outcomes' in the community which may make some contribution to emissions reduction.

Comments and Recommendations

- The lack of substantial funding for new initiatives to promote reductions in community emissions is the major deficiency in the budget.
- The Council should engage at least one new staff member (whether on contract or permanent) to develop and manage the implementation community emissions reduction programs. Additional staff with the necessary expertise are needed to do the detailed design work required and must also have sufficient authority in the organisation to drive implementation. Responsibilities could extend beyond community emissions to the full range of CAP initiatives.
- The current community energy audit scheme provided by the Australian Energy Foundation should be expanded to cover comprehensive audits, with (conditional) financial support for implementation of recommended improvements.
- Funding should be included to design and commence implementation of a program to increase the installation of solar panels by residents, landlords and businesses. The program should include provision of finance (possibly via Environmental Upgrade Finance), a bulk buy and/or preferred supplier scheme (possibly via Solar Savers and/or Australian Energy Foundation), and additional financial support for low income households.
- An allowance should be included to design a program to promote community transition from gas (similar to the proposed solar program), with a view to commencing implementation late in the year or early in 2022-23.
- Funding should also be included to engage a small team of 'outreach climate champions' who would actively engage with the community to promote Council emissions reduction programs and provide initial advice about how community members can reduce their carbon footprint. It is recognised that significant lead time will be required for program preparation prior to commencing outreach work.

4. Community emissions – transport

Budgeted expenditure related to active transport and public transport includes:

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- \$1,771,783 for advocacy related to ‘public and active transport, open space, urban design and environmental opportunities associated with the North East Link and Union Road Level Crossing Removal projects’. This expenditure is covered by State Government grants.
- \$50,000 for advocacy related to ‘Public Transport improvements for disability access and network linkages’.
- \$160,000 for advocacy for ‘the Box Hill to City cycling corridor project’.
- \$274,600 to complete the review of the Bicycle Strategy to ensure ‘appropriate opportunities for on and off road cycling and improvements to Boroondara’s bicycle network’.
- \$45,000 to design ‘improvements to the shared paths networks ... to facilitate increased pedestrian and cyclist access and usability’.
- \$120,000 of capital expenditure for design and construction for pedestrian priority and accessibility on shared paths.
- \$200,000 of capital expenditure for safe on-road bike lanes.

Comments and Recommendations

- We welcome the active and public transport budget measures listed above. However, we submit that the budget should also include funding for:
 - a mode shift transport study (or at least advocacy for it) to establish baselines and identify drivers to promote a mode shift from cars to active and public transport; and
 - development of partnerships to encourage more active transport to and from school, given that school car transport is a major source of emissions and amenity loss as well as danger to pedestrians. This initiative would, we believe, require dedicated and suitably qualified staff to pursue effectively.
- The State government funded initiatives related to the impacts of the North East Link and Union Road Crossing Removal are clearly of major significance. The loss of open space and mature trees as a result of the construction of the NEL and the future traffic impacts on the municipality and beyond are a major concern. Every effort must be taken to devise and advocate for strategies to minimise and offset these impacts and to ensure the existing shared path networks affected by the project are replaced or maintained. Advocacy for improved public transport services should also be a priority.
- Council’s Integrated Transport Strategy is now out of date and development of a new strategy should be a priority, particularly in view of the impact of the NEL on the municipality. Preparation of the new strategy should be linked to the review of the Bicycle Strategy, and also include a strong focus on walking and public transport. Strategies to support the take-up of electric vehicles in the community (e.g. provision of accessible charging points) should also be an important consideration. Suitable funding for strategy preparation should be included in the budget.

5. Urban forest and tree canopy cover

Budgeted expenditure for initiatives to maintain and increase tree canopy coverage includes:

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- \$420,000 to 'proactively manage and renew our ageing street and park trees by implementing year four of the Tree Strategy'.
- \$240,000 for 'a targeted program to increase the planting of trees on local streets to 1,000 per annum'.

Comments and Recommendations

- Expanding the urban forest in Boroondara should be a major priority for the Council, given its role in offsetting the heat island effect and contribution to GHG drawdown. We acknowledge that the budgeted expenditure contributes to this objective, but it is disappointing that the amount for management/renewal is somewhat less than in the previous year (Agenda Item 3.1 Special Council Meeting 20 July 2020, p 383) and that the new planting initiative is confined to street trees. New plantings in 2021-22 should be increased and expanded to (at least) Council-managed open space, with an appropriate increase in the budget allowance.
- The Tree Strategy 2017 should be reviewed during 2021-22 and replaced by an Urban Forest Strategy, which (unlike the current strategy) addresses private as well as public land. The strategy should set ambitious targets for tree canopy cover, possibly drawn from the CAP. Mitigation of and adaptation to climate change should be key objectives, with a clear focus on dramatically expanding Boroondara's urban forest and reversing the loss of tree canopy on private land. Community engagement in supporting urban forest expansion should be a major theme. The budget should include a suitable amount to undertake this review.
- Council should urgently develop strategies to improve enforcement of tree removal laws. This could include advocacy for increased penalties and an increase in relevant Council staff. Appropriate funding should be included in the budget.

6. Planning Scheme

Planning Scheme provisions can have a significant effect on community emissions and adaptation to climate change. The only initiative related to the Planning Scheme identified in the budget is for submission of an amendment associated with the Heritage Gap Study.

Comments and Recommendations

- Council should join Council Alliance for a Sustainable Built Environment (CASBE) and advocate for the State Government to change the Planning Scheme to mandate net zero emissions in all new buildings and developments and to strengthen provisions to improve adaptation to climate change (e.g. related to hard surfaces and vegetation).

7. Budget development process

The current budget process is not conducive to meaningful input from the community, although we recognise that it satisfies the legal requirements for community involvement.

Comments and Recommendations

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- The community only has the opportunity to provide input after months of deliberation by Council officers and Councillors and the preparation of a very detailed document. The complexity of the proposed budget and the timeline for approval means that the scope for the community to have real influence is extremely limited in practice.
- The document is forbiddingly difficult for the non-expert to penetrate. It includes a high level of detail, yet the scope of particular initiatives is often unclear. Multiple representations of the same information are common, which can be very confusing for the uninitiated.
- We urge the Council to allow more meaningful community participation in the budget process by:
 1. Providing an additional opportunity for public input much earlier in the process, when options are still under consideration. This could include a public briefing on key budget issues, with opportunities for members of the public to ask questions.
 2. Providing appropriate explanatory material to assist community members to interpret the proposed budget document. A briefing forum, a hotline for queries and assistance with preparing submissions should also be considered.

8. Conclusion

The proposed budget fails to meet the challenge of the climate emergency. Funding for environmental initiatives is less than in the previous year and the allowance for the Climate Action Plan has been reduced by more than half (from \$985,000 to \$400,000).

It is true that there are other initiatives with a positive climate impact, but however climate related spending in the budget is calculated, the total is clearly inadequate. The proposed climate funding is disproportionately small in a total budget of \$260 million plus capital spending of \$99 million, particularly in the context of the major expenditure devoted to initiatives such as the Transforming Boroondara project and the Kew Recreational Centre (worthy though these projects may be in their own right).

The lack of climate ambition in the budget is starkly evident in the forecast for Council's own GHG emissions, which is unchanged from 2020-21. Even more telling is the complete absence of any new spending for initiatives to assist in driving down community emissions.

We urge the Council to demonstrate that it is serious about making a real contribution to tackling the climate crisis by substantially increasing funding for climate action in 2021-22 and the foreshadowed climate expenditure in following years.

Submission 19

From: [Andrew Morris](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Thursday, 20 May 2021 7:55:55 PM
Attachments: [SMS-AFC-Boroondara-Council-2021-22-Budget-Submission.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • SMS-AFC-Boroondara-Council-2021-22-Budget-Submission.pdf
Your full name
Andrew Morris
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement



Submission 19

St. Mary's Salesian Amateur Football Club
 Ferndale Park, 101 Glen Iris Road
 Glen Iris, 3146
 Andrew Morris, Committee Secretary

Mayor Garry Thompson
 Deputy Mayor Cynthia Watson
 Cr Wes Gault,
 Cr Susan Biggar
 Cr Jim Parke
 Cr Felicity Sinfield

Cr Victor Franco
 Cr Lisa Hollingsworth
 Cr Nick Stavrou
 Cr Jane Addis
 Cr Di Gillies

Re: Boroondara Council Budget 2021-22 Submission

To the Mayor, Deputy Mayor and Councillors,

St Mary's Salesian is a strong, family-oriented community football club based in Glen Iris. The club plays in the Victorian Amateur Football Association (VAFA) where players play for the love of the game. The club has played at Ferndale Park continuously since 1932.

The club has approximately 250 community members made up of players, coaches and volunteers, equally split between men and women. The club has three senior women's teams playing in Premier A (i.e. highest division) of the VAFA and three senior men's teams playing in Division 1 (i.e. fourth highest division) of the VAFA.

The recent introduction of our three women's sides makes us one of the largest senior women's Australian Rules Football clubs in Australia, and undoubtedly the largest senior women's sports club in the municipality. **This understandably has put a large strain on the sporting infrastructure.**

This submission relates to two areas of the Boroondara Council Budget 2021-22 which the Club would like to express its unreserved support for reasons which are further elaborated below.

- 1) Female Friendly re-development of the Ferndale Park Pavilion (Pages 79, 159 and 164).
- 2) Sports Ground Lighting for Nettleton Park Oval (Pages 78 and 163).

Female Friendly re-development of the Ferndale Park Pavilion

Ultimately, we need a redevelopment of our change rooms. By any standard, they are small, modest in appointment and are not designed appropriately for our women's playing sides. To date, this has not deterred our playing cohort, who continue to sign on in gratifying numbers. It means we are doing something right as a club and for the Boroondara community. But ultimately, the scale of our facilities will not work, and in the long term may work against us. Such re-development would also benefit the other tenant clubs: Ashburton Redback Junior Football Club and Ashburton Willows Cricket Club. Ashburton have not scheduled their female sides to play at Ferndale Park yet due to the inappropriate design of the clubrooms (see detail below). Ashburton Willows do not yet have a female cricket side but aspire to field a side in coming years.

The change rooms are not designed appropriately for our women's side for a number of reasons, this includes:

1. The clubroom showers do not have individual shower doors in any of the shower facilities resulting in a lack of privacy for players wanting to use the showers. This design may have suited historical male club culture however results in limited use from our women's sides. Our women players mostly do not use the shower facilities which is a detraction from their enjoyment of playing local football at the club. Following games and training they mostly either go home to shower or remain at the club unshowered.
2. The pavilion currently cannot separate the two change rooms into four to allow for mens and women's matches to be played after each other. Current scheduling of mens and women's teams on separate days means this isn't a current problem however one we forecast may occur



Submission 19

depending on the number of our teams changing. In the past when this has occurred, our mens players have not been able to use the change rooms before or after their match to provide the women's team the rooms. This could be solved by installing additional movable partitions in the club rooms allowing the change rooms to be separated into four rather than just two. This is a current barrier to Ashburton Junior Football Club scheduling their female (underage girls) teams at Ferndale Park as they would have to play either before or after the male (underage boys) teams.

The female friendly redevelopment of the Ferndale Park Pavilion was allocated funding in the 2020-21 Boroondara Council budget which the club welcomed. The Club was expecting the bulk of the expenditure for the much-needed pavilion upgrade to have been allocated in the 2021-22 Budget, but this has been pushed back into the foreshadowed budgets for 2022-23 (\$2.4million) and 2023-24 (a further \$1.2million).

The club also received a \$50,000 pre-election commitment from Federal Member for Higgins Katie Allen for this specific project in 2016, which council officers have already received from the Federal Department of Health after liaising with the club in late 2020.

The Club understands the competing demands and priorities on the budget and the difficult financial situation, and that there may be reasons that Council has opted to defer the project but urge Council to not push this back.

Sports Ground Lighting for Nettleton Park Oval

The club does not currently have appropriate access to another sportsground with floodlights in the winter months. The access which has been granted for our women's sides (i.e. Monday 6pm - 8pm at Ferndale Park, Thursday 7pm - 8pm at Burwood Reserve) serves a short term need but cannot be our long-term solution.

The access we have on Thursday nights to train at Burwood reserve is only for one hour where a usual training is two, this reduces our total hours training each week from 4 to 3 which is a large proportionate decrease.

We only have access to Ferndale Park on a Monday night to train which is not an ideal night, being so close to the usual Saturday which prevents player recovery limiting the effectiveness of the training session.

Ideally our senior women's team would be able to train on Tuesday and Thursdays like most senior teams which would be enabled through the installation of Sports Ground Lighting at Nettleton Oval.

The session on Thursday is integral as it helps facilitate our aspiration to be one integrated club of women and men of which our Thursday night dinners at the Ferndale Park club rooms are a key component. The Thursday night dinners are where the men and women players and community members interact on a regular basis, building relationships to form our community spirit. The establishment of a women's section has had a positive effect on the club above and beyond the mere addition of numbers, and the Thursday night gathering is central to sustaining that rejuvenating effect. Many clubs could not attest to the same success of being a community club like us.

This training situation for our women's sides is an example of one of the inequities between our men's and women's teams we are trying to address. We truly want to be a club which treats our men's and women's sides equally and don't want our women's players feeling like second class citizens. Given our large number of women's teams we are one of few local sporting organisations which can attest to having our women and mens players being treated equally which we are immensely proud of as a club.

Please make contact for further information if required.

Thank you for your acceptance and consideration of the Club's submission to the Boroondara Council Budget 2021-22. If you require further information, please make contact using the details provided.

Andrew Morris, Committee Secretary

Submission 20

Cr Garry Thompson
Mayor
City of Boroondara

City of Boroondara. Proposed Budget 2021-2022

This submission is made on behalf of Lighter Footprints Inc, a group of concerned residents (now around 2500) mostly from the City of Boroondara who came together in 2006 to work together to meet the critical challenge of climate change. Our members and supporters recognise that climate change has been scientifically demonstrated; that it has become an existential threat to the future of our world; and requires urgent and decisive action by all levels of government.

We welcome the opportunity to comment on the Proposed Budget for 2021-22. While we support many of the proposed funding initiatives, we have concerns about a number of aspects including:

- the way these consultations are conducted and the likelihood that they will not lead to any change in overall priorities or level of funding for any specific measure;
- the overwhelming focus on carbon emissions generated by Council activities and the lack of systematic attention to reducing community emissions in either the 2021-22 funding proposed for the Climate Action Plan or other initiatives. Council emissions are approximately 22,000 tonnes whereas community emissions are approximately 1,804,000 tonnes;
- the small amount of funding provided for initiatives under the Climate Action Plan in 2021-22 and subsequent years;
- the priority given to capital projects over and above service delivery and administrative programs that incur recurring costs over time. This leaves programs such as the Tree Protection Local Law with insufficient resources to be effectively administered and monitored.

All of these points are discussed in more detail in our submission below. We request that a representative of Lighter Footprints be given the opportunity to make a verbal presentation to the Council Meeting considering community submissions.

Yours faithfully

Lynn Franks
Co-convenor
Lighter Footprints Inc

Mick Nolan
Co-convenor
Lighter Footprints Inc

22 May 2021

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Submission 20

Lighter Footprints values the contribution of local government

We applaud the more pro-active role that Boroondara has taken in recent years in response to the threat that the climate crisis represents to our community. This includes the signing of a power purchasing agreement to source all electricity used in Council activities from renewable sources and the commitment to develop a Climate Action Plan that seeks to reduce carbon emissions.

Council has an important role in helping residents adapt to and mitigate the impact of climate change. We note the success of initiatives such as FOGO and the range of activities that help residents adopt a more sustainable lifestyle.

We believe, however that we are now facing an emergency that requires urgent and immediate action. Council has an obligation to its constituents to expand its response by tackling the complex problem of community emissions. This involves both direct action and more forceful advocacy to other levels of government.

Community Engagement

Lighter Footprints welcomes the opportunity to comment on the City of Boroondara's Proposed Budget for 2021-2022. Input from local residents and community groups such as Lighter Footprints makes a significant contribution to democracy at the local government level through increased transparency in Council governance and scrutiny by residents affected by the decisions contained in this document.

Community engagement is a two-way process whereby the community and Council work together to produce something that satisfies the needs of both parties. It is a means to exchange ideas, to build understanding of problems being addressed and solutions proposed and to take advantage of the knowledge and expertise each party brings to the table. We see this as a process of give and take and would not expect that Council agree with everything suggested by the community.

We wish to register our concern that public consultations on the Council's Proposed Budget take place so late in the process of developing this important document. This document was opened up to public comment on 28 April 2021 and the deadline for submissions is 26 May 2021, a total of 29 days. By this stage, there is little opportunity to influence the substance of decisions that were finalised some time previously.

The Proposed Budget is a complex and detailed document that brings together the results of significant amount of work by Council officers over many months. The document is presented as a finalised report that meets all the requirements of the Local Government Act and the Local Government Model Financial Report.

However, the format of the document does not allow effective public discussion or enable amendments to arise out of these consultations. On the current consultation timetable, fundamental changes would be difficult to achieve even if Council thought that the community feedback was worth incorporating.

History suggests that absolutely no changes will be made as a result of this community feedback. By way of example, last year there were over 90 submissions made by members of the public concerning the budget and none resulted in any changes being

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made. The previous year there was a lesser number of submissions, but they had the same outcome – no change. This is consultation in name only.

We would like to see community consultation on the Council Budget go beyond compliance with the requirements. It should aim to increase residents' understanding of Council activities and facilitate their capacity to contribute to the discussion of priorities and initiatives.

Some other councils start the process of community engagement during the last three months of the previous calendar year with an invitation to their residents to submit ideas of what they would like to see in the budget. Such an approach would enable the use of major elements of deliberative engagement.

We recommend that:

- Community engagement with development of the Proposed Budget commence during October and November of the previous year using a range of techniques to swap ideas, identify priorities and increase understanding of community needs and ambitions and providing information in a form that is accessible and understandable to most people.

Public participation in community consultations should involve greater use of the elements of Deliberative Engagement

Boroondara's Community Engagement Policy 2021-26¹ sets out:

how Council will fulfill its commitment to create genuine and transparent opportunities to enable community members to provide feedback about matters of interest to them through Council's decision-forming processes

The Policy discusses the use of two forms of public participation, with the more limited being participatory engagement followed by increasing degrees of deliberative engagement. It identifies five stages in the spectrum of public participation: inform, consult, involve, collaborate and empower.

We are aware that the Community Plan is currently being reviewed and a survey of local residents has been undertaken. The budget papers point out that Stage 1 of this process has been completed. We seek reassurance that a process of deliberative engagement covering the five stages of public participation identified in the Community Engagement Policy will be used to finalise the Community Plan. This will include surveys, opportunities for public comment, focus groups, workshops, an online wiki², and people's panels.

We acknowledge that decision making for the Budget is ultimately the responsibility of Councillors and therefore it is not appropriate to extend public participation across the spectrum to include the final stage of empowerment. We believe, however that the current limitation on public participation to the first two stages of the spectrum (inform and consult) is inadequate in current times when there is:

¹ <https://www.boroondara.vic.gov.au/media/60441/download?inline>

² Definition of wiki: a website or database developed collaboratively by a community of users, allowing any user to add and edit content. A website that allows visitors to contribute content to its pages and comment on and make changes to information posted by others.

Submission 20

- increasing community expectation to be actively involved in democratic processes; and
- growing complexity of public policy issues which increases the need to provide information to the community and to hear back from different voices.

We recommend that:

- Public engagement in the development of the Council Budget:
 - be extended to cover the more deliberative engagement elements of the public participation spectrum to include involvement and collaboration; and
 - should start at least 6 months before the commencement of the coming financial year.

Budget priorities

We acknowledge that the size of Boroondara's budget and the nature of much of its operations are similar to that of a medium sized company. As such, it requires a high level of financial management to ensure long term stability and responsible use of financial and other resources.

While Council must conduct itself in an efficient and effective manner, it should be driven by imperatives that give priority to quite different outcomes than those of the corporate world. Local Government exists to use its resources in ways that create a well-functioning local environment with appropriate infrastructure and services that enable its residents to live safe and healthy lives.

In light of the changing circumstances of climate change, Council must question whether it should continue to give priority to major capital projects over service based projects with recurring cost profiles.

We note the Council's commitment to give high priority to providing quality infrastructure. We question, however, whether the priority being given to such projects is too high in light of increasing financial pressure that climate change is putting on budgets.

Climate change has become an existential threat to all aspects of planetary life. All levels of government have an obligation to respond to this risk and to use the resources and authority available to them for this purpose. This obligation requires local government to commit to prioritising measures that help its community adapt to and mitigate the impact of the climate emergency.

The climate crisis has an impact on Council Budgets in a number of ways:

- Climate change is becoming an increasingly damaging 'disruptor' to Council assets. Extreme weather events such as flooding, rain deluges and excessive heat will cause damage to assets such as roads, drains, bridges and other infrastructure.

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Submission 20

- The consequential cost of being first responder to handling these events and assisting the community recover will increase rapidly in coming years as their frequency rises.
- Local government's greater proximity to the local environment will impose a growing cost burden on Councils as they confront the effect of climate change on vegetation, biodiversity, heating of the urban environment, water management and health of residents.

Greater attention needs to be given to appropriate adaptation and mitigation measures that focus on reducing community emissions. Such measures will generally take the form of service-based programs that require establishment and implementation costs over a number of years.

Particular examples already covered in the Budget include protection and enhancement of tree coverage; water management initiatives such as the development of wetlands and the use of water sensitive urban design principles; and attention to more active forms of transport. A more open and timely budget consultation would allow the community to offer its ideas and expertise to identify other measures.

Addressing community emissions

We ask the City of Boroondara to use its Budget for 2021-22 to give increased priority to initiatives that address the problem of community emissions of carbon and other greenhouse gases.

There are a number of ways in which this could be done including:

- a shift in the preference given in the Budget away from capital projects towards the funding of programs that develop capability and deliver services that assist the community to reduce its emissions;
- increased use of external expertise to expand the capability of Councillors and Council officers to advocate for policy change at the State and Federal levels of government particularly in planning, building regulation and infrastructure projects that address the impact of climate change;
- the allocation of more human and material resources to the implementation, administration and management of programs that protect, expand and build on existing resources and infrastructure as means to adapt to and mitigate the impact of climate change.

We recommend that:

- Higher priority be given to programs and initiatives that address the problem of community emissions of greenhouse gases.
- Funding be allocated for developing the skills and capability of Council officers to respond to these challenges through greater access to expert advice, establishment of community advisory groups and staff training.

Submission 20

- Additional funding be allocated to programs such as the Tree Protection Local Law to enable the employment of more staff and the delivery of community educative programs to encourage better community understanding of the benefits arising from these initiatives and to ensure more effective surveillance and community compliance.

The Climate Action Plan

The Climate Action Plan is identified in the Proposed Budget as a Major Initiative. Funding to the value of \$400,000 has been earmarked for 2021-22 to '*... deliver a range of initiatives including LED lighting upgrades, heating and cooling upgrades to reduce Council's energy and greenhouse emissions and lowering of Council's use of gas and electricity to meet our climate related targets*'.

This funding forms part of the allocation of \$3.61 million for a range of environmental initiatives including

- \$2.2 million to implement the Sustainable Council Building Policy requirement to deliver a minimum 5 Star Green Star equivalent standard for all new buildings and applicable retrofits;
- \$420,000 to support an ongoing park and street tree renewal program;
- \$266,100 to enhance and maintain urban biodiversity across the municipality by implementing initiatives including the Backyard Biodiversity project, Wildlife not Weeds program, interpretive signage and to extend the areas of Boroondara which are actively managed for their significant biodiversity values; and
- \$240,000 for additional street tree planting.

We welcome these initiatives as a start to responding to the climate emergency. We are concerned, however, that the activities identified under the Climate Action Plan appear to be directed solely to the reduction of emissions related to Council activities. Since Council emissions represent less than 1 percent of the total emissions for Boroondara, this leaves a huge gap in addressing the major factor that drives the climate crisis.

In addition to the \$400,000 listed for implementation of the Climate Action Plan in 2021-22, an amount of \$3 million is foreshadowed for expenditure for the ensuing three financial years. We consider the proposed funding for the Climate Action Plan and other environmental initiatives listed here for the current and future years is nowhere near enough for the task at hand:

- In no way is this enough to deal with the magnitude of the climate emergency and, in light of the comparative size of the Council's budget, this can only be interpreted as a token gesture.
- We are extremely concerned that the scope and range of the plan over the coming years will be limited to whatever can be achieved within an allocation of \$1 million per annum.

You will recall that 67% of the Boroondara community when surveyed by Council stated that they strongly supported the development of a Climate Action Plan. When

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two thirds of a community significantly support the development of an action plan it is reasonable to assume that they want to see real action. \$1 million per annum will not provide that. The surpluses forecast in future years shows that much larger action can be supported by Council.

We recommend that:

- The Council clearly articulate that the Climate Action Plan will address community emissions as well as those generated by Council related activities in 2021-22 and subsequent years.
- Budget allocations for the Climate Action Plan be significantly increased to:
 - ensure that the Council is net carbon neutral on its own emissions by at least 2025;
 - provide resources commensurate to addressing a climate emergency and enabling the reduction of community emissions;
 - build on existing measures and introduce new initiatives that help the Boroondara community adapt to and mitigate the impacts of climate change.
- Future funding for the Climate Action Plan not be capped to the level of foreshadowed expenditure listed in this Budget.

The need for increased advocacy capacity within Boroondara

Much of local government activity is controlled and reliant on the actions of the State and Federal Government through legislation, regulation and program development. This limits the degree of direct action available and requires skilled, well informed and consistent advocacy to achieve change that best meets the needs of the local community.

There has been a growing shift in recent years between those who draw up the legislation, regulation and policy that controls matters affecting people's everyday lives and those who deliver and manage these programs. This is particularly so in the area of planning and regulation associated with the built environment where loss of control by local authorities has seen problems develop that threaten local amenity.

Effective advocacy requires a highly skilled team of well informed people with a well developed position for achieving change. It would appear that current Council officers are under considerable pressure to carry out their current responsibilities and often do not have the time or resources to improve their advocacy skills or to build more persuasive cases for change.

More funds need to be set aside in the Budget to develop the advocacy capacity of Council officers. This will include:

- training of existing officers in a wide range of communication skills and technical knowledge;

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- recruitment of officers with appropriate skills and knowledge;
- increased access to external experts and consultants;
- purchase of appropriate materials to present the case;
- funds to enable officers to access the skills and expertise available within local residents including the establishment of advisory bodies and other means of continuous community consultation.

Increased advocacy capacity for planning and building regulation

We continue to be concerned by the built environment's contribution and vulnerability to the impacts of climate change. This is a growing issue in Boroondara where there is a significant degree of demolition of existing housing and replacement with large multi-unit developments or substantially larger single houses.

Local Government is involved in the regulation of this sector in two ways:

- the issue of planning permits under the Victorian Planning & Environment Act 1987; and
- the issue by the local council of building permits under the Victoria Building Regulations to cover the constructional aspects of a building or other development.

We acknowledge that these two processes are primarily State Government based and that Council has little capacity to directly change their provisions or delivery. We believe, however, that Council should advocate more strongly to make the legislators better aware of the weaknesses in these systems and to get change that recognises the importance of the built environment in combatting climate change.

Changes are needed in the regulation of the built environment

We set out below issues that we believe should be addressed when advocating change in the planning and regulation of the built environment.

The major weakness in the current provisions for planning permits is that they cover only a very limited range of building developments. The criteria for assessing planning permits also ignore many issues that could enhance the capacity of the built environment to respond to the impact of climate change. These include:

- the massive footprint of many new buildings and poor internal design which contribute to high energy consumption and water usage;
- the way a new dwelling, its huge associated underground structures and cramped surrounds interferes with the capacity of rainwater to seep into the water table and increases flows into the storm water system; and
- the lack of external space to grow trees or other vegetation to ameliorate climate change.

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The Building Act 1993 makes no acknowledgement of the impact of extreme weather or increased temperatures that will accompany climate change. We consider that the building permits process should play a stronger role in encouraging building design, construction techniques and materials that contribute to meeting the challenge of climate change

The disruption of water seepage into the water table is a growing problem in Boroondara. As a consequence, there is drying out of the subsoil; trees and other vegetation are being threatened by less access to essential moisture; building instability on the heavy clay soils is increasing; and there is a rising flow of water into the stormwater system and local creeks and rivers.

The primary contributors to this include:

- the increase throughout the municipality of hard surface areas such as public car parks, roads, pavements, the loss of private garden areas to be replaced by car parking and other hard surfaces;
- changes to the planning and building regulations that allow residential and commercial developers to excavate deep and extensive basements under a building and to build closer to boundaries.

Issues that need to be addressed here include:

- the definition of a permeable surface;
- the lack of any incentive or reward for innovative design and construction techniques that reduce a building's impact on the environment;
- identification of ways that local governments can take a more active role in promoting better design and construction of residential buildings.

We recommend that:

- Funds be provided in the Budget for a review of the regulatory processes covering the built environment with respect to climate change.
 - The purpose of the project would be to produce high quality information that Boroondara in concert with other local councils could use to boost advocacy for regulatory changes that respond to the relationship of the built environment to climate change.
- The Council make provision in the Budget to strengthen its current capacity to advocate to the State and Federal Government for change in planning and building regulation. This should be done by directing a greater proportion of existing resources to this purpose; and by allocating new funding to boost the level of expertise available amongst Council officers

Thank you for the opportunity to participate in consultations relating to the Proposed Budget 2021-22. We would welcome the opportunity to address the Council when submissions are being considered publicly.

22 May 2021

Submission 21

From: Axel Ackermann <
Sent: Sunday, 23 May 2021 5:10 PM
To: Budget Boroondara
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25

Please choose which council document(s) you are making a submission for

Budget 2021-22 (including Mayoral and Councillor allowances)

Type your submission

There should be significant more funds allocated to the continual investigation of possible heritage areas for the 2021-22 period.

Council has blindly relied on a single group of heritage consultants to accurately identify all possible areas for the heritage overlay, and even after the gap studies there is still a significant amount of heritage in Boroondara unpreserved that deserves to be. Especially in the areas of Kew, Kew East, Balwyn, Balwyn North, Camberwell & Canterbury. This was illustrated in the case regarding 57 Berkeley Street, Hawthorn, a house that could easily be included in an extension to the large 'Glenferrie Hill Precinct'.

The last thing this area needs is more loss of heritage homes and buildings that are at the forefront of the identity of this area, and which fosters the community and culture so unique to this municipality and in which makes it so perpetually desirable.

With the loss of heritage we are seeing today, it is only setting the future world up to be dull and enervated.

Your full name

Axel Ackermann

Do you wish your name to be included with your submission?

Yes, I consent to my name becoming part of the public record

If needed, how would you like to be contacted?

By email

Your email address

Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?

No

Privacy statement

- I understand and accept Council's Privacy Statement

Submission 22

From: [Amy Hiller](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Monday, 24 May 2021 10:29:01 AM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>Dear Boroondara Council,</p> <p>Thank you for the opportunity to review the 2021-22 budget documents. I applaud the council's overall commitment to 'sustainability' through building policies, urban biodiversity zones, sustainable living festival and other such initiatives. I am, however, disappointed to see only \$400k allocated to any form of direct Climate Action Plan. Compared to spending \$68m on a new recreation centre and \$2.51m on car parks, this \$400k to 'upgrade lighting, replace inefficient heating and cooling systems and add solar' seems woefully inadequate. Incentives to drive down community emissions and support for a transition to electric vehicles were two items I was hoping to see in the budget document.</p> <p>Climate change is an existential threat to all of us and we only have a few years left to avoid the worst scenarios. It is pertinent that we act to reduce emissions right now. Allocation of funding that enables this action is desperately needed.</p> <p>Thank you very much for your consideration.</p> <p>Kind regards, Amy Hiller</p>
Your full name
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> I understand and accept Council's Privacy Statement

Submission 23

From: [Ashley Wharton](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Monday, 24 May 2021 5:39:33 PM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>I feel strongly that the Council needs to do much more to address the critical issues of reducing carbon emissions and building resilience to climate change. The relative expenditure on these issues is unacceptably low, given their overwhelming importance to the local community.</p> <p>Where is the expenditure on decreasing reliance on gas, electrifying Council vehicles, expanding waste recovery for commercial businesses, leadership and advocacy etc?</p> <p>Please can the Council address and remedy this at the earliest opportunity. We are crying out for leadership on climate change at every level of government, as well as from corporate and community groups and individuals.</p>
Your full name
Ashley Wharton
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> I understand and accept Council's Privacy Statement

From: [Glennys Jones](#)
To: [Budget](#)
Subject: 2021/2022 Budget Submission Tuesday, 25 May
Date: 2021 3:52:10 PM
Attachments:

Submission 24

Thank you for giving me the opportunity to make a submission to the 2021/22 Budget.

I recently wrote to council requesting a “concept plan” be formulated for Back Creek – Toorak Road to Denman Street and am making this submission requesting that council include funding for:

- Concept Plan for the Parkland at Back Creek between Toorak Road and Denman St
- Identify path access between Toorak Road, Denman Street, Elizabeth and Somerset St, potentially including a bridge across Back Creek
- Identify the land required to provide a shared path from Toorak Road through the existing Public Acquisition Overlay and ensure that is secured and not lost through land sale /development.

There is an opportunity to create a north south linear park link from the Anniversary Trail at Frog Hollow (Fordham Avenue -Culliton Rd / Elaroo Ave) to Ferndale Trail at Ferndale Park as shown in the yellow on the Travelsmart map below.

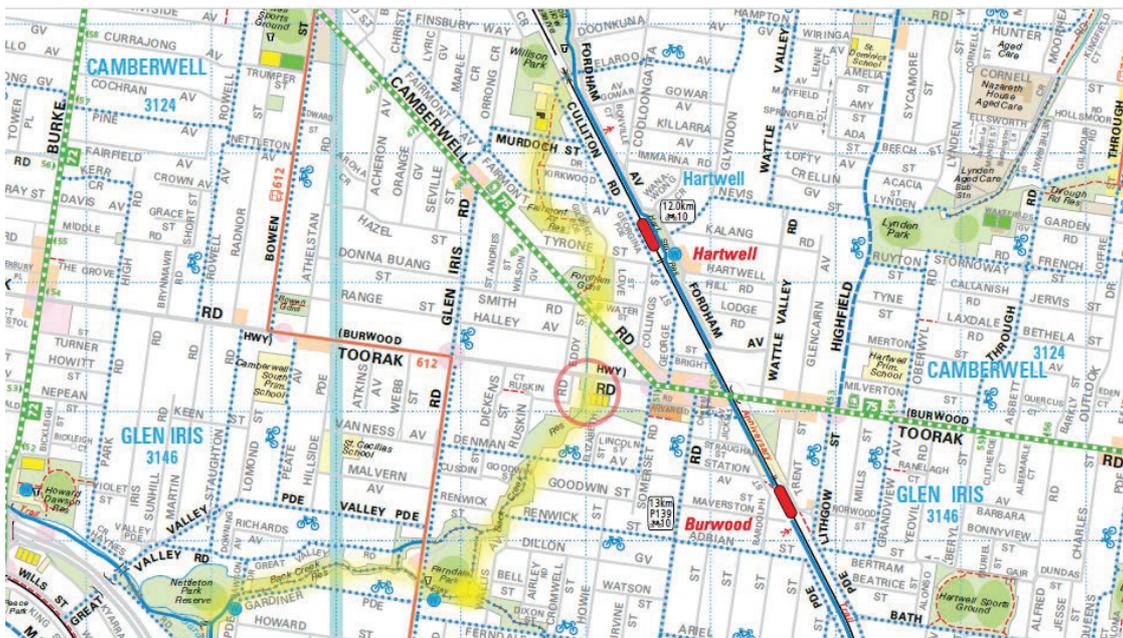
A significant part of this route already exists as gravel path with quality road crossings installed.

I understand that the owners are planning to sell the Tennis Court and laneway so there is a sense of urgency to ensure long-term access for this linear park is preserved.

The tennis courts are 1082 Toorak Road and a Public Acquisition Overlay (PAO) has been placed on the driveway / car park to secure access, it forms part of the Frog hollow to Ferndale link.

If the full PAO is acquired the tennis court then becomes a “stranded Asset”.

- There is an easement (Creek) on the north of Toorak Road to Camberwell Road which I was advised is partly owned by council
- A section of Fordham Gardens to the immediate north is currently fenced off but owned by council (see planning map below)



The full POA access way which is currently provides a driveway and parking for the tennis club is not required, but we need council to identify the land requirement for a shared path to ensure access isn't sold off and forms part of the Concept plan for this parkland.

I've attached an image “Frog Hollow to Ferndale Link” (Anniversary Trail to Ferndale Trail link) which shows the potential north south park link which expand access to the linear park network. Linked linear parks are extremely popular following the Covid lockdowns.

Submission 24

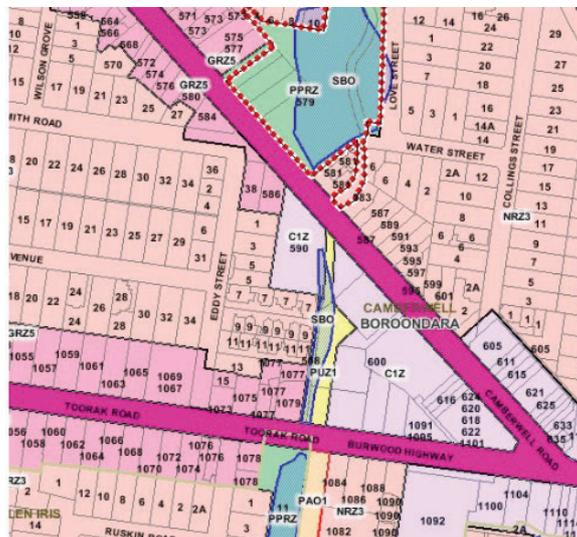
The section of the “Frog Hollow to Ferndale Link”, from Fordham Gardens to Denman Ave, was put forward in the 2012 Open Space strategy submission with the request that an access path be preserved from Toorak Road, the need to secure this corridor was acknowledged by Council officers at that time, however it is unclear how far this was advanced.

The proposed sale of 1082 Toorak Road which includes a POA access between Toorak Road and the reserve at 11 Denman Ave has prompted revisiting and securing this corridor.

- The Public Acquisition overlay that runs from Toorak Road to the council owned reserve immediately behind (south of) the tennis courts is currently occupied by an access driveway and parking for the tennis club
- There are currently two walkways on the west side of the creek north of Denman, one at creek level and one running along the embankment but these stop opposite the reserve on the east side of the creek. The boundary of the new aged care home at 14 Elisabeth Ave on the east side of the creek is not clear so a bridge may ultimately be required to connect across the creek.
- There is an easement (Creek) on the north of Toorak Road to Camberwell Road which I was advised is partly owned by council.
- A section of Fordham Gardens to the immediate north is currently fenced off but owned by council (see planning map below)

Creating a concept plan for this park would help to identify access requirements and provide the basis for future funding.

Formalising safe and stable paths through the park to link the existing open space as well as a path to connect to Somerset (Hartwell Shops and tram access) would benefit the wider community and allow residents of all ages and ability to appreciate this hidden gem.



Thank you for taking the time to read my submission.

Kind regards
Glennys Jones

Submission 25

From: [Hawthorn Residents Action Group Inc HRAG Inc](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 12:02:37 AM
Attachments: [HRAG-BUDGET.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • HRAG-BUDGET.pdf
Your full name
Hawthorn Residents Action Group Inc HRAG Inc
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

Submission 25

From: [Hawthorn Residents Action Group Inc HRAG Inc](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 12:03:44 AM
Attachments: [HRAG-BUDGET.pdf](#)

Please choose which council document(s) you are making a submission for
Revenue and Rating Plan 2021-25
Or upload your submission
<ul style="list-style-type: none"> • HRAG-BUDGET.pdf
Your full name
Hawthorn Residents Action Group Inc HRAG Inc
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

HAWTHORN RESIDENTS ACTION GROUP INC

Budget 21/22 Submission

A) Self-imposed discipline for all property rates to remain less than Melbourne CPI for 21/22.

With the majority of Hawthorn employers on Jobkeeper recently, clearly COVID has had an economic impact on the Riversdale Ward. For council to propose rate increases at the proposed level is not reading the room on this matter.

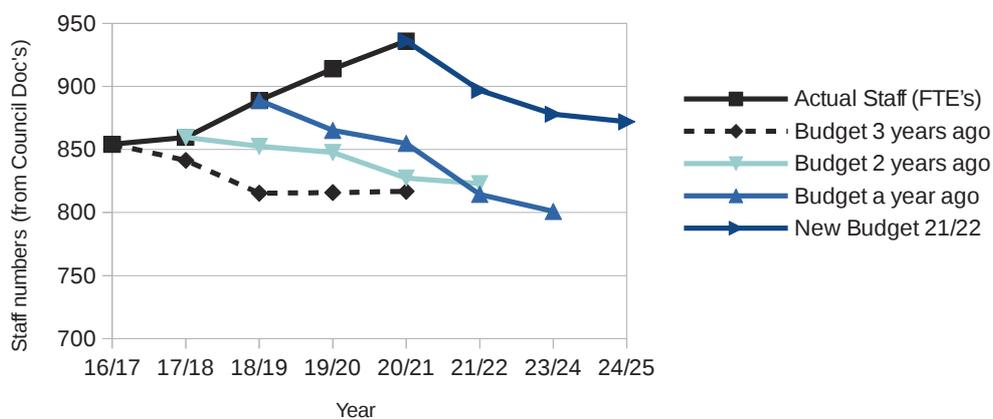
At the most, this Council should keep all rates under Melbourne CPI on an invoice to invoice comparison eg what was proposed for 21/22 when compared to 20/21 should be less than Melbourne CPI in the change in cost to each resident.

We are confident costs savings can be found in council budgets and are ready to help. For example we keep seeing the Council planning to remain under 850 staff for the past three years, but each year it keeps growing. By June 2022, will the Council be 800 as it was once forecast, or 900 as it most recently forecast?

The trend looks like it will reach 1000 staff – that will be up 20% from just a few years ago.

Boroondara Council Head Count

Your council just keep growing



Also the same time the lack of discipline seen at present, with the Cash and investment holdings are \$133.02 million as at 31 March 2021, this is an extraordinary high amount to be holding, where every cent has come from someone else's pocket.

The voting history by Councillors on rates increase is one matter we intend to campaign on in 2024 Council election as a Hawthorn Residents Action Group.

A.1 Budget request: That all rates increase for 21/22, remain less than the rate of Melbourne CPI today.

Submission 25

B) Valuation changes in 21/22 for Hawthorn East Heritage Gap Study – impact on housing values.

Clearly resident who have had heritage overlays on their properties hold the view it has reduced their valuations, as this point was repeated made in residents' submissions. Market values are formed by residents who ultimate are either buying or selling a property.

B.1 Budget request: That this budget should make explicit the valuations amended by the Hawthorn East gap study for the confirmation to residents of this impact on their valuations and rates.

C) Budget allocation in 2/22 for Auburn Road Traffic study.

Clearly Auburn Road traffic has become intolerable to residents on a daily basis.

Homes Victoria (the developer of the Bills St Housing towers) is planning a traffic study and Council should be prepared with it own study. A proposed terms of reference are to study:

- * Historical traffic patterns;
- * Current traffic patterns;
- *Level Crossing project initiated traffic changes; and
- *Bills St Public housing project impacts.

C.1 Budget request: That a traffic study be commissioned on the Auburn Road, Hawthorn precinct.

D) Budget allocation in 21/22 for Road Line marking

Parking can be more effective with painted bays along many of the areas of high parking demand for example.

We are seeking a Parking bays painting allocation for 21/22 for the Riversdale ward.

The funds should be spent firstly the introduction of painted parking bays along:

- * Glenferrie road between Monash freeway (drip-line) and Callatina Rd (Both eastern and western sides of the road)
- * Tooronga road between Burgess st and Bialik School - (Western side of the road only)
- * Burwood road between Coppin Road to Yarra St - (Southern side of the road only)

D.1 Budget request: That a budget allocation be made for painted parking bays.

E) Budget allocation in 21/22 for Advocacy for Level Crossing removing for Glenferrie road.

The federal govt has allocated funding for the Level Crossing Removing for Glenferrie road.

The state govt has not accepted this funding grant, and the project is without a timeframe for completion.

Council should continue advocacy on this project as the traffic impacts on the Riversdale ward are considerable without this project being completed.

E.1 Budget request: That a budget allocation be made for advocacy on this Level Crossing Removal Project.

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Submission 25

F) Residential zoned parking in Riversdale Ward.

Street parking remains a scarce resource with a lot of tension over its access and allocation.

Parking is a daily pain to residents and the decisions are often solely in the Council domain.

Council should consider how the Riversdale ward could be made totally residential parking zoned via bestowing residential parking permits on all suitable properties with accompanying street signage.

This project could be mirrored in Boroondara more broadly in subsequent years.

Commuter parking is a problem to be solved by the Department of Transport and not be borne by residents via Govt cost shifting.

F.1 Budget request: That a budget allocation be made to implement wider residential zone parking in the Riversdale Ward.

Submission 26

From:
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 8:49:59 AM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
we support the hawthorn Residents action group inc submission
Your full name
Do you wish your name to be included with your submission?
No, I would prefer to make a private submission
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> I understand and accept Council's Privacy Statement

Submission 26

From:
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 8:51:35 AM

Please choose which council document(s) you are making a submission for
Revenue and Rating Plan 2021-25
Type your submission
we endorse the Hawthorn Residents Action Group inc submission
Your full name
Do you wish your name to be included with your submission?
No, I would prefer to make a private submission
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none">I understand and accept Council's Privacy Statement

Submission 27

From: [Boroondara Bicycle Users Group \(BBUG\)](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 9:49:23 AM
Attachments: [BBUG-Submission-on-City-of-Boroondara-2021-22-Draft-Budget.docx](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • BBUG-Submission-on-City-of-Boroondara-2021-22-Draft-Budget.docx
Your full name
Boroondara Bicycle Users Group (BBUG)
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement



Submission to the City of Boroondara on the 2021-22 Draft Budget

Introduction

The Boroondara Bicycle Users Group (BBUG) has a long history of advocacy for better bicycle infrastructure in Boroondara and beyond.

We are pleased to see continued funding of bicycle improvements across the City and that work on the new Bicycle Strategy will continue. This will be of the utmost importance given the changes in transport that have occurred and that will occur as a result of the recent pandemic.

We wish to submit some specific proposals for both ways in which the existing allocated money could be spent, as well as others which would require additional funds.

Without significant and targeted investment in infrastructure and programs to make riding a bike safe, convenient and a competitive alternative to driving a car, motor vehicle use will continue to spiral upwards.

Traffic congestion has already returned to levels higher than before the pandemic and looks likely to stay this way for the foreseeable future. This puts more pressure on road maintenance budgets and results in more people being killed on the road network.

With public transport use hovering at about 70% of pre-pandemic levels, it falls to bikes to plug this gap.

According to the Department of Transport, the median distance of trips done by cars in the middle suburbs of Melbourne (including Boroondara) is 5.5 kilometres. Census data shows that most common LGA for the place of work of Boroondara residents is within Boroondara itself. There are many trips that can be feasibly done by bike instead of car, but most people do not feel safe to do so. This is because of poor connections, unsafe infrastructure and gaps in the cycling network.

Boroondara cannot fit more cars on its roads. Gridlock will ensue without immediate and effective action to get those who can to ride their bikes for transport.

Our proposals below represent our considered view of what we believe would be effective action to achieve this aim and prepare our City for the uncertain future that lies ahead.

We would welcome the opportunity to present our submission in person on behalf of the Boroondara Bicycle Users Group and its members.

Our top five infrastructure priorities requiring Council funding

1. Hawthorn to Box Hill Trail
2. Popup bike lanes
3. Mont Albert Road link to Anniversary Trail
4. Jacka Trail path connections to Balwyn Road crossing at Gordon Barnard Reserve
5. Path-priority crossings program

1. Hawthorn to Box Hill Trail (Missing Link in the City to Lilydale Trail)

As already mentioned, one of the worst gaps in Boroondara's cycling infrastructure is a safe east-west route through the centre of the municipality. A short term solution would be the marking of one or more shimmies. But there is also scope for a much safer off-road route in the longer term, more or less following the Belgrave/Lilydale rail line.

The State Government currently has plans for level crossing removals at Mont Albert and Union Rds. It is vital that the designs for these projects do not preclude the option for an off-road bike route through this area. Even better would be the inclusion of such a route as part of the projects.

With the feasibility study complete, it is highly likely that any outcomes of this project will require funding from Council for connecting routes and supplementary infrastructure. BBUG welcomes Initiative 5.3 for advocacy but we strongly believe that this item should include funding for this infrastructure as well as advocacy programs.

This money should be included in long-term financial plans now to ensure that it is available in future years when this Trail may be built and a coordinated approach can be taken.

See <http://www.bigyak.net.au/knooppunten/hawthorn2boxhill.html>

And <https://www.facebook.com/pg/hawthornboxhilltrail/posts/>

2. Install temporary protected bike lanes in response to increased demand

As outlined above, significant mode shift will need to happen all across Melbourne for our transport system to continue to function. Melbourne is already seeing higher car traffic than before the COVID-19 pandemic, even before office workers have fully returned to their office. This is unsustainable and will put even more pressure on Council's limited financial resources during this time of fiscal constraint.

Several councils are already constructing or considering temporary bike lanes to achieve this end. Melbourne, Yarra and Port Phillip City Councils are three examples. Boroondara should follow suit. There are hundreds of other successful examples from around the world where these projects have been successfully implemented. These include the United States, the United Kingdom and New Zealand.

These can be cheap. Temporary bollards or other dividers can provide sufficient protection for a continuous bike lane to give potential riders enough of a feeling of safety to ride on the road and avoid mixing with traffic. This has the added benefit of encouraging fast commuter cyclists to avoid shared paths where they may conflict with slower recreational riders or walkers.

Work will also have to be done with neighbouring councils to ensure that any Boroondara infrastructure connects to other existing or proposed lanes.

While detailed analysis will be required on locations and infrastructure, many precedents exist that can be used. BBUG wishes to nominate these top five locations as potential temporary protected bike lanes:

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1. Mont Albert Road (York Street to Burke Road)
2. Wellington Street/Davis Street/Daniell Place/Mount Street (Burke Road to Power Street)
3. Burwood Road (Hawthorn Bridge to Camberwell Junction)
4. Willsmere Road/Kilby Road (Burke Road to Kellett Grove, with short shimmy route down Kellett Grove & Barnard Grove to connect to Outer Circle Trail)
5. Dudley Parade/Chaucer Crescent/Shierlaw Avenue/Kingston Road/Robinson Road/Sunbury Crescent (Union Road to Outer Circle Trail)

BBUG would welcome the opportunity to discuss any of these proposals in detail if required.

3. Mont Albert Road link to Anniversary Trail

Council conducted a draft design for a possible path from Mont Albert Road to the Anniversary Trail in Canterbury. This would fill the long-standing missing link and finally allow local residents and students from Camberwell Grammar School to access the path. This would eliminate a 0.5 kilometre detour, thereby encourage walking and cycling to relieve congestion on Mont Albert Road.

It would also improve safety for existing users of the path – especially women - by creating an additional exit point in this 700 metre stretch.

BBUG believes that Council should fund building the project in this budget or foreshadow construction in the 2022-23 Budget. This could be combined with seeking funding from State Government sources.

4. Jacka Trail path connections to Balwyn Road crossing at Gordon Barnard Reserve

BBUG commends Council on its effective advocacy efforts to the State Government and North East Link Authority for securing funding for the long-awaited signalised pedestrian crossing of Balwyn Road at Gordon Barnard Reserve.

Funding is now required from Council to complete the Jacka Trail to link to Myrtle/Macleay Parks. We request at least funding for a feasibility study on route options to ensure that community engagement can take place and designs are ready to go when these signals are completed and this vital connection can be made.

More information: <https://boroondarabike.github.io/jackatrail/>

5. Path-priority crossings program

BBUG would like to see a systematic program to mark all its shared paths as having priority over local streets which they cross where there is no good reason not to do so. Shared path priority should be the default arrangement. We believe that this is in line with VicRoads recommendations and would improve safety. Good examples have already been installed by Council which we applaud – for example, at Belford Road on the Main Yarra Trail.

The Budget should allocate funds in a program to upgrade these crossings over a reasonable period of time with sufficient money to upgrade a certain number each year – we would suggest three.

BBUG have compiled a comprehensive list of the top priority locations where this could be implemented on Council-controlled streets without any significant disruption to road traffic and can provide this upon request.

Hire one additional sustainable transport officer

BBUG strongly urges Council to return to employing two Sustainable Transport Officers, one of whom is dedicated to the promotion of cycling, in the municipality as was the case for a number of years.

At a time when bicycle usage is continuing at very high levels, there is a huge demand in the community for education, training and other assistance. An additional officer would be able to help meet this demand and create a healthier and more sustainable community.

Dedicated funding for implementing the Bicycle Strategy and trail audits

BBUG supports the current approach of Council to allocate ongoing funding for implementing actions of the Bicycle Strategy and numerous trail safety audits conducted over the years. However, there is significant scope for improvement and the current budget allocation should be at least doubled from the current budgeted estimate of approximately \$275,000. This amounts to only \$1.50 per Boroondara resident.

BBUG also welcomes Initiative 5.5 to conduct designs for shared path improvements and gaps and would welcome the opportunity to be involved in this process.

Install shimmies and sharrows

BBUG has advocated for many years for much more extensive use of sharrows in Boroondara.

Sharrows are bike stencils on the road surface which alert motorists to the likely presence of cyclists on the road. They are used extensively in almost all other municipalities around Melbourne, including Banyule, Yarra and Stonnington. BBUG would like to see sharrows used, as they are in other councils, to indicate when cyclists will need to take the lane, as they do when entering a roundabout or a narrower section of road. One particular example where we have asked for sharrows is in Prospect Hill Rd, where the pedestrian refuge for users of the Anniversary Trail narrows the road and cyclists need to merge into the single road lane.

The Boroondara TravelSmart map, which shows informal bike routes with dotted blue lines, is an excellent starting point for identifying shimmies that could be marked.

This linemarking is of minimal cost. For further cost savings, such works could be completed automatically while other already-scheduled construction occurs. For example, if a street was resurfaced due to maintenance, sharrows could be linemarked at the same time if that street was located on a marked bicycle route. This approach is used successfully by Yarra City Council.

Continue to print TravelSmart maps

BBUG strongly supports the continued publication of hard copy TravelSmart maps which are a most useful resource for cyclists of both the utility and the recreational variety. Future editions could show newly marked shimmies.

Install more pram ramps

Pram ramps are relatively cheap to construct but can make a big difference to cyclists crossing roads or moving between roads and shared paths or footpaths. It is important that all pram ramps that may be used by cyclists are constructed with their line of travel in mind and flared so that they can move across them quickly and smoothly. Cyclists cannot execute right angle turns.

There are many pram ramps in Boroondara that are either unsatisfactory or non-existent. Two glaring examples of the unsatisfactory kind are the pram ramps either side of the pedestrian crossing in High St near Kew High School. These are both extremely narrow and right angled. As well as being used

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by large crowds of Kew High School students and locals crossing, and accessing or leaving trams, they are part of a well-established cycle route between Hays Paddock and the Outer Circle Trail.



BBUG members have provided Council with a list of new pram ramps we would like to see constructed. These are shown on the map at this site:
<http://www.bigyak.net.au/pramramps/pramramps1.html>

Continue work on Walmer Street Bridge

We share Council's frustration with the issues surrounding this bridge. We support Council continuing to provide support and funding for this critical safety and access issue where the State Government and others have failed to recognise the importance of this connection.

Upgrade the Gardiners Creek Trail

This trail carries a very significant amount of bike traffic. Large numbers of the riders using it are very skilled, speedy riders, who can be intimidating to less experienced, slower riders including school children who use this path. Wherever possible pedestrians and cyclists should be separated, and the trail to be constantly upgraded at every opportunity.

This is particularly important at present due to the huge increase in the number of people walking and riding along this path. As workplaces return, this will only increase and create more conflict as the needs of commuters overlap with those wishing to use the trail for sedate walking recreation. Alternative routes must be provided and separation installed wherever possible.

One project in particular is simplifying the cycle route and cutting down on the number of awkward bridge crossings on the section of the trail between the golf course and Nettleton Park if the bike trail could be moved entirely to the Stonnington side of the creek leaving the Boroondara side for

pedestrians. This would obviously require close cooperation between Boroondara and Stonnington Councils.

Fix the flooding in the Toorak Road underpass

The Gardiners Creek Trail underpass at Toorak Rd has steep gradients on both sides, meaning that many cyclists gather considerable speed as they descend with a view to easing the ascent. There are two serious problems with this. The underpass not only floods in heavy rain but also accumulates large amounts of slippery mud. It is currently unlit so that after dark, or in poor light, cyclists don't see the water or mud until it is too late. There have been serious accidents here and there will be more if nothing is done to remedy the situation.

Gardiners Creek Toorak Rd Underpass



The Underpass in Flood



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As so often is the case VicRoads have jurisdiction over the underpass. BBUG has tried various approaches to improve matters. Council transport engineers have looked at the possibility of raising the level of the underpass. It may be that a barrier along the edge of the path would improve matters as it appears that some of the mud comes from the creek rather than the drains. Certainly lighting would improve the situation. BBUG pushed for work here to be completed as part of the Toorak Rd level crossing removal but it was ruled out of scope. Our current thinking is that Boroondara Council should work on three separate projects:

1. Lighting;
2. redesign the access ramps independently and separate from the horizontal section of path under Toorak Rd; and
3. work on the flooding problem, which is the horizontal section of path under Toorak Rd.

Another section of the trail that is in serious need of upgrading is the gantry under the Monash Freeway that links the Gardiners Creek Trail to the Yarra Trail. This is much too narrow for the large amount of bike and pedestrian traffic that it carries. The current path needs to be either widened significantly or duplicated.

Allocate future funding for missing Yarra River crossing in Hawthorn

Cyclists heading from Hawthorn towards the CBD currently have only two options for crossing the Yarra: Victoria Bridge and Hawthorn Bridge. Both bridges are approached by means of very busy roads that have totally inadequate cycle infrastructure or none at all. Neither of these bridges has bike lanes, or room for bike lanes. Both have relatively narrow footpaths, which are not signed as shared paths, but are nevertheless used by many cyclists who prioritise their safety over strict obedience to the law.

There is a need for a shared footbridge either adjacent to one of these road bridges, or preferably somewhere in between them, linking to a safer route through quiet streets. The ideal location would be between Mason St, Hawthorn and Crown St, Richmond, which links through to the excellent Highett St route through Richmond.

While this should be a project completed by the Victorian Government, funding from Council should be included in long-term financial plans now to ensure that money is available in future years in case this does not occur.

Construct a sealed path to connect Camberwell to Glenferrie

Fritz Holzer Park has the potential to be part of a shimmy linking Camberwell Junction and Glenferrie. There is a need for a sealed path through the park to make it more cycle friendly.

Implement the Glass Creek Trail in North Balwyn and East Kew

Another project which BBUG has proposed to improve cycling infrastructure in the North Balwyn area is the Glass Creek Trail. This would provide a much less steep and more direct link between the Outer Circle Trail and existing Glass Creek Trail which terminates in Stradbroke Park.

BBUG has developed a report detailing how this could be installed quickly and cheaply. More information may be found on the project website: <https://boroondarabike.github.io/glasscreek/>

Submission 28

From: [The Glenferrie Times The Glenferrie Times](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 1:41:51 PM
Attachments: [City-of-Boroondara-Proposed-Budget-2021-22-Feedback.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • City-of-Boroondara-Proposed-Budget-2021-22-Feedback.pdf
Your full name
The Glenferrie Times The Glenferrie Times
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

City of Boroondara Proposed Budget 2021-22 Feedback

Michael Tuck Stand

The City of Boroondara first introduced their plans for refurbishment works to the Michael Tuck Stand at Glenferrie Oval in 2009 when they adopted the 'Glenferrie Oval, Grace Park, and L.E. Bray Reserve Concept Master Plan'.

In the 2019-2020 budget, council introduced \$6.7 million projected expenditure for the Michael Tuck Stand. City of Boroondara stated their plans were to commence community consultation in 2020 and construction the following financial year.

Due to COVID-19, the Michael Tuck Stand major project was removed from council's 2020-21 budget. City of Boroondara stated that they had postponed the project by five years, instead planning to commence community consultation and design in 2025-26 and complete construction the following financial year.

The proposed 2021-22 budget re-introduces funding for the Michael Tuck Stand with \$160,000 to be spent this year on a 'Feasibility Study'. Council has not provided any details as to whether this study is distinct from or a part of their previous plans for community consultation, who they intend to consult for the study, or what the study will consider.

When asked what this 'Feasibility Study' study would entail, and if they intended to keep to or change their most recently communicated timeline/schedule for the Michael Tuck Stand, the City of Boroondara declined to provide any information on how they are proposing to spend this money until after the budget is adopted.

Can the City of Boroondara provide their ratepayers with any information about how and when they intend to spend the community's money on works to the Michael Tuck Stand which, when completed, could vastly improve the amenity of the area for local sporting clubs and community groups more than a decade after it was first proposed?

Placemaking

The Glenferrie Road Placemaking Project was introduced in the 2019-20 budget, with a total of \$2.6 million expenditure projected over three years.

In the 2020-21 budget, the budget for the Glenferrie Placemaking Project budget was reduced by almost \$1 million. Council explained this funding was reallocated to the general placemaking co-ordination budget line (increased by approximately \$1 million in projected expenditure from the previous year's budget), and would still be used for Glenferrie. As such, \$0 was projected to be spent in the year 2021-22 specifically on the Glenferrie Road Placemaking Project.

The proposed 2021-22 budget no longer includes a general placemaking co-ordination budget (removing the \$1.5 million previously projected to be spent over the remaining

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two years). It instead includes a general 'Placemaking Implementation' budget line, projecting approximately \$2 million expenditure over three years. According to the budget proposal, this budget line includes the Glenferrie Road Placemaking Project as well as a new placemaking project for Camberwell Junction (which otherwise has not yet publicly begun, let alone reached the implementation stage). The proposal does not mention Maling Road's inclusion in the general placemaking budget.

The budget proposal also re-introduces approximately \$1 million specifically to the Glenferrie Road Placemaking Project to be spent in 2021-22. According to council's own project timeline, however, when the Place Plan is released, implementation is the final stage remaining for the Glenferrie Road Placemaking Project.

When asked about why funding has been re-introduced back into the specific Glenferrie Placemaking Project from the general placemaking budget, and about what council is proposing to spend this money on if not implementation, the City of Boroondara declined to provide a response until the budget is adopted.

Council constantly changing their public financial commitments to multi-million-dollar placemaking projects - figures which are determined and adopted based on community consultation and feedback - and then not providing reasons for these changes and their plans to spend this money, makes it difficult to keep council accountable for how they are spending the community's money on improvements to the local area.

Hawthorn RSL ("605-609 Glenferrie Road, Hawthorn")

In the 2016-17 budget, council budgeted \$700,000 for works to "605-609 Glenferrie Road, Hawthorn", AKA the Hawthorn RSL.

In 2017-18, council projected \$500,000 for works the following year. In 2018-19, council budgeted \$0 to be spent that year, projecting \$400,000 for works the following year.

In 2019-20, council budgeted \$400,000 to be spent that year on the Hawthorn RSL. Upon enquiry that year, council stated: "The allocated budget will go towards general maintenance works relating to the building fabric, including some internal refurbishment works such as the replacement of floor coverings, wall linings and bathroom fixtures and fittings". It is unclear if those works occurred.

"605-609 Glenferrie Road, Hawthorn" was not included in the 2020-21 budget.

The proposed budget for 2021-22 allocates \$383,500 to be spent in 2021-22 "carried forward from the 2020-21 year" - a budget it was not included in, and also \$16,500 less than the most recent budget for these works.

Upon enquiry, council did not provide any details as to whether this difference accounts for money which has been spent on the Hawthorn RSL, nor whether or not any expenditure or works for this project have reached completion.

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It is concerning when the City of Boroondara appears to have not fulfilled the financial commitments they have made in their budgets for up to five years, nor are they willing to provide any clarity about past, present, and planned expenditure for this community institution.

Renewal works to Hawthorn institutions

The budget proposal also proposes \$185,280 for works at the Hawthorn Library and \$50,000 (plus \$20,000 for a Feasibility Study) for works at the Hawthorn Community House to be spent this coming financial year (2021-22).

The City of Boroondara declined to provide any details about the proposed projects they have budgeted for - at least until the community is no longer able to submit feedback on council spending and the intended nature of these works they are proposing for local community institutions.

Submission 29

From:
To: [Budget Boroondara](#)
Subject: Budget Submission
Date: Wednesday, 26 May 2021 3:20:20 PM

I would like to know why only \$400,000 has been allocated in the 2021-2022 budget for the implementation of the Climate Action Plan?

I note the foreshadowed expenditure for the Climate Action Plan in the 3 subsequent years is 1 million dollars per year.

Submission 30

From: [Neil McPhie](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 3:30:43 PM
Attachments: [Boroondara-21-draft-budget-comments.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • Boroondara-21-draft-budget-comments.pdf
Your full name
Neil McPhie
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

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Boroondara Council: Draft Budget for 2021/22.

Request for Comment.

Thank you for the opportunity to comment on the draft of the proposed 2021-22 budget for Boroondara Council.

I am a resident ratepayer living in Junction ward.

In my view the draft budget document has been prepared to a professional standard.

It is however virtually a template copy of the previous year's budget. This is understandable to the extent that it identifies the main revenues (rates, grants etc) and the main expenses (maintenance , operational and infrastructure expenditures)

However, the 2021-22's council budget is being framed at a time when:

- The corona virus continues to be the most serious health risk that has faced Australia in decades.
- Climate sustainability continues to be a very high priority issue.
- Government borrowings (State and Federal) have never been higher and interest rates are low
- Australia's relationship with its main trading partner (China) is volatile already leading to unprecedented supply chain disruptions and social disruption

No one can predict the future. However it is reasonable to observe that there are some serious downside risks and these could impact on the way of life of Australians in both the short term and the longer term.

Comment 1: Budget Flexibility

I believe the budget document should demonstrate a dynamic capability that acknowledges the risks that may threaten the financial viability of the council or its general population and consider potential responses.

Some risks include;

1. It is possible that grants from state government will reduce significantly as the state moves funds to debt reduction or covering increasing interest rate costs.
2. Boroondara could suffer a sustained long term lock down due to a local outbreak of corona virus or a mutated variant of the virus
3. State/ Federal environmental rules/laws could be passed that demand change. For example fossil fuelled vehicles may be banned from city locations.
4. Supply of key imported inputs for business could be disrupted threatened the viability of local businesses.
5. An eroding relationship with China could lead to negative social consequences.

Clearly no individual Council can manage all the risks but they can acknowledge there are risks and consider what its options are. For instance, given the council does face multiple risks it should consider whether the budget is (or isn't) building the financial resilience of its population (personal and business) and whether the budget is (or isn't) building its own financial resilience.

Comment 2: Balance Sheet Size

The budget highlights a burgeoning balance sheet.(approaching \$4billion). I believe the budget should identify what is the ideal balance sheet size and then make plans for increase/decrease as appropriate.

Ideally there should be a focus on what balance sheet the Council needs. This focus should also assess cortically whether the assets held are providing adequate return, whether a financial return or a social return.

Is see no reason why the Council needs to own large property holdings such s swimming pools and community centres. These assets could be liquidated with the proceeds used to undertake other activities and/or reduce charges and rates.

Comment 3: Proposed rates increase

The burgeoning balance sheet will be partly be a consequence of ever increasing rate revenue. Given the uncertainties facing the community and the huge somewhat “lazy” balance sheet there is no reason demonstrated in the budget as to why rates should be increased.

- With the uncertainties facing the community, the Council should consider whether increasing rate revenue, builds or undermines the financial resilience of Boroondara residents?
- Also it is also hard to reconcile the proposed rate increases with the stated savings to be derived from the Customer First program.

Comment 4: Statement about whether any properties are not assessed for rates.

There should not be any cross subsidies in the operations of the council. The draft budget makes no statements about whether any cross subsidies exist. If they do exist, then the extent of any such subsidy should be declared.

For example, missing from the draft budget is any commentary on whether or not there are any properties in Boroondara that do not pay rates. For instance if properties owned by religious entities, charities, government agencies do not pay rates /council fees or pay reduced rates/fees then this should be identified. If this situation exists, then rate payers are subsidising other property owners and the rate payers should be aware of this. Also the continuation of any such cross subsidy (if they exist) should be reviewed annually.

- If cross subsidies are removed (if they exist) there could be a a significant benefit to other rate payers.
- Thus I recommend that a statement is made advising details of any properties that are not assessed for rates (if there ever any) and if they do exist a program of review is established.

Comment 5: Level of funding for climate sustainability

The community is expecting significant focus on building climate sustainability. Whilst plans are being formed it is reasonable to expect that significant investment in this area will be needed.

The draft budget presents a relatively small level of resources directed to climate sustainability. As planning is still under way and the document is in draft format, it should allow for additional resources to be allocated.

Comment 6 : Labour costs and the “Customer First” project

There is little overt reference to the status of the so called “Customer First” project . An update on the project’s progress and future expenditure should be included.

The draft budget refers to labour savings and in the absence of a specific statement it is assumed this is from the partial implementation of the CF project. I feel a statement is also required as to why in a time of economic uncertainty a very cashed up enterprise (the Council) seems to be focusing on labour savings?

The draft budget proposes that “a number of “transformational projects” have delivered labour savings of \$2.86m.

It is not clear whether the transformational projects referred to are the so called “Customer First “ project or not. When this was proposed a business case was circulated. In my view the business case was overly simplistic, narrowly focused and did not address the key dimensions of a business case.

Until more certainty returns, I feel the Customer First program should be paused and expenditure on staffing should be focused on growing skills rather than reducing staff numbers.

Finally it is not easy to reconcile how the \$2.86m was derived.

Thank you for the opportunity to comment.

Neil McPhie

Submission 31

From: [Geoffrey Andrews](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 3:51:19 PM

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Type your submission
<p>Council has not provided nearly enough provision to address the climate change emergency.</p> <p>Areas which should be urgently tackled include:</p> <ul style="list-style-type: none"> * Councils operations (all emission sources, including waste management, and embodied emissions from the seemingly endless and overdone capital works projects). * Community emissions (all sources, including transport), <p>Included in transport, but to be clear, cycling infrastructure in Boroondara is abysmal. There are nowhere near enough paths, paths that do exist are mostly poor, many are unlit, some flood after even light rain (I know it's hard to believe), there are missing connections.</p> <p>There is far too much money allocated to large capital projects (e.g. 60+ M\$ for the Kew Rec Centre, which was last refurbished about 10 years ago, and 100 M\$ for an IT system (seriously??)).</p> <p>Councillors have clearly been captured by a portion of the executive who seem to dream up unnecessary capital works projects, rather than managing existing assets well.</p> <p>BTW, I have lived in Boroondara for 32 years, and do not think Boroondara ratepayers get value for money, considering other comparable councils such as Stonnington.</p>
Your full name
Geoffrey Andrews
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

Submission 32

From: [Alex Currell](#)
To: [Budget Boroondara](#)
Subject: Kooyong Climate Change Alliance Submission on Proposed Budget 2021-22
Date: Wednesday, 26 May 2021 4:01:43 PM
Attachments: [KCCA Submission on Boroondara Budget 2021 Final.pdf](#)

Please find attached the Kooyong Climate Change Alliance's submission on Council's Proposed Budget 2021-22.

Please contact me if you have any queries.



Kooyong Climate Change Alliance Submission on City of Boroondara Proposed Budget 2021-22

May 2021

The Kooyong Climate Change Alliance is a group of community organisations based primarily in the City of Boroondara and working for urgent and effective climate action. Members of the alliance include Lighter Footprints, ACF Boroondara, StopAdani Kooyong and the Eastern Melbourne Climate Alliance.

1. Introduction

It is clear that we are facing a climate emergency. A dramatic reduction in greenhouse gas emissions is required over the next ten years if the Paris Agreement goal of limiting warming to 1.5°C is to be achieved. All levels of government need to contribute to the effort, including local government.

The results of the last Boroondara Council elections suggest the local community wants the Council to take more meaningful action on the climate. This was confirmed by the survey results from the first stage of consultation on Council's Climate Action Plan. The representative survey indicated that 89% of the Boroondara community support development of a CAP, with 67% expressing strong support. This support is based on 'the perception that climate change is an urgent issue and that action is required' (*Boroondara Climate Action Plan Research Report*, November 2020).

We congratulate the Council on undertaking the development of the CAP, and recognise that some important steps have been taken to reduce Council's own emissions, notably the Power Purchasing Agreement (PPA) with Procurement Australia. However, we believe that the Proposed Budget 2021-22 is a very inadequate response to the challenge of the climate emergency.

The funding for climate initiatives in the budget is disappointingly low given the urgent need and community support for strong action. There is no indication in the budget that the Council is increasing its ambition on the climate. The budget represents little more than a continuation of the policies of previous years. Of particular concern is the lack of any new programs to drive down community emissions in Boroondara.

The reduction in funding for key environmental initiatives (including climate initiatives) from \$4.04 million in 2020-21 to \$3.61 million is a telling indication of the failure to increase Council's efforts. The specific allowance for implementation of the CAP has been reduced by more than half, from \$985,000 to \$400,000.

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We acknowledge that the Council has not yet finalised the CAP, and that it may therefore be difficult to identify the funding required for new climate programs. However, we note that the plan has been under development for well over a year, allowing ample time to identify and prepare budget estimates for uncontroversial items. Moreover, a substantial contingency amount could have been included in the budget for implementation of the plan, with details to be confirmed after it is adopted early in the new financial year.

The foreshadowed expenditure for implementation of the CAP in the years 2022-23 to 2024-25 is \$1 million per annum, up from \$400,000 in 2021-22. This modest increase only serves to reinforce the impression that the Council is not serious about providing real community leadership and stepping up its efforts to address the climate crisis.

2. Emissions from Council operations

Budgeted expenditure related to Council's own GHG emissions includes:

- \$400,000 of capital funding for CAP 'emissions reduction work', further described as 'LED lighting upgrades, heating and cooling upgrades to reduce Council's energy and greenhouse emissions and lowering of Council's use of gas and electricity to meet our climate related targets'.
- \$2.2 million 'to deliver a minimum 5 Star Green Star equivalent standard for all new buildings and applicable retrofits'. This may also assist in reducing Council's emissions, but we assume the impact will be relatively small, given the new PPA.
- \$220,000 of capital funding for solar lighting 'along 500 metres of Boroondara park paths'.

The forecast for 2021-22 emissions from Council operations is 'less than 22,000 tCO₂-e'.

Comments and Recommendations

- It is extremely disappointing that the forecast for Council emissions in 2021-22 is unchanged from the previous year. Reducing its own emissions to net zero (with minimal use of offsets) should be one of the Council's highest priorities. Council cannot afford to waste a year with no further movement towards zero emissions.
- If expenditure of \$400,000 will not produce a significant emissions reduction from Council facilities, increased (or better targeted) expenditure should be committed.
- There does not appear to be an allowance for further installation of solar panels on Council facilities. Despite Council's new PPA, PV panels should be installed on Council facilities wherever feasible in order to assist in shifting the State's power supply to renewables, particularly given that this is likely to be financially attractive. An appropriate allowance for additional panels should be included in the budget.
- The Council should commence the transition away from gas usage in its existing facilities during 2021-22. If this is not included in the \$400,000 budget allowance for emissions reductions, an additional amount should be included.
- We were dismayed to learn that the plans for the Kew Recreation Centre redevelopment include gas-fired pool heating rather than heat-pumps. The use of heat-pumps powered by Council's 100% green energy would reduce recurrent operating costs and eliminate carbon emissions, although we recognise that capital costs may be higher. We understand that the

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decision to use gas heating is under review, and we urge Council to adopt the heat-pump option and include an amount in the budget to cover any increase in capital cost.

- Funding to facilitate transition of Council's fleet to electric vehicles should be included. This should cover preparation of a transition plan and commencement of the transition (perhaps initially with the purchase or leasing of hybrid passenger vehicles).
- The current 'Small Market' electrical supply should be switched to a renewable supply when the current Origin contract expires on 1 July 2021. Any funding required to facilitate the change should be included in the budget.
- Council should purchase off-sets to cover any emissions which it cannot realistically address directly in the short term. We accept that Council may not target a net zero result in 2021-22, but it should be moving much closer to zero than the current forecast indicates. Expenditure to directly eliminate Council's emissions is clearly preferable to purchase of off-sets, but the budget should include an allowance for off-sets for any emissions which Council considers cannot be dealt with rapidly. This recurring expenditure would obviously reduce as the more intractable emissions are addressed.

3. Community emissions - energy

The budget does not appear to include any new initiatives specifically designed to reduce community emissions related to energy use. It is assumed that the existing very limited energy advice services will continue.

There is a welcome allowance (\$60,500) to 'establish a dedicated Environmental Sustainable Design Officer role ... to facilitate sustainable design outcomes' in the community which may make some contribution to emissions reduction.

Comments and Recommendations

- The lack of substantial funding for new initiatives to promote reductions in community emissions is the major deficiency in the budget.
- The Council should engage at least one new staff member (whether on contract or permanent) to develop and manage the implementation community emissions reduction programs. Additional staff with the necessary expertise are needed to do the detailed design work required and must also have sufficient authority in the organisation to drive implementation. Responsibilities could extend beyond community emissions to the full range of CAP initiatives.
- The current community energy audit scheme provided by the Australian Energy Foundation should be expanded to cover comprehensive audits, with (conditional) financial support for implementation of recommended improvements.
- Funding should be included to design and commence implementation of a program to increase the installation of solar panels by residents, landlords and businesses. The program should include provision of finance (possibly via Environmental Upgrade Finance), a bulk buy and/or preferred supplier scheme (possibly via Solar Savers and/or Australian Energy Foundation), and additional financial support for low income households.

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- An allowance should be included to design a program to promote community transition from gas (similar to the proposed solar program), with a view to commencing implementation late in the year or early in 2022-23.
- Funding should also be included to engage a small team of 'outreach climate champions' who would actively engage with the community to promote Council emissions reduction programs and provide initial advice about how community members can reduce their carbon footprint. It is recognised that significant lead time will be required for program preparation prior to commencing outreach work.

4. Community emissions – transport

Budgeted expenditure related to active transport and public transport includes:

- \$1,771,783 for advocacy related to 'public and active transport, open space, urban design and environmental opportunities associated with the North East Link and Union Road Level Crossing Removal projects'. This expenditure is covered by State Government grants.
- \$50,000 for advocacy related to 'Public Transport improvements for disability access and network linkages'.
- \$160,000 for advocacy for 'the Box Hill to City cycling corridor project'.
- \$274,600 to complete the review of the Bicycle Strategy to ensure 'appropriate opportunities for on and off road cycling and improvements to Boroondara's bicycle network'.
- \$45,000 to design 'improvements to the shared paths networks ... to facilitate increased pedestrian and cyclist access and usability'.
- \$120,000 of capital expenditure for design and construction for pedestrian priority and accessibility on shared paths.
- \$200,000 of capital expenditure for safe on-road bike lanes.

Comments and Recommendations

- We welcome these active and public transport budget measures. However, excluding the State Government grants, the budgeted expenditure is relatively modest. A mode shift to active and public transport is critical to reducing transport emissions, and has new urgency in view of the pandemic induced increase in car usage. We believe there is significant scope for additional effective initiatives to encourage this shift, given the relatively high proportion of short trips in Boroondara, the poor public transport connections in many locations and the gaps in the safe cycling network.
- In this context, Council should allocate funds to commission (or at least advocate for) a mode shift transport study to establish baselines and identify drivers to promote a mode shift from cars to active and public transport.
- Mode shift to cycling needs personnel to encourage, support and drive it, so we urge Council to return to employing two Sustainable Transport Officers in 2021-22, with one dedicated to the promotion of cycling. An initial priority should be the development of partnerships to encourage more active transport to and from school.
- Additional budget funding for active transport infrastructure should be provided for:

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- Installation of pop-up protected bike lanes in appropriate locations to encourage greater bike use as more people return to commuting; if successful, these would be made permanent in the medium term.
- Upgrading shared path street crossings to give shared path users priority wherever feasible.
- Constructing a linking path from Mont Albert Road to the Anniversary Trail in Canterbury; it may be possible to obtain State Government support for this project.
- Constructing connecting routes and supplementary infrastructure for the Hawthorn to Box Hill Trail (in addition to the advocacy for the trail already funded in the budget).
- The State government funded initiatives related to the impacts of the North East Link and Union Road Crossing Removal are clearly of major significance. The loss of open space and mature trees as a result of the construction of the NEL and the future traffic impacts on the municipality and beyond are a major concern. Every effort must be taken to devise and advocate for strategies to minimise and offset these impacts and to ensure the existing shared path networks affected by the project are replaced or maintained. Advocacy for improved public transport services should also be a priority.
- Council's Integrated Transport Strategy is now out of date and development of a new strategy should be a priority, particularly in view of the impact of the NEL on the municipality. Preparation of the new strategy should be linked to the review of the Bicycle Strategy, and also include a strong focus on walking and public transport. Strategies to support the take-up of electric vehicles in the community (e.g. provision of accessible charging points) should also be an important consideration. Suitable funding for strategy preparation should be included in the budget.

5. Urban forest and tree canopy cover

Budgeted expenditure for initiatives to maintain and increase tree canopy coverage includes:

- \$420,000 to 'proactively manage and renew our ageing street and park trees by implementing year four of the Tree Strategy'.
- \$240,000 for 'a targeted program to increase the planting of trees on local streets to 1,000 per annum'.

Comments and Recommendations

- Expanding the urban forest in Boroondara should be a major priority for the Council, given its role in offsetting the heat island effect and contribution to GHG drawdown. We acknowledge that the budgeted expenditure contributes to this objective, but it is disappointing that the amount for management/renewal is somewhat less than in the previous year (Agenda Item 3.1 Special Council Meeting 20 July 2020, p 383) and that the new planting initiative is confined to street trees. New plantings in 2021-22 should be increased and expanded to (at least) Council-managed open space, with an appropriate increase in the budget allowance.
- The Tree Strategy 2017 should be reviewed during 2021-22 and replaced by an Urban Forest Strategy, which (unlike the current strategy) addresses private as well as public land. The

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strategy should set ambitious targets for tree canopy cover, possibly drawn from the CAP. Mitigation of and adaptation to climate change should be key objectives, with a clear focus on dramatically expanding Boroondara's urban forest and reversing the loss of tree canopy on private land. Community engagement in supporting urban forest expansion should be a major theme. The budget should include a suitable amount to undertake this review.

- Council should urgently develop strategies to improve enforcement of tree removal laws. This could include advocacy for increased penalties and an increase in relevant Council staff. Appropriate funding should be included in the budget.

6. Planning Scheme

Planning Scheme provisions can have a significant effect on community emissions and adaptation to climate change. The only initiative related to the Planning Scheme identified in the budget is for submission of an amendment associated with the Heritage Gap Study.

Comments and Recommendations

- Council should join Council Alliance for a Sustainable Built Environment (CASBE) and advocate for the State Government to change the Planning Scheme to mandate net zero emissions in all new buildings and developments and to strengthen provisions to improve adaptation to climate change (e.g. related to hard surfaces and vegetation).

7. Budget development process

The current budget process is not conducive to meaningful input from the community, although we recognise that it satisfies the legal requirements for community involvement.

Comments and Recommendations

- The community only has the opportunity to provide input after months of deliberation by Council officers and Councillors and the preparation of a very detailed document. The complexity of the proposed budget and the timeline for approval means that the scope for the community to have real influence is extremely limited in practice.
- The document is forbiddingly difficult for the non-expert to penetrate. It includes a high level of detail, yet the scope of particular initiatives is often unclear. Multiple representations of the same information are common, which can be very confusing for the uninitiated.
- We urge the Council to allow more meaningful community participation in the budget process by:
 1. Providing an additional opportunity for public input much earlier in the process, when options are still under consideration. This could include a public briefing on key budget issues, with opportunities for members of the public to ask questions.
 2. Providing appropriate explanatory material to assist community members to interpret the proposed budget document. A briefing forum, a hotline for queries and assistance with preparing submissions should also be considered.

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8. Conclusion

The proposed budget fails to meet the challenge of the climate emergency. Funding for environmental initiatives is less than in the previous year and the allowance for the Climate Action Plan has been reduced by more than half (from \$985,000 to \$400,000).

It is true that there are other initiatives with a positive climate impact, but how ever climate related spending in the budget is calculated, the total is clearly inadequate. The proposed climate funding is disproportionately small in a total budget of \$260 million plus capital spending of \$99 million, particularly in the context of the major expenditure devoted to initiatives such as the Transforming Boroondara project and the Kew Recreational Centre (worthy though these projects may be in their own right).

The lack of climate ambition in the budget is starkly evident in the forecast for Council's own GHG emissions, which is unchanged from 2020-21. Even more telling is the complete absence of any new spending for initiatives to assist in driving down community emissions.

We urge the Council to demonstrate that it is serious about making a real contribution to tackling the climate crisis by substantially increasing funding for climate action in 2021-22 and the foreshadowed climate expenditure in following years.

Submission 33

From: [Ian Penrose](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 4:18:15 PM
Attachments: [IEP-comments-on-Council-21-2-budget.docx](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none"> • IEP-comments-on-Council-21-2-budget.docx
Your full name
Ian Penrose
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
No
Privacy statement
<ul style="list-style-type: none"> • I understand and accept Council's Privacy Statement

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Comments on Boroondara Council's Proposed Budget 2021-22

By Ian Penrose

Thank you for the opportunity to provide comment on the Council's proposed budget 2021-22. I am a strong supporter of the role of local government and was pleased to participate in the recent consultations for the next Boroondara Community Plan.

The draft budget has clearly taken much effort and skill to prepare, and from my reading of it, I can find no component of it that lacks merit. BUT this is an underlying shortcoming from both environmental and funding perspectives.

Environmental Sustainability

Let me quote from the list of Council's environmental initiatives, namely

We are committed to continuing to reduce our city's environmental footprint, as we work towards a healthier, more sustainable future.

In the 2021-22 budget, we're planning to undertake a range of dedicated initiatives that will help us minimise our environmental footprint.

The city's environmental footprint, its use of nature's resources, is directly influenced by the city's population. Of course, there are other factors, but it is undeniable that the larger the population, the larger the environmental footprint. In other words, if and as Boroondara's population grows, the city's environmental footprint gets worse, and the stated commitment "to reduce our city's environmental footprint" is nigh impossible to meet, certainly in any sustainable way.

Funding

A growing population also provides a major funding challenge for the Council. This is acknowledged in the introduction to the document where it says "As our population grows the demand for services increases" and in the executive summary, which points out "the additional demands placed upon Council by a growing population". Significant components of the Council's capital and operating costs are directly attributable to the need to cater for more people in the city.

Suggested changes to the budget

Don't get me wrong. I am not advocating to stop progress, but I do question the presumption that the population should continue to grow. We can remain a vibrant and inclusive city – a goal I share - without getting bigger.

So, what are my suggested changes to the budget?

1. Acknowledge upfront that a growing population makes it more difficult for the Council to fund its important services, makes it more difficult for the city to maintain, let alone reduce, its environmental footprint, puts further strain on providing everyone with green space, increases traffic congestion, creates more conflict over the protection of streetscapes and heritage ... the list goes on.

2. Add into the section headed Environmental Sustainability, actions that improve community and Council's knowledge and appreciation of the part that population plays in environmental sustainability, and a commitment by Council to address the issue, not just adapt to it.

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3. It had been put that me that Council has no control over population growth, because it is a policy of state and commonwealth governments. That's not true and a cop out. Council can actively challenge the state government's current policy that Boroondara must accept its 'share' of Melbourne's population growth. Why? Because it has a significant impact on the Council's work and the local community. I ask that the budget includes funds for such advocacy.

Thank you again for the opportunity to provide comment.

Submission 34

From: [Leigh Naunton](#)
To: [Budget Boroondara](#)
Subject: [eform] Proposed Budget 2021-22 and Revenue and Rating Plan 2021-25
Date: Wednesday, 26 May 2021 4:52:57 PM
Attachments: [Budget-submission-Leigh-Naunton.pdf](#)

Please choose which council document(s) you are making a submission for
Budget 2021-22 (including Mayoral and Councillor allowances)
Or upload your submission
<ul style="list-style-type: none">• Budget-submission-Leigh-Naunton.pdf
Your full name
Leigh Naunton
Do you wish your name to be included with your submission?
Yes, I consent to my name becoming part of the public record
If needed, how would you like to be contacted?
By email
Your email address
Do you wish to speak to Council in support of your submission at the Council meeting on 7 June 2021?
Yes
Privacy statement
<ul style="list-style-type: none">• I understand and accept Council's Privacy Statement

Submission 34

At the Council meeting on 20 July 2020, when considering the 2020-21 budget Council resolved: *“Net savings arising from the tendering and construction of the capital works program will be referred to Council for consideration on a quarterly basis to enable Council to determine whether COVID-19 has created a need for Council to expend these net savings on initiatives which are consistent with the role of Council and will provide additional support to the Boroondara community”.*

At the most recent Council meeting I asked *“As Council has identified net savings in the capital works program, and gross priority projects expenditure is now forecast to be \$7.49 million (net \$8.67 million) below the September Amended Budget, will Council now consider whether COVID-19 has created a need for expenditure of these savings on initiatives which are consistent with the role of Council and which will provide additional support to the Boroondara community, as per Council’s motion passed on 20th July 2020.”*

I received the following response:

As at 31 March 2021, no permanent net savings have been identified for capital works. This information is also noted on page 51 of the March Quarterly Performance Report presented to the Council Meeting on 24 May 2021.

The Full Year Forecast for Capital Works and Priority Projects is less than the September Amended Budget primarily due to the identification of proposed forward commitments to the 2021-22 financial year and does not relate to savings. The variance reflects committed expenditure against existing contracts including multi-year projects such as the Kew Recreation Centre and Canterbury Community Precinct and other influences including the impacts of COVID-19 restrictions on the timing and delivery of projects which have been identified to be undertaken in the 2021-22 financial year.

The variance represents delayed committed expenditure, that is non-permanent savings, but none-the-less savings now - money sitting in the budget which could be used now, especially if recovered later.

Will Council therefore meet its commitment and *consider whether COVID-19 has created a need for expenditure of these savings on initiatives which are consistent with the role of Council and which will provide additional support to the Boroondara community?*

At the time, July 2020, it was already clear that the shopping strips were in trouble, and since then it has become much worse. At the time, there were many requests for Council to do more, and debate in Council with dissension on the budget due to this issue. Council’s response was highly unsatisfactory.

It is abundantly clear just from walking in the strip shopping centres and seeing all the closed businesses that support is needed to prevent more closures, which can only harm the viability of the shopping strips and lead to lower amenity, more vandalism and more flight of shoppers to online shopping and to malls outside of Boroondara - with the associated increase in car usage and loss of community connections. There are plenty of examples in other places in which model projects and support of local businesses by Councils has

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revitalised shopping strips. The pandemic is not over, and there is a great risk of further small trader closures in our city. There is no time to waste.

It is simply not good enough for Council to pass this crisis off as the responsibility of another tier of government. Council is responsible for maintaining the vigour, viability and amenity of our city. It's high time for you to meet your responsibility by directly supporting our strip shopping centres by helping to prevent the closure of small traders.

Council could provide very-low interest or no-interest loans to businesses, or more deferral of rates and charges. Council can borrow at very low interest rates if that is the only way to fund these, and if it's loans or deferrals then the expenditure is recovered later.

SUBMISSION ON THE PROPOSED BOROONDARA BUDGET FOR 2021-22**Ian Hundley****26 June 2021****Deficiencies in Boroondara Council's budget consultation process**

The fact that the proposed budget is presented with artwork in final form, including photographs, logos and colour for display on the Council website suggests that it is not anticipated that there will be any significant change to its content as a consequence of this public consultation process. It is essentially ceremonial and without substance.

Experience with previous Boroondara budgets indicates such an outcome is most likely, as there have been no changes of any consequence emerging from this process in previous years.

If the Council were to engage in a genuine process of public consultation on the budget it should commence to do so as early as the first quarter of the previous budget, say in September or October. This would provide for a bona fide consideration of expenditure and revenue options and priorities involving genuine public participation rather, than, as now, token recognition that the public at large has a role to play.

Other councils have gone some way towards doing this, and Boroondara should do likewise.

Cost shifting

This budget, as in previous years, identifies cost shifting between different levels of government to be a concern. (Proposed Budget 2021-22, pp. 10, 94) References are often made by the Council to such cost shifting, especially from the Commonwealth and the Victorian government to Boroondara for what are essentially programs of these other governments. The Council should document and publish how it has been affected, on a project or program basis, by this phenomenon in recent years.

Analysis and collection of data for policy and program purposes

There are important instances of where the Council does not have data which is central for policy and program purposes. It is not clear whether this is due to the fact that resources have not been allocated to the particular task or whether in some cases there is an official reluctance to create and make known such information.

Three of these are addressed below.

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Report and consent processes under the Building Regulations

According to the proposed budget, it is claimed Council “encourages desirable building design outcomes for amenity protection and to maintain consistent streetscapes through the Report and Consent process.” (p. 32)

This is not the case in much of Boroondara where, from a neighbourhood character perspective, much of the municipality has been long characterised by streetscapes where, for instance, dwellings have low front fences or no front fences, regular minimum setbacks for dwellings are maintained, and there was reasonable certainty that permeable space provisions are complied with.

Now, many new developments are being built with oversized front fences, administrative discretion is exercised to reduce setbacks and compliance with standards for permeable space appear hit and miss. Neighbourhood character is being eroded as a consequence.

Whether this is due to very large numbers of applications being approved pro-forma by the Council under the Report and Consent process, or non-compliance with these regulations by developers, is not disclosed anywhere by Council. It needs to be and Council should report fully on its administration of the Report and Consent process for the last decade together with cases of non-compliance.

My recent Freedom of Information application for statistical information on applications made to Council during the last decade was refused by the Council. It did so on the grounds that it would be too difficult to recover the information. The rejection of my application was based upon grounds that the information was not readily accessible in the form held by Council. This is alarming in itself, as it persuasively demonstrates that the Council is indifferent to the issue. Neighbourhood character and environmental sustainability are concepts that are discretionary as far the organisation is concerned.

Indifferent administrative decision-making in this important area is one thing. It's highly likely that in many other cases the building regulations are not complied with at all. And it appears that in these cases the Council does not enforce the regulations or where, if other government agencies may be involved, ensure that they properly administer the relevant regulations.

The Council needs to ensure that the responsible areas within its own jurisdiction are adequately resourced to undertake these tasks.

Canopy trees

Council's major instrument for maintaining canopy tree cover on private properties is the Tree Protection Local Law 2016.

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As shown in the table below in the period 2010-11 to 2020 -21 budgeted outlays to administer the Local Law increased in dollar terms, but remained very modest having regard for the associated public benefits to be maintained and the outlays required to discharge these responsibilities effectively. The net cost, however, has risen much less, evidently because of increases in revenue, presumably sourced from applications made for the removal of trees.

YEAR	OUTLAYS (\$)	REVENUE (\$)	NET COST (\$)
2010-11	135,000	15,000	120,000
2011-12	162,000	15,000	147,000
2012-13	212,000	16,000	196,000
2013-14	219,000	32,000	187,000
2014-15	226,000	33,000	193,000
2015-16	261,000	176,000	85,000
2016-17	302,000	199,000	103,000
2017-18	308,000	175,000	133,000
2018-19	476,000	221,000	255,000
2019-20	620,000	305,000	315,000
2020-21	662,000	290,000	372,000
2021 - 22	542,000	304,000	238,000

Budgeted outlays and revenue: Tree Protection Law 2010-11 to 2021-22

Set against these historical figures, proposed gross outlays of \$542,000 in 2021-22 is grossly inadequate. As I have indicated previously, promotion of the value of canopy trees by Council needs to be significantly expanded, together with enforcement activity. The support of concerned residents should be actively recruited to the cause of maintaining compliance with the provisions of the Local Law.

Some token efforts have been made by the Council to publicise cases where parties have been found guilty of offences in the Magistrates Court, but remain too ineffective to inflict reputational damage on perpetrators, and therefore promote behaviour change.

There is a tree replacement program conducted by Council where approval has been granted to remove a tree or where it has been found that a tree has been removed illegally. It has not been reported upon publicly by the Council and it should be.

A recent request I made for data on applications for tree removals in recent years together with enforcement action demonstrated clearly to me that the Council does not maintain an adequate data base for these purposes

In conclusion, it is clear that staff are overworked in this area and unable to administer and monitor the program to anywhere near to the standard required. The budget allocation should be increased accordingly.

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Administration and enforcement of Amenity Local Law

The administration of the Amenity Local Law is deficient. I wrote to councillors on 21 February 2021 and identified two untidy and dangerous properties in Stephens Street and Balwyn Road in Balwyn North which should have been cleaned up months before then. It is not that these were isolated instances. It appears that as with failings in the administration and enforcement of the building regulations and the Tree Protection Law the Council has not properly staffed up this area either. It was suggested that the pandemic may have caused a reduction in enforcement action. Whether this was the case or not, such sluggishness in administration was evident prior to the pandemic and following the lifting of restrictions on movement.

The consequence is that many areas of Boroondara are now appearing untidy because of the lack of remedial action by many property owners. It has been suggested that many of these property owners are absentee. This is not a justification for inaction by Council which should address the lack of staff in the local laws area as part of the budget process.

Gravel path renewal program (p. 83)

I have criticised the low level of funding for this program for previous years. Please refer to my previous submissions on the issue. Whilst there is a proposed uptick in funding proposed in 2021-22, to \$180,000, forward estimates show that it is to then be reduced to no greater than \$130,000 in the three subsequent years. The decline in the condition and safety of these paths show this is inadequate.

The program to improve way finding lighting on paths for walkers and cyclists builds upon recent initiatives of this nature and are supported. (p. 28)

Revive public transport advocacy

As I noted in my submission for 2020-21, any advocacy Council may be undertaking to improve public transport is at best obscure and ineffective. For instance, there are no positive initiatives being taken by Boroondara to advocate for stronger route bus services in the north of the municipality, especially those that would provide linkages for Boroondara residents with major destinations in the cities of Darebin and Banyule.

Boroondara councillors appear not to recognise what is understood by most of us: the world does not end at Boroondara's boundary with other councils.

Walking to school

Council should give a much high priority to facilitating walking to school. It is not clear from the budget whether any such programs in this area are to be funded. The yearly walking to school month each year, which the Council does get involved with is not sufficient.

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The COVID-19 pandemic precipitated changes in behaviour, which should be capitalised on by Council. Behavioural change is in many respects more important than the provision of infrastructure. Unfortunately, over the years the Council has directed far too few resources on behaviour change in the transport budget. This should be addressed in the 2021-22 budget.

Greythorn Park pavilion

The table below, shows the proposed funding for the main pavilion at Greythorn Park, now much delayed, as presented in council budgets in each of the last six years, 2015-16 to 2021-22. The pavilion is used by tenant AFL and cricket clubs.

In response to my 2019-20 budget submission, I was advised by the Council that " The budget for this project has not changed," even though, as shown in Table 1 below, it had increased from the original \$495,000 indicated in the 2015-16 budget to \$3,345,000 in 2021-22. It is reasonable to ask in the circumstances what is going on here?

Budget	Proposed funding (\$)						2022-23	Total
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22		
2021-22	NIL	NIL	NIL	NIL	NIL	2,610,000	1,075,000	3,345,000
2020-21	NIL	NIL	NIL	NIL	200,000	1,125,000	1,400,000	2,725,000
2019-20	NIL	NIL	NIL	NIL	NIL	850,000	NIL	850,000
2018-19	NIL	85,000	850,000	NIL	NIL	NIL	NIL	935,000
2017-18	NIL	45,000	450,000	NIL	NIL	NIL	NIL	495,000
2016-17	NIL	45,000	450,000	NIL	NIL	NIL	NIL	495,000
2015-16	NIL	45,000	450,000	NIL	NIL	NIL	NIL	495,000

Table 1: Variations in proposed outlays on the Greythorn Park pavilion

There has been no public advice on that by the council. The scale and functionality of the structure now proposed is clearly much different from what was initially proposed.

As I said in response to the 2020-21 budget, one is compelled to the conclusion that significantly different and more intensive use of Greythorn Park by organised sport is now

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being contemplated behind the scenes by Council and the balance between passive and active uses of the park as enshrined in the masterplan is now under threat.



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Submission number and name	Summary of submission	Directorate	Director comments and proposed impact (subject to hearing of submissions)
<p>1. Brenda Tait</p> <p>(Ref: A8098338)</p>	<p>A Zero Emissions Future</p> <p>Submitter writes to the Councillors, I assume that you stood for election on the basis that you cared about the future wellbeing of this community. Facilitating the rapid move to a zero emissions future is now critical to the work of anyone elected to public office given the grave problems we all face with a rapidly warming planet. The lack of commitment, innovation or imagination in this budget document displays the extent to which Boroondara Council continues to ignore the scientific and economic evidence about the risks and costs of not acting on global warming.</p> <p>I have listed below some initiatives from other councils; actions which put our light globes, tree planting and composting to shame.</p> <ol style="list-style-type: none"> 1. Adopt zero emissions transport. 2. Only use renewable energy to power council buildings and other infrastructure i.e. no gas, no coal. 3. Citizens providing direct input to guide the priorities of councils. 4. Support for solar upgrades and retrofitting of homes, especially for vulnerable groups. 5. Community education programs to explain to residents and businesses the need for climate action to rapidly reduce emissions to zero by 2030. 6. Direct support to local businesses to achieve zero emissions, including facilitating the use of micro-grids to reduce the costs and emissions. 7. No further contracts with major emitters or the fossil fuel industry. 8. Declare a climate emergency and zero emissions target by 2030....and the list goes on. 	<p>DP&S</p>	<p>Council is in the process of developing a Climate Action Plan which will be released for consultation in the coming weeks. This plan will define Council's sustainability direction over the next decade. There is \$400,000 in the proposed budget to support the implementation of the plan once it is adopted along with over \$3M of proposed funding for other environmental initiatives across a range of budget areas for the organisation.</p> <p>No change proposed to Budget.</p>



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	<p>I implore Council to show leadership on this vitally important issue. We are way beyond planting trees and changing light globes in order to keep the climate to within 1.5 degrees of warming.</p> <p>Boroondara should be part of the solution not contributing to the problem or blocking sensible solutions for political reasons.</p>		
<p>2. Sarah Brennan (Ref: A8098340)</p>	<p>Climate change</p> <p>Submitter writes there is a significant lack of funding going towards addressing climate change. Considering the council is creating a Climate Action Plan, and the seriousness of the problem, much more funding needs to go to addressing climate changing.</p> <p>While LED lights are commendable, more funding is needed for incentive schemes, education programs and outreach programs.</p>	<p>DP&S</p>	<p>The proposed budget includes \$400,000 to support the implementation of the Climate Action Plan following its consideration by Council along with \$53,100 for sustainability education programs.</p>
	<ul style="list-style-type: none"> • Council should direct funding to covering council buildings roofs with solar power and convert the fleet to an all-electric and hybrid one. 		<p>\$2.2M has been allowed in the proposed budget to deliver upon Council's Sustainable Buildings Policy which includes the delivery of solar power. The transition of fleet to non-emission vehicles has commenced and a target for implementation will be included in the Climate Action Plan.</p>
	<ul style="list-style-type: none"> • The budget should also include initiatives to educate and incentivise the public for adopting renewable energy, such as installing solar or turning away from gas. 		<p>Sustainability education programs are funded in the proposed budget. Further funding to expand the education program could be achieved within the allocation for the Climate Action Plan.</p>
	<ul style="list-style-type: none"> • Council should also look at creating solar car parks with EV charging stations, solar panels and batteries. 		<p>Council's Climate Action Plan will define Council's sustainability direction over the next decade. The allocation for implementation of the Climate Action Plan will be used in a variety of ways</p>



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			including developing implementation plans and business cases, this suggestion would require feasibility work prior to implementation. This program is scalable and could be expanded with future budget allocations.
	<ul style="list-style-type: none"> Also more funding needs to be directed to not only planting new trees, but protecting the vital old growth ones. <p>Council needs to take the issue very seriously, and by the looks of the proposed budget, it is nowhere near there yet.</p>		<p>The proposed budget includes an allocation of \$420,000 to proactively manage and renew our aging street and park trees.</p> <p>Council has committed \$3.61M on a range of environmental initiatives along with other significant investments in waste management improvements and an increased focus on sustainable transport.</p> <p>No change proposed to Budget.</p>
<p>3. Submitter 3 (Ref: A8101654)</p>	<p>Dog Bins in Kew Neighbourhoods</p> <p>The submitter would like Council to consider more dog bins/bins along the Earl Street walking/cycle path and also around parks in the Kew neighbourhoods.</p> <p>Submitter thanks Council for the continued great work in keeping our community alive.</p>	DP&S	<p>Councillor officers will investigate opportunities to install more bins along the Anniversary Trail, with a focus on areas with other infrastructure elements and with appropriate access for waste vehicles.</p> <p>No change proposed to Budget.</p>
<p>4. Submitter 4 (Ref: A8101677)</p>	<p>Anniversary Trail</p> <p>Submitter has asked when is Council going to build the Anniversary Trail missing link past Camberwell High School. It was approved years ago but you never include it in the budget.</p>	DP&S	<p>The Anniversary Trail realignment at Camberwell High School was completed on 30 October 2020.</p> <p>Funding provision had been made in Council's Budgets of 2019/2020 and 2020/2021.</p> <p>No change proposed to Budget.</p>



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5. Submitter 5 (Ref: A8101723)	Social Services Submitter writes, I can't see any mention in the budget of money that will be spent to directly benefit the sick and the elderly. What social services including mental health and sickness assistance have been budgeted for? My understanding is that subsidised gardening for instance is not available as in other councils. Please comment.	DCS	<p>Services directly supporting older people are funded by the Australian Government through Commonwealth Home Support Program (CHSP) services. Council is just one of many providers funded by the Commonwealth to provide CHSP services in Boroondara. Council, like the other providers in Boroondara is funded to deliver a set number of hours of aged care. These services are designed to keep older people safe and independent in their own homes.</p> <p>Council is not funded by the Australian Government to provide a regular gardening service, however, the CHSP property maintenance service does provide for minor tree pruning and path clearance to ensure older people can safely access their homes.</p> <p>Health Care (including Mental Health care) is the responsibility of the Victorian Government and Council is not funded and does not have the expertise to provide clinical medical care.</p> <p>Council is funded to provide Maternal and Child Health and Immunisation services on behalf of the Victorian Government and Council's Youth Services team provide support and referral for young people with Mental Health challenges.</p> <p>No change proposed to the budget.</p>
6. Coral Ware (Ref: A8101747)	Public Toilets Submitter writes Please build more public toilets in Boroondara especially: Camberwell carpark between Woolworths, Aldi, the Rotary Trash and Treasure. Currently the only toilets are the run-down, dirty toilets under the stairs leading to Woolworths. They are very unpleasant to use.	DP&S	<p>Council has continued to advocate to the management of Target and Woolworths to improve the cleaning regime of their public toilets in this area. Additionally Council is investigating options to improve the access to public toilet facilities at the Camberwell Fresh Food Market to provide access over extended hours.</p>



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	<p>Whitehorse Rd Balwyn Mangan St Balwyn. Council installed fancy seats and wire planter cages at Mangan St when what is needed is a toilet! Currently the toilets are across the road near the Library. It is just too far to run and wait for the lights and dodge traffic and trams, when caught short or with young children or elderly/disabled parents.</p>		<p>The public toilet located in the Balwyn Library carpark as part of the Balwyn Shopping Precinct in Whitehorse Rd is sufficiently located</p> <p>No change proposed to Budget.</p>
<p>7. Emma D'Angelo (Ref: A8104853)</p>	<p>Lighting in Peel Street Reserve</p> <p>Submitter would like to place a submission forward for the installation of lighting in Peel Street Reserve. She has accessed the available budget document and can see there is \$80,000 allocated to 'Park lighting - renewal program.' I would hope that this can go towards path lighting for those who access the pack after dark.</p> <p>Submitter has raised this matter previously reference case number CAS 919443.</p>	<p>DP&S</p>	<p>Within the proposed Budget is an allocation of \$220,000 for the installation of new solar lighting for park paths to enhance usability. This budget is not yet specifically allocated to any sites and Peel Street Reserve will be considered against other sites when we determine how this funding is best utilised.</p> <p>No change proposed to Budget.</p>
<p>8. Judith Peacock (Ref: A8104857)</p>	<p>Recycling</p> <p>Submitter is extremely concerned about the way in which the blue recycling bins are managed in Boroondara. In her view, it is time the council took over the sorting of waste into the categories of recyclables and non-recyclables, and not rely on residents to do it. Frankly residents are not reliable for this task, and I should know, as every week I must re-sort the blue recycle bins for the 14 units in my unit complex.</p> <p>The main reasons that residents cannot be relied on to sort out their recyclables are :</p> <ol style="list-style-type: none"> 1. a complete and utter disregard for the significance of the task, hence for the environment 	<p>DP&S</p>	<p>Council has a contract for the collection and disposal of the collected recycling materials from properties in Boroondara. The collected materials are taken to a material recovery facility where sorting is undertaken and the maximum amount of recyclables are extracted and then on-sold to re-processors to re-manufacture into new materials. These materials recovery facilities are managed by experts in recycling who do an excellent job with removing contaminated materials.</p> <p>Given the scale of collections, and resulting materials handling plant requirements it is not considered practicable for each local government to take on this activity. In Boroondara's case we do not have the land area requirements.</p>



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	<p>2. a language barrier (and an unawareness of or unwillingness to access council information in their own language)</p> <p>3. plain stupidity, it usually falls to a martyr like me (and you'll find one in most unit complexes and streets) to re-sort the blue recycle bins every week. It is a thankless task and frankly, unsustainable in the long term.</p> <p>I suggest that if Boroondara council (and in fact all councils) were serious about recycling, they would provide only ordinary bins to the public and employ a team of well-trained recycling sorters/appropriate technology at all the depots. The present system of relying on residents to sort out their recyclables is frankly a shambles, and has a significant adverse outcome for the environment.</p>		<p>Multi-unit developments can present challenges with changing tenant populations. Council has over many years sought to educate through community waste education to practice the correct sorting of materials.</p> <p>The Victorian state government through Sustainability Victoria has a number of education resources available on its website.</p> <p>No change proposed to Budget.</p>
<p>9. Submitter 9 (Ref: A8108168)</p>	<p>Victoria Park Regional Playground</p> <p>Submitter has asked, why has the Victoria park regional playground changed from a 2.6 million dollar budget in the 19/20 year to a 2.3 million dollar budget this financial year?</p>	DP&S	<p>Council obtained a \$300K grant from the Local Park Program that is in addition to the rates funded contribution of \$2.3 in 2021/22. Therefore the total funding is \$2.6M.</p> <p>No change proposed to Budget.</p>
<p>10. Nick Alexander (Ref: A8112737)</p>	<p>Expenditure savings</p> <p>Submitter writes, last year I spent an hour stripping about \$50 m from the budget with extraction of unnecessary and wasteful expenditure. If I was CEO I could strip 30% of employees in a week. That allows a lot of expenditure saving.</p> <p>What I received in reply from some junior ranking staffer was Government servant double speak and treatment like I am a uniformed idiot who does not know the difference</p>	CFO	<p>Comments are noted.</p> <p>No change proposed to Budget.</p>



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	<p>between Vic Roads controlled roads and Council controlled roads.</p> <p>Your typical and continued avoidance of real issues and accountability is not surprising. I am not going to waste my unpaid time doing it again only to receive irrelevant replies from yet another low ranking staffer.</p> <p>I can read balance sheets much better than they can and they have no idea what they are doing. Your senior finance people found that out last year as well, after trying to bulldust me on balance sheet items.</p> <p>Nobody has the guts to even call me....no accountability reigns supreme in councils. Nothing has changed in decades.</p>		
<p>11. Rob Favata on behalf of Riversdale Soccer Club and Mark Blundell on behalf of Burwood District Cricket Club</p> <p>(Ref: A8112802)</p>	<p>Hartwell South Reserve</p> <p>Submitter writes on behalf of the Burwood District Cricket Club (BDCC) and Riversdale Soccer Club (RSC) (located at Hartwell Sportsground in Glen Iris), we thank you for the opportunity to provide feedback on Council's Proposed 2021/2022 Annual Budget.</p> <p>Firstly, we would like to commend Council on their ongoing support of the Clubs over many decades, particularly as the BDCC approaches 100 years of serving the local community and RSC 43 years representing the community.</p> <p>Both clubs have noted a significant uptick in the female participation rates. Currently, BDCC's female participation</p>	<p>DCS</p>	<p>Council thanks you for your submission and can confirm the budget item relates to the Hartwell sportsground pavilion.</p> <p>It's great to hear about the growth in female participation at both clubs and the focus on a diverse and inclusive culture.</p> <p>Council looks forward to working with both clubs closely on this project, pending the approval of this item as part of the 2021-22 budget approval process</p> <p>No change proposed to Budget.</p>



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	<p>stands at 40% of overall registrations and RSC increasing to 25%. Our clubs take pride in our inclusive and diverse culture and look forward to our continued growth especially into girls' only and All Abilities programs.</p> <p>Of note during the past two years, the City of Boroondara has shown us great support through:</p> <ul style="list-style-type: none"> • RSC - Once again, allowing RSC the privilege to be Hartwell Sportsground's winter resident. • BDCC - Allocating increased residence at both Hartwell Sportsground ovals for the 2020/21 season. <p>Again, we would like to formally thank Council for supporting our sporting initiatives.</p> <p>Regarding the Proposed 2021/2022 Annual Council Budget, we note with great enthusiasm that \$30,000 has been budgeted for 2021/2022 financial year towards pavilion works at Hartwell South Reserve.</p> <p>Both clubs have assumed that the notation 'Hartwell South Reserve' represents our home ground at Hartwell Sportsground. Please advise if this is not the case. Assuming we are correct, our Clubs fully supports and endorses this initial allocation.</p> <p>We also note with further interest the planned budget allocations in subsequent years that will further progress pavilion redevelopment at Hartwell South Reserve (also referred to as Hartwell Sportsground):</p> <ul style="list-style-type: none"> • \$300,000 in 2022/2023 • 1,000,000 in 2023/2024 • 2,000,000 in 2024/2025 		



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	<p>It is our understanding that Council has made these forward commitments to complete a redevelopment of the Harwell Sportsground Pavilion over a number of years, of which our Club's fully support.</p> <p>The facilities, while serving a community function, have become outdated and no longer meet the changing needs of the community or the changing nature of our sports. They were also built at a time where female participation in cricket and soccer were not as prevalent.</p> <p>As our Clubs continue to grow and evolve, so too must our thinking and the programs and support amenities.</p> <p>We are very excited about the prospect of engaging with Council on the next steps of consultation and design and we have made collective steps to involve both our Club committees to ensure we can maximise the funding available.</p> <p>We thank you again for this opportunity and very much look forward to working in partnership with Council on this important pavilion project.</p>		
<p>12. Submitter 12 (Ref:A8112954)</p>	<p>Climate Action Plan</p> <p>Submitter is a resident of Boroondara and is concerned with the limited funding put aside for a CAP and suggests an initiative that may be of use/interest and may also be something worth funding both in this budget and also into the future.</p> <p>There is no mention of putting money into a feasibility study and then installation of solar panels AND battery</p>	<p>DP&S</p>	<p>Council has committed \$3.61M on a range of environmental initiatives along with other significant investments in waste management improvements and an increased focus on sustainable transport.</p> <p>\$400,000 of this amount is for the implementation of the Climate Action Plan once it is adopted. The plan is still subject to community consultation but may prioritise initiatives such as feasibility studies into solar panels and batteries.</p> <p>No change proposed to Budget.</p>



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	<p>storage for Council properties. This kind of initiative would drive down electricity and gas usage (an ongoing cost to Council) and also provide an example to residents of what can be achieved when this action is undertaken. Residents would then 'follow' Council's example!</p> <p>Adding this to the CAP would contribute to Climate Change mitigation. Any move away from gas and electricity (grid) usage is of benefit.</p>		
<p>13. Brigid Lynch (Ref: A8113017)</p>	<p>Climate Action Plan</p> <p>Submitter wishes to register her extreme disappointment with regard to allocation to the Climate Action Plan in the proposed budget.</p> <p>Boroondara residents have lived through extreme climate-change induced events in the past 18 months. First were the disastrous bushfires of 2019-20, which blanketed Boroondara in thick smoke and saw residents resorting to wearing n95 masks, panic-buying air purifiers and keeping children indoors for weeks on end. This was soon followed by the COVID-19 (coronavirus disease) pandemic, which is largely a consequence of excessive clearing of natural habitat and loss of biodiversity. We are facing increasingly common extreme weather events and prolonged heatwaves.</p> <p>That's why a \$400,000 spend in the proposed budget for the Climate Action Plan (less than half the expenditure of the previous budget) is short-sighted and will be received</p>	<p>DP&S</p>	<p>While \$400,000 has been specifically earmarked as funding for the implementation of the Climate Action Plan, Council has committed \$3.61M on a range of environmental initiatives along with other significant investments in waste management improvements and an increased focus on sustainable transport. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>The draft Climate Action Plan will be released for community consultation in the coming weeks.</p> <p>No change proposed to Budget.</p>



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	<p>poorly by the community. The residents of Boroondara are increasingly agitating for political change at all levels of government. There is a great opportunity for this Council to step up and be seen as a local government leader nationally.</p> <p>Residents and rate payers expect their local government to be investing in strategies and infrastructure to drive down community emissions. This makes good sense from a health perspective, from a social perspective and from a political perspective.</p>		
<p>14. Heather Hopgood (Ref: A8114711)</p>	<p>Climate Action Plan</p> <p>Submitter was wondering why there was only \$400,000 allocated for the Climate Action Plan? I appreciate that 3.61 million has separately been allocated to other climate initiatives. But given that the council has spent most of this year asking the community what they would like to see with the regard to climate action, I don't understand how much action can be taken when there is not much money that has been allocated (relative to some of the other projects). We know that we only have a few years to make a massive dent in our carbon emissions. Surely now is the time to be spending the money in investing in the future of our planet and our community?</p>	<p>DP&S</p>	<p>\$400,000 has been allocated for the implementation of the Climate Action Plan once it is adopted which is expected to occur in September. The plan is still subject to community consultation but may prioritise initiatives such as feasibility studies into future actions along with continued implementation of lighting, cooling and heating upgrades. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>The \$3.61M includes \$2.2M towards implementing Council's Sustainable Buildings Policy which will ensure our new builds will be low-emission buildings.</p> <p>The Climate Action Plan will increase the focus on climate impacts in purchasing decisions and further build climate expenditure into all of Council's spending.</p> <p>No change proposed to Budget.</p>



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<p>15. Jonathan Keren-Black (Ref: A8114727)</p>	<p>Environmental issues</p> <p>Submitter writes as a long-time resident of Boroondara who built an Eco-House in Camberwell back in 2006, and as a Rabbi and parent, I am increasingly concerned and even scared about the failure to respond adequately to the rapid changes in climate at all levels, and the Boroondara proposed budget dramatically demonstrates this, with only \$400,000 allocated for the Climate Action Plan out of a total budget of \$260m (1.5%), or even less if capital spending is included, and a reduction of 2.5 times even on last year's figures of \$985,000. Although it could be claimed that some other projects have a positive climate impact, we should expect by this time that EVERY initiative would be designed to ensure a very positive effect. Overall it seems there is far too little emphasis on this far-reaching and fast-impacting challenge.</p>	<p>DP&S</p>	<p>\$400,000 has been allocated for the implementation of the Climate Action Plan once it is adopted which is expected to occur in September. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>The Climate Action Plan will increase the focus on climate impacts in purchasing decisions and further build climate expenditure into all of Council's spending.</p>
	<p>Even the Council's own Greenhouse Gas emissions prediction is unchanged from last year, and way too high. Where is the reduction from wide scale implementation of PVs on all suitable council roofs? Where are the fast-charging points for residents? Where is the promise to procure only electric vehicles? How are you encouraging the individuals and organisations in the community to reduce their own impacts? Have you looked at the Ballarat plans?</p> <p>I would ask that this area be urgently reviewed and an allocation made that would be available in the timescale of this budget to enable a meaningful shift during this term, once plans are developed and approved.</p>		<p>The Climate Action Plan is proposed to be released in draft form for community consultation in the coming weeks and will define Council's sustainability direction over the next decade and may, subject to Council approval, set new targets for Greenhouse Gas emission.</p> <p>No change proposed to Budget.</p>



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16. Annette Jayasinghe (Ref: A8114733)	Hartwell Pavilion Submitter writes I have been a resident of Hawthorn East got over 40 years and as a user of the Hartwell Sports grounds, I am writing to you today to fully support the proposed budget, particularly with the allocation of funds over the next four years to the redevelopment of Hartwell pavilion.	DP&S	Under the Diversity and Inclusion Program, Council is improving sporting facilities across numerous pavilions and the support for Hartwell pavilion is noted and welcomed. No change proposed to Budget.
17. Edward Bailey on behalf of South Camberwell Tennis Club (SCTC) (Ref: A8116907)	Proposed for Accessibility Ramp Installation at SCTC Submitter is delighted that the Council's 2021-22 Budget proposes \$25,000 for a feasibility study for improved accessibility at the South Camberwell Tennis Club and foreshadows a further \$100,000 for implementation in 2022-23. The submission includes the following information to help inform those undertaking the feasibility study. Background SCTC <i>(Refer actual submission 17 for full details).</i> Accessibility - Current Problem The courts are set down approx. 1.5 metres from the clubhouse decking and are only accessible from the clubhouse by descending 8 steep concrete steps (approximately 80 years old) onto the courts, which unfortunately has limited handrail support. This is shown in the photos - <i>refer actual submission 17 to view the photos.</i>	DCS	Council thanks the club for their submission and additional information provided. Pending the approval of the budget, officers will be in touch to discuss the project further. No change proposed to Budget.



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	<p>Access to the courts via the concrete steps presents four significant ongoing concerns for the Club:</p> <ol style="list-style-type: none"> <li data-bbox="450 624 1025 767">1. A reasonably large proportion of our members are seniors, with a significant number in their 70's and 80's. Some members can feel unsafe navigating the steps and we have had a number of near misses with people misjudging the steps. 		
	<ol style="list-style-type: none"> <li data-bbox="450 772 1025 898">2. Another significant group of users are young children (ages 4-12), who are very active but not always aware of where their feet are going. We have had a number of minor incidents (fortunately) where children have fallen up or down the existing concrete steps. 		
	<ol style="list-style-type: none"> <li data-bbox="450 903 1025 1182">3. There is a storeroom (key card secured) accessible from the outside of the clubhouse in which the Club tennis coach keeps her equipment. For each coaching session the coaching staff need to carry equipment onto the courts including ball trolleys, drill equipment, etc., and return it to the storeroom when coaching is finished. The current coach has expressed her concern that the steps represent an Occupational Health and Safety hazard to her and her staff. There is no alternative to using the steps while carrying the equipment. 		
	<ol style="list-style-type: none"> <li data-bbox="450 1187 1025 1409">4. The steps encroach the area near the closest court (approx. 1.8m from the court edge), and represent a potential hazard to players. As the only means of access to the courts, it also means players entering and exiting the playing area frequently disrupt play under way on the first court in order to access the other three courts. 		



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	<p>The Club has had a structural engineer and architectural draftsman look at the current court access and he has indicated that the current configuration of the concrete steps would not meet current building standards and that their design does not allow for safe passageway e.g. the current positioning of the handrail.</p>		
	<p>Possible Solutions We believe that it would be possible for ramp access could be constructed at the south west corner of the property without impeding onto the playing courts, as depicted - <i>refer actual submission 17 to view photos.</i> This would require some reconfiguration of the access point onto the main court, reconfiguring a section of the cyclone fencing and access to the Club generally to ensure security.</p> <p>We feel this proposed configuration would resolve all of the issues outlined above, and provide a means by which safe access to the courts could be achieved for the playing community.</p> <p>Alternately, it is also potentially possible for ramp access to be provided on the northern side of the clubhouse leading down to the north west corner of the courts.</p>		
	<p>Club Financial position SCTC currently lacks the financial resources to complete the necessary works for the proposed ramp access. Further, the clubhouse is owned by the Council and the Club is a tenant.</p> <p>The Club expended all its reserves in 2014 when, with additional support from its members, the Club replaced the court surface (from en tous cas to sand filled artificial</p>		



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	<p>grass), and is currently in the process of rebuilding its reserves to be in a position to resurface the courts in the future. Given that the accessibility ramp is a significant capital item and a permanent fixture that will benefit a Council owned facility for many years into the future, it is appropriate that Council undertake these capital works.</p>		
<p>18. Tim McEwan (Ref: A8117056)</p>	<p>Environmental Initiatives</p> <p>The Kooyong Climate Change Alliance is a group of community organisations based primarily in the City of Boroondara and working for urgent and effective climate action. Members of the alliance include Lighter Footprints, ACF Boroondara, StopAdani Kooyong and the Eastern Melbourne Climate Alliance.</p> <p>1. Introduction</p> <p>It is clear that we are facing a climate emergency. A dramatic reduction in greenhouse gas emissions is required over the next ten years if the Paris Agreement goal of limiting warming to 1.5°C is to be achieved. All levels of government need to contribute to the effort, including local government.</p> <p>We congratulate the Council on undertaking the development of the CAP, and recognise that some important steps have been taken to reduce Council's own emissions, notably the Power Purchasing Agreement (PPA) with Procurement Australia. However, we believe that the Proposed Budget 2021-22 is a very inadequate response to the challenge of the climate emergency.</p> <p>The funding for climate initiatives in the budget is disappointingly low given the urgent need and community support for strong action. There is no indication in the</p>	<p>DP&S</p>	<p>\$400,000 has been allocated for the implementation of the Climate Action Plan once it is adopted. The plan is still subject to community consultation but may prioritise initiatives such as feasibility studies into future actions along with continued implementation of lighting, cooling and heating upgrades. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>The \$3.61M includes \$2.2M towards implementing Council's Sustainable Buildings Policy which will ensure our new builds will be low-emission buildings.</p> <p>The Climate Action Plan will increase the focus on climate impacts in purchasing decisions and further build climate expenditure into all of Council's spending.</p>



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	<p>budget that the Council is increasing its ambition on the climate. The budget represents little more than a continuation of the policies of previous years. Of particular concern is the lack of any new programs to drive down community emissions in Boroondara.</p> <p>The reduction in funding for key environmental initiatives (including climate initiatives) from \$4.04 million in 2020-21 to \$3.61 million is a telling indication of the failure to increase Council's efforts. The specific allowance for implementation of the CAP has been reduced by more than half, from \$985,000 to \$400,000.</p> <p>We acknowledge that the Council has not yet finalised the CAP, and that it may therefore be difficult to identify the funding required for new climate programs. However, we note that the plan has been under development for well over a year, allowing ample time to identify and prepare budget estimates for uncontroversial items. Moreover, a substantial contingency amount could have been included in the budget for implementation of the plan, with details to be confirmed after it is adopted early in the new financial year.</p> <p>The foreshadowed expenditure for implementation of the CAP in the years 2022-23 to 2024-25 is \$1 million per annum, up from \$400,000 in 2021-22. This modest increase only serves to reinforce the impression that the Council is not serious about providing real community leadership and stepping up its efforts to address the climate crisis.</p>		



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	<p>2. Emissions from Council operations Budgeted expenditure related to Council's own GHG emissions includes:</p> <ul style="list-style-type: none"> • \$400,000 of capital funding for CAP 'emissions reduction work', further described as 'LED lighting upgrades, heating and cooling upgrades to reduce Council's energy and greenhouse emissions and lowering of Council's use of gas and electricity to meet our climate related targets'. • \$2.2 million 'to deliver a minimum 5 Star Green Star equivalent standard for all new buildings and applicable retrofits'. This may also assist in reducing Council's emissions, but we assume the impact will be relatively small, given the new PPA. • \$220,000 of capital funding for solar lighting 'along 500 metres of Boroondara park paths'. <p>The forecast for 2021-22 emissions from Council operations is 'less than 22,000 tCO2-e'.</p>		<p>Comments noted.</p>
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • It is extremely disappointing that the forecast for Council emissions in 2021-22 is unchanged from the previous year. Reducing its own emissions to net zero (with minimal use of offsets) should be one of the Council's highest priorities. Council cannot afford to waste a year with no further movement towards zero emissions. 		<p>Council has been scrutinising its emission profile as part of the development of the Climate Action Plan and will surpass the forecast in the proposed budget documents. Council's exact commitment to reducing its emissions will be detailed in the Climate Action Plan which is still subject to community consultation prior to its formal adoption.</p>
	<ul style="list-style-type: none"> • If expenditure of \$400,000 will not produce a significant emissions reduction from Council facilities, increased (or better targeted) expenditure should be committed. 		<p>The \$3.61M on environmental initiatives includes \$2.2M towards implementing Council's Sustainable Buildings Policy which will ensure our new builds, including renewal works, will be low-emission buildings. Council has progressively embedded environmental sustainability into everything we do. The program</p>



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			of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.
	<ul style="list-style-type: none"> There does not appear to be an allowance for further installation of solar panels on Council facilities. Despite Council's new PPA, PV panels should be installed on Council facilities wherever feasible in order to assist in shifting the State's power supply to renewables, particularly given that this is likely to be financially attractive. An appropriate allowance for additional panels should be included in the budget. 		Installation of solar panels is included within the \$2.2M towards implementing Council's Sustainable Buildings Policy and also some of the \$400,000 for the Climate Action Plan may be utilised on PV panels.
	<ul style="list-style-type: none"> The Council should commence the transition away from gas usage in its facilities during 2021-22. If this is not included in the existing \$400,000 for emissions reductions, an additional amount should be included. 		The transition away from gas usage is being considered as part of development of the Climate Action Plan. Council will need to understand the cost implications of making such changes to determine the extent to which such a transition should be supported. It is possible the money spent could be attributed to other carbon emissions reducing initiatives which will have a greater impact. Where the transition can be undertaken as a part of new builds or refurbishment this work will be undertaken as a matter of course.
	<ul style="list-style-type: none"> Funding to facilitate transition of Council's fleet to electric vehicles should be included. This should cover preparation of a transition plan and commencement of the transition (perhaps initially with the purchase or leasing of hybrid passenger vehicles). 		The potential transition of Council's fleet to electric vehicle and a review of Council's fleet policy are being considered as part of development of the Climate Action Plan. Opportunities to replace vehicles with EV options are being explored within existing operational budgets. At the moment, the cost of converting Council's passenger fleet to electric vehicles is not viable due to the low number of kilometres travelled in most cases. The additional cost associated with purchasing electric vehicles can be more effectively used to achieve higher emissions reductions through the installation of solar panels, for example.



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	<ul style="list-style-type: none"> The current 'Small Market' electrical supply should be switched to a renewable supply when the current Origin contract expires on 1 July 2021. Any funding required to facilitate the change should be included in the budget. 		The current 'Small Market' electrical supply agreement is under negotiation, any budget amendments required will be made through future budget forecasts.
	<ul style="list-style-type: none"> Council should purchase off-sets to cover any emissions which it cannot realistically address directly in the short term. We accept that Council may not target a net zero result in 2021-22, but it should be moving much closer to zero than the current forecast indicates. Expenditure to directly eliminate Council's emissions is clearly preferable to purchase of off-sets, but the budget should include an allowance for off-sets for any emissions which Council considers cannot be dealt with rapidly. This recurring expenditure would obviously reduce as the more intractable emissions are addressed. 		The Climate Action Plan will define Council's sustainability direction over the next decade and may, subject to Council approval, establish a target for Council's emissions and give consideration to use of offsets.
	<p>3. Community emissions - energy The budget does not appear to include any new initiatives specifically designed to reduce community emissions related to energy use. It is assumed that the existing very limited energy advice services will continue. There is a welcome allowance (\$60,500) to 'establish a dedicated Environmental Sustainable Design Officer role ... to facilitate sustainable design outcomes' in the community which may make some contribution to emissions reduction.</p>		The Environmentally Sustainable Design Policy and Environmental Sustainable Design Officer will position Council to promote sustainable design and assessment of planning applications to facilitate sustainable outcomes. Opportunities to expand Council's community engagement programs such as Living for Our Future are being considered as part of development of the Climate Action Plan.
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> The lack of substantial funding for new initiatives to promote reductions in community emissions is the major deficiency in the budget. 		Current services will continue and sustainability education programs are funded (\$53,100) in the proposed budget. Further funding to expand the education program could be achieved within the allocation for the Climate Action Plan. This program is scalable and could be expanded with further budget allocations.



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	<ul style="list-style-type: none"> The Council should engage at least one new staff member (whether on contract or permanent) to develop and manage the implementation community emissions reduction programs. Additional staff with the necessary expertise are needed to do the detailed design work required and must also have sufficient authority in the organisation to drive implementation. Responsibilities could extend beyond community emissions to the full range of CAP initiatives. 		A realignment of staffing resources has been undertaken to support the implementation of the Climate Action Plan. The role of Principal Sustainability Officer - Climate Action Plan Lead is currently being advertised with applications closing on 6 June.
	<ul style="list-style-type: none"> The current community energy audit scheme provided by the Australian Energy Foundation should be expanded to cover comprehensive audits, with (conditional) financial support for implementation of recommended improvements. 		Consideration to this action will be given through the development of the Climate Action Plan.
	<ul style="list-style-type: none"> Funding should be included to design and commence implementation of a program to increase the installation of solar panels by residents, landlords and businesses. The program should include provision of finance (possibly via Environmental Upgrade Finance), a bulk buy and/or preferred supplier scheme (possibly via Solar Savers and/or Australian Energy Foundation), and additional financial support for low income households. 		The Climate Action Plan could include these types of initiatives.
	<ul style="list-style-type: none"> An allowance should be included to design a program to promote community transition from gas (similar to the proposed solar program), with a view to commencing implementation late in the year or early in 2022-23. 		The Climate Action Plan will establish priorities for action and be supported by a two year implementation plan. Priorities will be finalised through the consultation and adoption process for the plan.
	<ul style="list-style-type: none"> Funding should also be included to engage a small team of 'outreach climate champions' who would actively engage with the community to promote 		Should this program be considered a priority in the Climate Action Plan it could be delivered through existing resources.



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	<p>Council emissions reduction programs and provide initial advice about how community members can reduce their carbon footprint. It is recognised that significant lead time will be required for program preparation prior to commencing outreach work.</p>		
	<p>4. Community emissions - transport Budgeted expenditure related to active transport and public transport includes:</p> <ul style="list-style-type: none"> • \$1,771,783 for advocacy related to 'public and active transport, open space, urban design and environmental opportunities associated with the North East Link and Union Road Level Crossing Removal projects'. This expenditure is covered by State Government grants. • \$50,000 for advocacy related to 'Public Transport improvements for disability access and network linkages'. • \$160,000 for advocacy for 'the Box Hill to City cycling corridor project'. • \$274,600 to complete the review of the Bicycle Strategy to ensure 'appropriate opportunities for on and off road cycling and improvements to Boroondara's bicycle network'. • \$45,000 to design 'improvements to the shared paths networks ... to facilitate increased pedestrian and cyclist access and usability'. • \$120,000 of capital expenditure for design and construction for pedestrian priority and accessibility on shared paths. • \$200,000 of capital expenditure for safe on-road bike lanes. 		<p>Comments noted.</p>



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	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • We welcome the active and public transport budget measures listed above. However, we submit that the budget should also include funding for: <ul style="list-style-type: none"> ○ a mode shift transport study (or at least advocacy for it) to establish baselines and identify drivers to promote a mode shift from cars to active and public transport; and ○ development of partnerships to encourage more active transport to and from school, given that school car transport is a major source of emissions and amenity loss as well as danger to pedestrians. This initiative would, we believe, require dedicated and suitably qualified staff to pursue effectively. 		<p><u>Mode Shift Study</u></p> <p>The Australian Census is conducted every 5 years and captures data on respondent's usual method of travel to work, including where multiple modes are used (e.g. bus and train). This data is publically available online and can be filtered based on gender and geographical location, including state suburbs or local government areas. Data is currently available from the most recent 2016 census, with the next census due to be undertaken in August 2021.</p> <p>In light of the above, there is little value in Council conducting an independent study to collect similar data.</p> <p>Methods to promote a mode shift toward active transport are well established but generally require significant funding to upgrade walking and cycling infrastructure or increase the frequency and convenience of public transport services. As part of the Bicycle Strategy review, officers will be investigating and prioritising a range of measures to be implemented with a holistic view of the entire network to encourage cycling as a safe and viable transport option for more people.</p> <p><u>Sustainable Transport Officer - Active Travel to Schools</u></p> <p>Council has a dedicated Sustainable Transport Officer whose core duty is to promote and work with schools on a range of sustainable transport events and programs, including Bike Ed, Boroondara Active and Safe Schools Program (BASS), Walk or Wheel on Wednesdays, School Holiday Bike Programs, Ride2School Day and Walk to School Month.</p> <p>As distinct to the wider programs, the BASS program is an annual intensive program to increase safe and active travel to and from school and typically three schools are involved each year.</p>



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			<p>A range of infrastructure improvements also support key initiatives from school travel plans.</p> <p>Aside from schools, promotion is also provided for other sustainable transport events such as Ride to Work Day and World Environment Day.</p> <p>Additional support is also provided by officers from the Transport Management Team on an as required basis.</p>
	<ul style="list-style-type: none"> The State government funded initiatives related to the impacts of the North East Link and Union Road Crossing Removal are clearly of major significance. The loss of open space and mature trees as a result of the construction of the NEL and the future traffic impacts on the municipality and beyond are a major concern. Every effort must be taken to devise and advocate for strategies to minimise and offset these impacts and to ensure the existing shared path networks affected by the project are replaced or maintained. Advocacy for improved public transport services should also be a priority. 		<p>Officers agree the impacts of the North East Link (NEL) and the Union Road Level Crossing Removal (LXR) will be significant for the community and Council. The impacts span a broad range of areas, including open space, vegetation, trees, traffic, parking, noise and urban design.</p> <p>Council funding will be used to devise and advocate strategies to minimise and offset impacts from the projects, including, amongst other items, ensuring appropriate shared paths are constructed and public transport services are improved.</p>
	<ul style="list-style-type: none"> Council's Integrated Transport Strategy is now out of date and development of a new strategy should be a priority, particularly in view of the impact of the NEL on the municipality. Preparation of the new strategy should be linked to the review of the Bicycle Strategy, and also include a strong focus on walking and public transport. Strategies to support the take-up of electric vehicles in the community (e.g. provision of accessible charging points) should also be an important consideration. Suitable funding for strategy preparation should be included in the budget. 		<p>The Integrated Transport Strategy (ITS) is the lead Council document for strategic transport works and advocacy in the municipality.</p> <p>The overall vision for the ITS is: <i>To provide improved travel and access within, to and from Boroondara. In particular to provide improved public transport, walking and cycling provision and manage private car travel more effectively, as part of overall Council goals to pursue social, environmental and economic well-being and to protect and improve the built and natural environment</i></p>



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			<p>The existing ITS expires in 2026.</p> <p>Funding for the review of the ITS will be considered as part of future Council Budgets. In the interim, the existing strategy will continue to guide transport works and advocacy.</p>
	<p>5. Urban forest and tree canopy cover Budgeted expenditure for initiatives to maintain and increase tree canopy coverage includes:</p> <ul style="list-style-type: none"> \$420,000 to 'proactively manage and renew our ageing street and park trees by implementing year four of the Tree Strategy'. \$240,000 for 'a targeted program to increase the planting of trees on local streets to 1,000 per annum'. 		Comments noted.
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> Expanding the urban forest in Boroondara should be a major priority for the Council, given its role in offsetting the heat island effect and contribution to GHG drawdown. We acknowledge that the budgeted expenditure contributes to this objective, but it is disappointing that the amount for management/ renewal is somewhat less than in the previous year (Agenda Item 3.1 Special Council Meeting 20 July 2020, p 383) and that the new planting initiative is confined to street trees. New plantings in 2021-22 should be increased and expanded to (at least) Council-managed open space, with an appropriate increase in the budget allowance. 		Part of the \$15.9M operational expenditure allocated to Open Space is utilised for park tree planting.
	<ul style="list-style-type: none"> The Tree Strategy 2017 should be reviewed during 2021-22 and replaced by an Urban Forest Strategy, which (unlike the current strategy) addresses private as well as public land. The strategy should set ambitious targets for tree canopy cover, possibly 		Noted, timing will be established through the finalisation of priorities for the implementation of the Climate Action Plan.



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	<p>drawn from the CAP. Mitigation of and adaptation to climate change should be key objectives, with a clear focus on dramatically expanding Boroondara's urban forest and reversing the loss of tree canopy on private land. Community engagement in supporting urban forest expansion should be a major theme. The budget should include a suitable amount to undertake this review.</p>		<p>The recommendation to develop an Urban Forest Strategy is noted and will be considered as part of the development of the Climate Action Plan.</p>
	<ul style="list-style-type: none"> Council should urgently develop strategies to improve enforcement of tree removal laws. This could include advocacy for increased penalties and an increase in relevant Council staff. Appropriate funding should be included in the budget. 		<p>Council is currently reviewing the Protection of Council Assets and Control of Building Sites Local Law to enhance protections for trees and other assets. Penalties under Council's Local Laws have a maximum amount set by State Government Legislation, Council cannot increase this penalty. Despite many attempts advocating for successive state governments to take action, there has been no willingness to do so.</p>
	<p>6. Planning Scheme Planning Scheme provisions can have a significant effect on community emissions and adaptation to climate change. The only initiative related to the Planning Scheme identified in the budget is for submission of an amendment associated with the Heritage Gap Study.</p>		
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> Council should join Council Alliance for a Sustainable Built Environment (CASBE) and advocate for the State Government to change the Planning Scheme to mandate net zero emissions in all new buildings and developments and to strengthen provisions to improve adaptation to climate change (e.g. related to hard surfaces and vegetation). 		<p>For several years Council has advocated in favour of the Minister for Planning introducing sustainability measures into the planning scheme on a State-wide basis. Council will formalise its advocacy position when adopting the Climate Action Plan later in 2021. Council has registered an expression of interest to take part in developing the CASBE group of Councils 'elevating targets' Environmental Sustainable Design Policy.</p>



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	<p>7. Budget development process The current budget process is not conducive to meaningful input from the community, although we recognise that it satisfies the legal requirements for community involvement.</p>		
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • The community only has the opportunity to provide input after months of deliberation by Council officers and Councillors and the preparation of a very detailed document. The complexity of the proposed budget and the timeline for approval means that the scope for the community to have real influence is extremely limited in practice. • The document is forbiddingly difficult for the non-expert to penetrate. It includes a high level of detail, yet the scope of particular initiatives is often unclear. Multiple representations of the same information are common, which can be very confusing for the uninitiated. • We urge the Council to allow more meaningful community participation in the budget process by: <ol style="list-style-type: none"> 1. Providing an additional opportunity for public input much earlier in the process, when options are still under consideration. This could include a public briefing on key budget issues, with opportunities for members of the public to ask questions. 2. Providing appropriate explanatory material to assist community members to interpret the proposed budget document. A briefing forum, a hotline for queries and assistance with preparing submissions should also be considered. 	<p>CFO</p>	<p>The Boroondara Community Plan, a key strategic document which informs the Council Plan and all following budgets was extensively consulted on during 2017 with more than 11,845 responses from community members telling Council what was most important to them, and where they would like Council to allocate future resources.</p> <p>Furthermore, during 2020-21 Council undertook a deliberative engagement process to refresh the Boroondara Community Plan which is now complete. This involved more than 4,700 people who told us what's most important to them. This was part of Stage 1 community consultation to refresh the Boroondara Community Plan. In March and April, over 160 people representative of Boroondara's diverse community participated in the Boroondara Conversations workshops to deliberate on Stage 1 findings and key community issues. This process, based on community consultation, directly informs the Long Term Financial Plan, the setting of the annual budget including initiatives and major initiatives.</p> <p>The proposed Budget 2021-22 was also made available for public comment from 26 April to 26 May in accordance with the <i>Local Government Act 2020</i> and Council's Community Engagement Policy 2021-26.</p> <p>The format of the proposed Budget is prepared using the Model Budget which is developed by Local Government Victoria in order to meet the <i>Local Government Act</i> requirements, Planning and Reporting Regulations and accounting standards.</p>



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			<p>Boroondara’s budget document is detailed and is designed to communicate as much information as possible to our community to assist the community in understanding how Council allocates resources</p>
	<p>8. Conclusion The proposed budget fails to meet the challenge of the climate emergency. Funding for environmental initiatives is less than in the previous year and the allowance for the Climate Action Plan has been reduced by more than half (from \$985,000 to \$400,000).</p> <p>It is true that there are other initiatives with a positive climate impact, but how ever climate related spending in the budget is calculated, the total is clearly inadequate. The proposed climate funding is disproportionately small in a total budget of \$260 million plus capital spending of \$99 million, particularly in the context of the major expenditure devoted to initiatives such as the Transforming Boroondara project and the Kew Recreational Centre (worthy though these projects may be in their own right). The lack of climate ambition in the budget is starkly evident in the forecast for Council’s own GHG emissions, which is unchanged from 2020-21. Even more telling is the complete absence of any new spending for initiatives to assist in driving down community emissions.</p> <p>We urge the Council to demonstrate that it is serious about making a real contribution to tackling the climate crisis by substantially increasing funding for climate action in 2021-22 and the foreshadowed climate expenditure in following years.</p>	<p>DP&S</p>	<p>Council has progressively embedded environmental sustainability into everything we do which means that expenditure is incorporated in many budget items and can be difficult to specifically identify. Similarly expenditure on community safety and other community priorities has become core business and is not specially identified within the budget. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>No change proposed to Budget.</p>



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<p>19. Andrew Morris on behalf of St. Mary's Salesian Amateur Football Club (Ref: A8118077)</p>	<p>Female Friendly redevelopment Ferndale Park Pavilion and Sportsground Lighting at Nettleton Park Oval</p> <p>The submitter St Mary's Salesian is a strong, family-oriented community football club based in Glen Iris. The club has approximately 250 community members made up of players, coaches and volunteers, equally split between men and women. The club has three senior women's teams playing in Premier A of the VAFA and three senior men's teams playing in Division 1 of the VAFA.</p> <p>The recent introduction of our three women's sides makes us one of the largest senior women's Australian Rules Football clubs in Australia and undoubtedly the largest senior women's sports club in the municipality. This understandably has put a large strain on the sporting infrastructure.</p> <p>The submission relates to two areas of the Budget 2021-22 which the Club would like to express its unreserved support for reasons which are further elaborated below.</p>	<p>DCS</p>	<p>Council thanks the club for their submission and additional information. Pending the adoption of the budget, Council intends to start consultation with key stakeholders (including St Mary's Salesian Amateur Football Club) in early 2021-22 and will further discuss timelines then.</p>
	<p>1. Female Friendly redevelopment of the Ferndale Park Pavilion (pages 79, 159 and 164)</p> <p>Ultimately we need a redevelopment of our changes rooms. By any standard they are small, modest and not designed for our women's playing sides. The scale of our facilities will not work and in the long term may work against us. Such redevelopment will also benefit other tenant clubs. Ashburton have not scheduled their female sides to play at Ferndale Park yet due to inappropriate design of the clubrooms.</p>		



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	<p>The change rooms are not designed appropriately for our women's side for a number of reasons, including:</p> <ul style="list-style-type: none"> The clubroom showers do not have individual shower doors in any of the show facilities, resulting in a lack of privacy. Our women players mostly do not use the shower facilities detracting for their enjoyment of playing local football at the club. 		
	<ul style="list-style-type: none"> The pavilion currently cannot separate the two change rooms into four to allow for men's and women's matches to be played after each other. Installing additional movable partitions in the clubrooms allowing the change rooms to be separated into four rather than two could solve the problem. 		
	<p>The female friendly redevelopment was allocated funding in the 2020-21 Boroondara Budget which the club welcomed. The Club was expecting the bulk of the expenditure for the much-needed pavilion upgrade to have been allocated in the 2021-22 Budget but this has been pushed back into the foreshadowed budgets for 2022-23 (\$2.4 million) and 2023.-24 (a further \$1.2 million).</p> <p>The Club also received a \$50,000 pre-election commitment from the Federal Member for Higgins Katie Allen for this specific project in 2016 which council officers have already received from the Federal Department of Health after liaising with the club in late 2020.</p> <p>The Club understands the competing demands and priorities on the budget and the difficult financial situation, and there may be reasons that Council has opted to defer the project but urge Council to not push this back. (<i>Refer actual submission 19 for full details</i>).</p>		



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	<p>2. Sportsground lighting for Nettleton Park Oval (pages 78 and 163)</p> <p>The club does not currently have appropriate access to another sportsground with floodlights in the winter months. The access which has been granted for our women's sides serves a short term need but cannot be our long-term solution.</p> <p>The access we have on Thursday nights to train at Burwood Reserve is only for one hour where a usual training is two, this reduces our total hours training each week from 4 to 3 which is a large proportionate decrease. We only have access to Ferndale Park on a Monday night to train which is not ideal, being so close to the usual Saturday which prevents player recovery limiting the effectiveness of the training session.</p> <p>Ideally our senior women's team would be able to train on Tuesday and Thursdays which would be enabled through the installation of sports ground lighting at Nettleton Oval. The session on Thursday is integral as it helps facilitate our aspiration to be one integrated club of women and men of which our Thursday night dinners at the Ferndale Park club rooms are a key component.</p>		<p>Council thanks the club for their submission. Pending adoption of the budget and installation of lights, officers will run an expression of interest (EOI) process for use of the ground. St Mary's Salesian Amateur Football Club will be given an opportunity to be part of this process.</p> <p>No change proposed to Budget.</p>
	<p>The training situation for our women's sides is an example of one of the inequities between our men's and women's teams we are trying to address. We truly want to be a club which treats our men's and women's sides equally and don't want our women's players feeling like second class citizens. Given our large number of women's teams we are one of few local sporting organisations which can attest to having our women and men's players being treated equally which we are immensely proud of as a club. <i>(Refer the actual submission 19 for full details).</i></p>		



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<p>20. Lynn Frankes and Mick Nolan on behalf of Lighter Footprints</p> <p>(Ref: A8119523)</p>	<p>Climate Change</p> <p>The submission is made on behalf of Lighter Footprints Inc, a group of concerned residents (now around 2500) mostly from the City of Boroondara who came together in 2006 to work together to meet the critical challenge of climate change. Our members and supporters recognise that climate change has been scientifically demonstrated; that it has become an existential threat to the future of our world; and requires urgent and decisive action by all levels of government. <i>(Refer the actual submission 20 for full details).</i></p>		
	<p>Community engagement</p> <p>We wish to register our concern that public consultations on the Council's Proposed Budget take place so late in the process of developing this important document. This document was opened up to public comment on 28 April 2021 and the deadline for submissions is 26 May 2021, a total of 29 days. By this stage, there is little opportunity to influence the substance of decisions that were finalised some time previously.</p> <p>The Proposed Budget is a complex and detailed document that brings together the results of significant amount of work by Council officers over many months. The document is presented as a finalised report that meets all the requirements of the Local Government Act and the Local Government Model Financial Report.</p> <p>However, the format of the document does not allow effective public discussion or enable amendments to arise out of these consultations. On the current consultation timetable, fundamental changes would be difficult to</p>		



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	<p>achieve even if Council thought that the community feedback was worth incorporating.</p> <p>History suggests that absolutely no changes will be made as a result of this community feedback. By way of example, last year there were over 90 submissions made by members of the public concerning the budget and none resulted in any changes being made. The previous year there was a lesser number of submissions, but they had the same outcome – no change. This is consultation in name only.</p> <p>We would like to see community consultation on the Council Budget go beyond compliance with the requirements. It should aim to increase residents' understanding of Council activities and facilitate their capacity to contribute to the discussion of priorities and initiatives.</p> <p>Some other councils start the process of community engagement during the last three months of the previous calendar year with an invitation to their residents to submit ideas of what they would like to see in the budget. Such an approach would enable the use of major elements of deliberative engagement.</p>		
	<p>We recommend that:</p> <ul style="list-style-type: none"> Community engagement with development of the Proposed Budget commence during October and November of the previous year using a range of techniques to swap ideas, identify priorities and increase understanding of community needs and ambitions and providing information in a form that is accessible and understandable to most people. 	<p>CFO</p>	<p>The Boroondara Community Plan, a key strategic document which informs the Council Plan and all following budgets was extensively consulted on during 2017 with more than 11,845 responses from community members telling Council what was most important to them, and where they would like Council to allocate future resources.</p> <p>Furthermore, during 2020-21 Council undertook a deliberative engagement process to refresh the Boroondara Community Plan</p>



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			<p>which is now complete. This involved more than 4,700 people who told us what's most important to them. This was part of Stage 1 community consultation to refresh the Boroondara Community Plan. In March and April, over 160 people representative of Boroondara's diverse community participated in the Boroondara Conversations workshops to deliberate on Stage 1 findings and key community issues. This process, based on community consultation, directly informs the Long Term Financial Plan, the setting of the annual budget including initiatives and major initiatives.</p> <p>The proposed Budget 2021-22 was also made available for public comment from 26 April to 26 May in accordance with the <i>Local Government Act 2020</i> and Council's Community Engagement Policy 2021-26.</p>
	<p>Public participation in community consultations should involve greater use of the elements of Deliberative Engagement Boroondara's Community Engagement Policy 2021-26 sets out: <i>how Council will fulfil its commitment to create genuine and transparent opportunities to enable community members to provide feedback about matters of interest to them through Council's decision-forming processes</i></p> <p>The Policy discusses the use of two forms of public participation, with the more limited being participatory engagement followed by increasing degrees of deliberative engagement. It identifies five stages in the spectrum of public participation: inform, consult, involve, collaborate and empower.</p> <p>We are aware that the Community Plan is currently being reviewed and a survey of local residents has been</p>		



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	<p>undertaken. The budget papers point out that Stage 1 of this process has been completed. We seek reassurance that a process of deliberative engagement covering the five stages of public participation identified in the Community Engagement Policy will be used to finalise the Community Plan. This will include surveys, opportunities for public comment, focus groups, workshops, an online wiki, and people’s panels.</p> <p>We acknowledge that decision making for the Budget is ultimately the responsibility of Councillors and therefore it is not appropriate to extend public participation across the spectrum to include the final stage of empowerment. We believe, however that the current limitation on public participation to the first two stages of the spectrum (inform and consult) is inadequate in current times when there is:</p> <ul style="list-style-type: none"> • increasing community expectation to be actively involved in democratic processes; and • growing complexity of public policy issues which increases the need to provide information to the community and to hear back from different voices. 		
	<p>We recommend that: Public engagement in the development of the Council Budget:</p> <ul style="list-style-type: none"> • be extended to cover the more deliberative engagement elements of the public participation spectrum to include involvement and collaboration; and • should start at least 6 months before the commencement of the coming financial year. 	<p>CFO</p>	<p>Please refer to comments above.</p>



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	<p>Budget priorities In light of the changing circumstances of climate change, Council must question whether it should continue to give priority to major capital projects over service based projects with recurring cost profiles.</p> <p>We note the Council's commitment to give high priority to providing quality infrastructure. We question, however, whether the priority being given to such projects is too high in light of increasing financial pressure that climate change is putting on budgets.</p> <p>The climate crisis has an impact on Council Budgets in a number of ways:</p> <ul style="list-style-type: none"> • Climate change is becoming an increasingly damaging 'disruptor' to Council assets. Extreme weather events such as flooding, rain deluges and excessive heat will cause damage to assets such as roads, drains, bridges and other infrastructure. • The consequential cost of being first responder to handling these events and assisting the community recover will increase rapidly in coming years as their frequency rises. • Local government's greater proximity to the local environment will impose a growing cost burden on Councils as they confront the effect of climate change on vegetation, biodiversity, heating of the urban environment, water management and health of residents. <p>Greater attention needs to be given to appropriate adaptation and mitigation measures that focus on reducing community emissions. Such measures will generally take the form of service-based programs that</p>		



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	<p>require establishment and implementation costs over a number of years.</p> <p>Addressing community emissions We ask the City of Boroondara to use its Budget for 2021-22 to give increased priority to initiatives that address the problem of community emissions of carbon and other greenhouse gases.</p> <p>There are a number of ways in which this could be done including:</p> <ul style="list-style-type: none"> • a shift in the preference given in the Budget away from capital projects towards the funding of programs that develop capability and deliver services that assist the community to reduce its emissions; • increased use of external expertise to expand the capability of Councillors and Council officers to advocate for policy change at the State and Federal levels of government particularly in planning, building regulation and infrastructure projects that address the impact of climate change; • the allocation of more human and material resources to the implementation, administration and management of programs that protect, expand and build on existing resources and infrastructure as means to adapt to and mitigate the impact of climate change. 		
	<p>We recommend that:</p> <ul style="list-style-type: none"> • Higher priority be given to programs and initiatives that address the problem of community emissions of greenhouse gases. • Funding be allocated for developing the skills and capability of Council officers to respond to these challenges through greater access to expert advice, 	<p>DP&S</p>	<p>A range of actions to support the Boroondara community are being considered as part of development of the Climate Action Plan. The \$400,000 funding in 2021-22 for the Climate Action Plan is proposed to support the development of new community emissions reduction programs. Funding for the implementation of these programs will be considered in future years. Council's operating budget includes ongoing funding for community</p>



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	<p>establishment of community advisory groups and staff training.</p> <ul style="list-style-type: none"> Additional funding be allocated to programs such as the Tree Protection Local Law to enable the employment of more staff and the delivery of community educative programs to encourage better community understanding of the benefits arising from these initiatives and to ensure more effective surveillance and community compliance. 		<p>education programs such as Living for Our Future and Backyard Biodiversity. It is proposed that these programs will be amended to better align with the Climate Action Plan.</p> <p>Council's operating budget includes funding to support officer training and access to expert advice.</p>
	<p>The Climate Action Plan</p> <p>The Climate Action Plan is identified in the Proposed Budget as a Major Initiative. Funding to the value of \$400,000 has been earmarked for 2021-22. This funding forms part of the allocation of \$3.61 million for a range of environmental initiatives.</p> <p>We welcome these initiatives as a start to responding to the climate emergency. We are concerned, however, that the activities identified under the Climate Action Plan appear to be directed solely to the reduction of emissions related to Council activities. Since Council emissions represent less than 1 percent of the total emissions for Boroondara, this leaves a huge gap in addressing the major factor that drives the climate crisis.</p> <p>In addition to the \$400,000 listed for implementation of the Climate Action Plan in 2021-22, an amount of \$3 million is foreshadowed for expenditure for the ensuing three financial years. We consider the proposed funding for the Climate Action Plan and other environmental initiatives listed here for the current and future years is nowhere near enough for the task at hand:</p> <ul style="list-style-type: none"> In no way is this enough to deal with the magnitude of the climate emergency and, in light of the comparative 		



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	<p>size of the Council’s budget, this can only be interpreted as a token gesture.</p> <ul style="list-style-type: none"> We are extremely concerned that the scope and range of the plan over the coming years will be limited to whatever can be achieved within an allocation of \$1 million per annum. <p>You will recall that 67% of the Boroondara community when surveyed by Council stated that they strongly supported the development of a Climate Action Plan. When two thirds of a community significantly support the development of an action plan it is reasonable to assume that they want to see real action. \$1 million per annum will not provide that. The surpluses forecast in future years shows that much larger action can be supported by Council.</p>		
	<p>We recommend that:</p> <ul style="list-style-type: none"> The Council clearly articulate that the Climate Action Plan will address community emissions as well as those generated by Council related activities in 2021-22 and subsequent years. Budget allocations for the Climate Action Plan be significantly increased to: <ul style="list-style-type: none"> ensure that the Council is net carbon neutral on its own emissions by at least 2025; provide resources commensurate to addressing a climate emergency and enabling the reduction of community emissions; build on existing measures and introduce new initiatives that help the Boroondara community adapt to and mitigate the impacts of climate change. 	<p>DP&S</p>	<p>The Climate Action plan and targets within it will be available for public consultation soon. The budget allocation for the Climate Action Plan contains programs which are scalable and could be expanded with further budget allocations.</p>



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	<ul style="list-style-type: none"> Future funding for the Climate Action Plan not be capped to the level of foreshadowed expenditure listed in this Budget. 		
	<p>The need for increased advocacy capacity within Boroondara Effective advocacy requires a highly skilled team of well-informed people with a well-developed position for achieving change. It would appear that current Council officers are under considerable pressure to carry out their current responsibilities and often do not have the time or resources to improve their advocacy skills or to build more persuasive cases for change.</p> <p>More funds need to be set aside in the Budget to develop the advocacy capacity of Council officers. This will include:</p> <ul style="list-style-type: none"> training of existing officers in a wide range of communication skills and technical knowledge; recruitment of officers with appropriate skills and knowledge; increased access to external experts and consultants; purchase of appropriate materials to present the case; funds to enable officers to access the skills and expertise available within local residents including the establishment of advisory bodies and other means of continuous community consultation. <p>Increased advocacy capacity for planning and building regulation We continue to be concerned by the built environment's contribution and vulnerability to the impacts of climate change. This is a growing issue in Boroondara where there is a significant degree of demolition of existing</p>	<p>DP&S</p>	<p>Staff training and other items mentioned are included in operational budgets which can be utilised to enhance skills of staff in advocacy or engage external support if and when required.</p> <p>Comments on planning and building regulation are noted. The Climate Action Plan will define Council's sustainability direction over the next decade. Within the Plan advocacy priorities and initiatives will be articulated. Council has advocated strongly since 1996 for government policies which recognise the significance of both heritage and neighbourhood character. This advocacy has</p>



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	<p>housing and replacement with large multi-unit developments or substantially larger single houses.</p> <p>Local Government is involved in the regulation of this sector in two ways:</p> <ul style="list-style-type: none"> the issue of planning permits under the <i>Victorian Planning & Environment Act 1987</i>; and the issue by the local council of building permits under the Victoria Building Regulations to cover the constructional aspects of a building or other development. <p>We acknowledge that these two processes are primarily State Government based and that Council has little capacity to directly change their provisions or delivery. We believe, however, that Council should advocate more strongly to make the legislators better aware of the weaknesses in these systems and to get change that recognises the importance of the built environment in combatting climate change.</p> <p>Changes are needed in the regulation of the built environment</p> <p>We set out below issues that we believe should be addressed when advocating change in the planning and regulation of the built environment.</p> <p>The major weakness in the current provisions for planning permits is that they cover only a very limited range of building developments. The criteria for assessing planning permits also ignore many issues that could enhance the capacity of the built environment to respond to the impact of climate change. These include:</p>		<p>included meeting every planning minister and several public campaigns through the media to draw attention to Council's concerns. Council will continue to advocate strongly in support of the outcomes sought by our community but it would help if the community also writes to local members in support of Council's efforts.</p>



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	<ul style="list-style-type: none"> • the massive footprint of many new buildings and poor internal design which contribute to high energy consumption and water usage; • the way a new dwelling, its huge associated underground structures and cramped surrounds interferes with the capacity of rainwater to seep into the water table and increases flows into the storm water system; and • the lack of external space to grow trees or other vegetation to ameliorate climate change. <p><i>The Building Act 1993</i> makes no acknowledgement of the impact of extreme weather or increased temperatures that will accompany climate change. We consider that the building permits process should play a stronger role in encouraging building design, construction techniques and materials that contribute to meeting the challenge of climate change</p> <p>The disruption of water seepage into the water table is a growing problem in Boroondara. As a consequence, there is drying out of the subsoil; trees and other vegetation are being threatened by less access to essential moisture; building instability on the heavy clay soils is increasing; and there is a rising flow of water into the stormwater system and local creeks and rivers.</p> <p>The primary contributors to this include:</p> <ul style="list-style-type: none"> • the increase throughout the municipality of hard surface areas such as public car parks, roads, pavements, the loss of private garden areas to be replaced by car parking and other hard surfaces; • changes to the planning and building regulations that allow residential and commercial developers to 		



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	<p>excavate deep and extensive basements under a building and to build closer to boundaries.</p> <p>Issues that need to be addressed here include:</p> <ul style="list-style-type: none"> • the definition of a permeable surface; • the lack of any incentive or reward for innovative design and construction techniques that reduce a building's impact on the environment; • identification of ways that local governments can take a more active role in promoting better design and construction of residential buildings. 		
	<p>We recommend that:</p> <ul style="list-style-type: none"> • Funds be provided in the Budget for a review of the regulatory processes covering the built environment with respect to climate change. <ul style="list-style-type: none"> ○ The purpose of the project would be to produce high quality information that Boroondara in concert with other local councils could use to boost advocacy for regulatory changes that respond to the relationship of the built environment to climate change. • The Council make provision in the Budget to strengthen its current capacity to advocate to the State and Federal Government for change in planning and building regulation. This should be done by directing a greater proportion of existing resources to this purpose; and by allocating new funding to boost the level of expertise available amongst Council officers. 	<p>DP&S</p>	<p>Boroondara is part of the Eastern Alliance for Greenhouse Action which has prioritised advocacy in relation to the impact of the built environment on climate change as an action for 2021/22.</p> <p>Council officers attend the Council Alliance for Sustainable Built Environment (CASBE). This group shares resources and advocates for to State Government regarding strengthening considerations of sustainable design in the planning process.</p> <p>All planning schemes in Victoria contain policy and standards relating to sustainable design, which must be considered in assessment of planning applications, where applicable. In particular, this includes standards for apartment buildings such as encouraging passive solar design, energy efficiency, reuse of storm water and water sensitive urban design, reduction of fossil fuel energy by maximising natural daylight and solar energy, ensuring dwellings achieve adequate thermal efficiency and reduction in car dependency. Council requires Sustainability Management plans for larger scale development.</p> <p>The State Government has announced new policies and standards for Victoria's planning system are being developed in regard to environmentally sustainable design. They will improve</p>



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			<p>the sustainability of building and subdivision developments across Victoria. Key themes include energy, water, waste and recycling, urban heat, transport, and air and noise pollution exposure.</p> <p>The new policies and standards will be introduced to the Victoria Planning Provisions and planning schemes in 2021. The State Government's environmentally sustainable development of buildings and subdivisions roadmap outlines the changes. Council made submissions in respect to the proposed road map and proposed policy changes in February 2021. Further submissions will be made when draft standards are released for comment.</p> <p>Council has set aside funding in the budget for the employment of an ESD Officer to provide additional expertise in advocacy and assessment.</p> <p>No change proposed to Budget.</p>
<p>21. Axel Ackermann (Ref: A8119543)</p>	<p>Heritage areas investigation</p> <p>The submitter writes there should be significant more funds allocated to the continual investigation of possible heritage areas for the 2021-22 period.</p> <p>Council has blindly relied on a single group of heritage consultants to accurately identify all possible areas for the heritage overlay, and even after the gap studies there is still a significant amount of heritage in Boroondara unpreserved that deserves to be. Especially in the areas of Kew, Kew East, Balwyn, Balwyn North, Camberwell & Canterbury. This was illustrated in the case regarding 57 Berkeley Street, Hawthorn; a house that could easily be included in an extension to the large 'Glenferrie Hill Precinct'.</p>	<p>DUL</p>	<p>Council's current heritage work program is guided by the Heritage Action Plan 2016 which establishes a range of actions for Council to progress in the identification, assessment, protection and management of heritage places in Boroondara. Council has prioritised and allocated significant resources over the last 5 years towards progressing the Municipal Wide Heritage Gap Study and Balwyn Heritage Peer Review studies. These studies have been progressively implemented (heritage studies for Canterbury, Camberwell, Hawthorn, Kew and Kew East and Balwyn and Balwyn North have been completed) and are expected to introduce heritage controls to an additional 6,000 properties following their completion, bringing the total number of properties included in the Heritage Overlay in Boroondara to approximately 16,000. In addition to the studies noted above, Council is also progressing 17 separate heritage investigations including a review of 18 post war properties in Balwyn and a heritage assessment for 57 Berkeley Street, Hawthorn.</p>



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	<p>The last thing this area needs is more loss of heritage homes and buildings that are at the forefront of the identity of this area, and which fosters the community and culture so unique to this municipality and in which makes it so perpetually desirable.</p> <p>With the loss of heritage we are seeing today, it is only setting the future world up to be dull and enervated.</p>		<p>The Heritage Action Plan (2016) is due for review in the 2021-22 financial year and it is expected the review will identify new priorities for heritage protection and promotion, including a heritage study of the balance of Balwyn, Balwyn North and Deepdene</p> <p>The assertion heritage expert advice is 'blindly' followed in the preparation of various heritage studies is refuted. With respect to the engagement of heritage experts, Council has followed its own procurement standards and practices when engaging heritage experts and whilst Council is able to scrutinise and review any heritage advice provided, heritage experts are engaged to provide their independent advice and this advice can be tested through any public exhibition and independent Planning Panel hearing process associated with the implementation of any heritage study or assessment.</p> <p>No change proposed to Budget.</p>
<p>22. Amy Hiller (Ref: A8120382)</p>	<p>Climate Action Plan</p> <p>The submitter writes thank you for the opportunity to review the 2021-22 budget documents. I applaud the council's overall commitment to 'sustainability' through building policies, urban biodiversity zones, sustainable living festival and other such initiatives. I am, however, disappointed to see only \$400k allocated to any form of direct Climate Action Plan. Compared to spending \$68m on a new recreation centre and \$2.51m on car parks, this \$400k to 'upgrade lighting, replace inefficient heating and cooling systems and add solar' seems woefully inadequate. Incentives to drive down community emissions and support for a transition to electric vehicles were two items I was hoping to see in the budget document.</p>	<p>DP&S</p>	<p>Climate Change and other sustainability matters are responded to in a large number of Council's budget allocations. For example the allocation for the new Kew Recreation Centre will allow the centre to be equivalent or better than the high standard of 5-star according to the Green Building Council of Australia Design and As Built Tool. Initiatives for this building will include a 500 kW solar photovoltaic system. The programs to be delivered through the Climate Action Plan budget allocation are scalable and could be expanded with additional budget allocations.</p> <p>No change proposed to Budget.</p>



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	Climate change is an existential threat to all of us and we only have a few years left to avoid the worst scenarios. It is pertinent that we act to reduce emissions right now. Allocation of funding that enables this action is desperately needed.		
23. Ashley Wharton (Ref: A8122705)	<p>Climate Change</p> <p>The submitter feels strongly that the Council needs to do much more to address the critical issues of reducing carbon emissions and building resilience to climate change. The relative expenditure on these issues is unacceptably low, given their overwhelming importance to the local community.</p> <p>Where is the expenditure on decreasing reliance on gas, electrifying Council vehicles, expanding waste recovery for commercial businesses, leadership and advocacy etc? Please can the Council address and remedy this at the earliest opportunity. We are crying out for leadership on climate change at every level of government, as well as from corporate and community groups and individuals.</p>	DP&S	<p>Council is in the process of developing a Climate Action Plan which will be released for consultation in the coming weeks. This plan will define Council's sustainability direction over the next decade. There is \$400,000 in the proposed budget to support the implementation of the plan once it is adopted along with over \$3M of funding for other environmental initiatives. Council has progressively embedded environmental sustainability into everything we do which means that expenditure is incorporated in many budget items and can be difficult to specifically identify. Similarly expenditure on community safety and other community priorities has become core business and is not specially identified within the budget. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>No change proposed to Budget.</p>
24. Glennys Jones (Ref: A8123188)	<p>Concept Plan Back Creek - Toorak Road to Denman Street</p> <p>The submitter recently wrote to council requesting a "concept plan" be formulated for Back Creek – Toorak Road to Denman Street and am making this submission requesting that council include funding for:</p> <ul style="list-style-type: none"> • Concept Plan for the Parkland at Back Creek between Toorak Road and Denman St. • Identify path access between Toorak Road, Denman Street, Elizabeth and Somerset St, potentially including a bridge across Back Creek. 	DP&S	<p>Provision of \$40,000 has been made to investigate and design a path link and bridge over Back Creek with associated costings in the draft budget of 2021/22. This would provide a link through Back Creek Reserve from Denman Ave through to Somerset Road just south of Toorak Road in Hartwell.</p> <p>This would then provide the opportunity to attract funding either through Council or through other State and Federal Government grant programs.</p> <p>The budget also includes foreshadowed expenditure of \$230,000 for the construction of the path alignment and bridge for 2022/23.</p>



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	<ul style="list-style-type: none"> Identify the land required to provide a shared path from Toorak Road through the existing Public Acquisition Overlay and ensure that is secured and not lost through land sale /development. <p>There is an opportunity to create a north south linear park link from the Anniversary Trail at Frog Hollow (Fordham Avenue -Culliton Rd / Elaroo Ave) to Ferndale Trail at Ferndale Park as shown in the yellow on the Travelsmart map below.</p> <p>A significant part of this route already exists as gravel path with quality road crossings installed.</p> <p>I understand that the owners are planning to sell the tennis court and laneway so there is a sense of urgency to ensure long-term access for this linear park is preserved. The tennis courts are 1082 Toorak Road and a Public Acquisition Overlay (PAO) has been placed on the driveway / car park to secure access, it forms part of the Frog hollow to Ferndale link.</p> <p>If the full PAO is acquired the tennis court then becomes a “stranded Asset”.</p> <ul style="list-style-type: none"> There is an easement (Creek) on the north of Toorak Road to Camberwell Road which I was advised is partly owned by council. A section of Fordham Gardens to the immediate north is currently fenced off but owned by council (<i>refer planning map on actual submission 24</i>). <p>The full POA access way which is currently provides a driveway and parking for the tennis club is not required, but we need council to identify the land requirement for a</p>		<p>This funding would be considered by Council as part of the 2022/23 Budget.</p> <p>The proposed off-road link would provide improved access to and from the Hartwell Shopping Centre and the Ferndale Trail to the south.</p> <p>The proposal is in line with Council’s Bicycle Strategy (2008).</p> <p>With respect to the alignment continuing north to Toorak Road and beyond including the possible sale of 1082 Toorak Road, this would need to be considered as part of a future budget bid.</p> <p>No change proposed to Budget.</p>



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	<p>shared path to ensure access isn't sold off and forms part of the Concept plan for this parkland.</p> <p><i>Refer image in actual submission 24</i> - "Frog Hollow to Ferndale Link" (Anniversary Trail to Ferndale Trail link) which shows the potential north south park link which expand access to the linear park network. Linked linear parks are extremely popular following the Covid lockdowns.</p> <p>The section of the "Frog Hollow to Ferndale Link", from Fordham Gardens to Denman Ave, was put forward in the 2012 Open Space strategy submission with the request that an access path be preserved from Toorak Road, the need to secure this corridor was acknowledged by Council officers at that time, however it is unclear how far this was advanced.</p> <p>The proposed sale of 1082 Toorak Road which includes a POA access between Toorak Road and the reserve at 11 Denman Ave has prompted revisiting and securing this corridor.</p> <ul style="list-style-type: none"> • The Public Acquisition overlay that runs from Toorak Road to the council owned reserve immediately behind (south of) the tennis courts is currently occupied by an access driveway and parking for the tennis club • There are currently two walkways on the west side of the creek north of Denman, one at creek level and one running along the embankment but these stop opposite the reserve on the east side of the creek. The boundary of the new aged care home at 14 Elisabeth Ave on the east side of the creek is not 		



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	<p>clear so a bridge may ultimately be required to connect across the creek.</p> <ul style="list-style-type: none"> • There is an easement (Creek) on the north of Toorak Road to Camberwell Road which I was advised is partly owned by council. • A section of Fordham Gardens to the immediate north is currently fenced off but owned by council (<i>refer planning map in actual submission 24</i>). <p>Creating a concept plan for this park would help to identify access requirements and provide the basis for future funding.</p> <p>Formalising safe and stable paths through the park to link the existing open space as well as a path to connect to Somerset (Hartwell Shops and tram access) would benefit the wider community and allow residents of all ages and ability to appreciate this hidden gem.</p>		
<p>25. Hawthorn Residents Action Group Inc</p> <p>(Ref: A8124091 and A8124093)</p>	<p>A) Self-imposed discipline for all property rates to remain less than Melbourne CPI for 21/22.</p> <p>With the majority of Hawthorn employers on Jobkeeper recently, clearly COVID has had an economic impact on the Riversdale Ward. For council to propose rate increases at the proposed level is not reading the room on this matter.</p> <p>At the most, this Council should keep all rates under Melbourne CPI on an invoice to invoice comparison eg what was proposed for 21/22 when compared to 20/21 should be less than Melbourne CPI in the change in cost to each resident.</p>		



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	<p>We are confident costs savings can be found in council budgets and are ready to help. For example we keep seeing the Council planning to remain under 850 staff for the past three years, but each year it keeps growing. By June 2022, will the Council be 800 as it was once forecast, or 900 as it most recently forecast?</p> <p>The trend looks like it will reach 1000 staff – that will be up 20% from just a few years ago (<i>refer Boroondara Council Head Count chart in the actual submission 25</i>).</p> <p>Also the same time the lack of discipline seen at present, with the Cash and investment holdings are \$133.02 million as at 31 March 2021, this is an extraordinary high amount to be holding, where every cent has come from someone else's pocket.</p> <p>The voting history by Councillors on rates increase is one matter we intend to campaign on in 2024 Council election as a Hawthorn Residents Action Group.</p>		
	<p>A.1 Budget request: That all rates increase for 21/22, remain less than the rate of Melbourne CPI today.</p>	<p>CFO</p>	<p>Rates will be increased in line with the State Governments rate cap which in 2021-22 is 1.50%</p> <p>COVID-19 has had a significant impact upon Council's resources. For the first time in its history, Boroondara will be in a deficit for the 2020-21 year. While there is a clear and responsible path to recovery, the total estimated net loss of \$28 million (over financial years 2019-20 and 2020-21) creates a challenging circumstance for Council. As our population grows the demand for services increases and the impact of the state government's rate cap makes no allowance for this. The state government does not apply any such limitation to itself.</p>



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	<p>B) Valuation changes in 21/22 for Hawthorn East Heritage Gap Study – impact on housing values.</p> <p>Clearly residents who have had heritage overlays on their properties hold the view it has reduced their valuations, as this point was repeated made in residents' submissions. Market values are formed by residents who ultimate are either buying or selling a property.</p>		
	<p>B.1 Budget request: That this budget should make explicit the valuations amended by the Hawthorn East gap study for the confirmation to residents of this impact on their valuations and rates.</p>	DUL	<p>There is no definitive evidence confirming that heritage controls make either a positive or negative impact to property values. There is a range of factors which can contribute to property value including property location, land size, condition and external market forces.</p> <p>At this stage, there will be no adjustment to the valuation until there is market evidence that heritage controls directly affect the valuation specifically related to the planning controls. The Valuer General now undertakes annual valuations for properties and there is the opportunity for ratepayers to lodge an objection to their valuation within two months of receiving their rate notice.</p>
	<p>C) Budget allocation in 2/22 for Auburn Road Traffic study.</p> <p>Clearly Auburn Road traffic has become intolerable to residents on a daily basis. Homes Victoria (the developer of the Bills St Housing towers) is planning a traffic study and Council should be prepared with its own study. A proposed terms of reference are to study:</p> <ul style="list-style-type: none"> • Historical traffic patterns; • Current traffic patterns; • Level Crossing project initiated traffic changes; and • Bills St Public housing project impacts. 		



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	<p>C.1 Budget request: That a traffic study be commissioned on the Auburn Road, Hawthorn precinct.</p>	<p>DP&S</p>	<p>While Auburn Road is a Council road, it does play a significant link in the larger road network which is managed by the Department of Transport (previously VicRoads).</p> <p>In this regard, there are sections of this road which effectively operate as an arterial road, in addition to its local function of providing access to/from local destinations.</p> <p>An allocation of \$50,000 has been included for Road Improvement Initiatives in the Budget.</p> <p>A traffic study to improve the level of safety, access and travel times for Auburn Road between Riversdale Road and Toorak Road will be included as part of this budget allocation.</p>
	<p>D) Budget allocation in 21/22 for Road Line marking</p> <p>Parking can be more effective with painted bays along many of the areas of high parking demand for example. We are seeking a Parking bays painting allocation for 21/22 for the Riversdale ward.</p> <p>The funds should be spent firstly the introduction of painted parking bays along:</p> <ul style="list-style-type: none"> • Glenferrie road between Monash freeway (drip-line) and Callatina Rd (Both eastern and western sides of the road) • Tooronga road between Burgess st and Bialik School - (Western side of the road only) • Burwood road between Coppin Road to Yarra St - (Southern side of the road only) 		



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	<p>D.1 Budget request: That a budget allocation be made for painted parking bays.</p>	<p>DP&S</p>	<p>Marking of parking bays can be considered for locations with high parking activity to maximise the level of parking.</p> <p>This is normally undertaken in commercial areas and is generally not suitable for residential streets.</p> <p>The nominated locations will be investigated during 2021/22 to assess the suitability of marking parked bays.</p> <p>Any linemarking of bays would be undertaken as part of normal operating budgets.</p>
	<p>E) Budget allocation in 21/22 for Advocacy for Level Crossing removing for Glenferrie road.</p> <p>The federal govt has allocated funding for the Level Crossing Removing for Glenferrie road. The state govt has not accepted this funding grant, and the project is without a timeframe for completion.</p> <p>Council should continue advocacy on this project as the traffic impacts on the Riversdale ward are considerable without this project being completed.</p>		
	<p>E.1 Budget request: That a budget allocation be made for advocacy on this Level Crossing Removal Project.</p>	<p>DP&S</p>	<p>The Glenferrie Road level crossing removal is in the City of Stonnington, approximately 260m from the border with Boroondara. Nevertheless, Council officers recognise the potential benefits the removal of the level crossing may have on the Boroondara community and the Riversdale ward in particular.</p> <p>The level crossing removal is still in the planning stages. Council officers have and will continue to work with their City of Stonnington counterparts to advocate for the removal of the Glenferrie Road level crossing.</p>



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	<p>F) Residential zoned parking in Riversdale Ward.</p> <p>Street parking remains a scarce resource with a lot of tension over its access and allocation. Parking is a daily pain to residents and the decisions are often solely in the Council domain.</p> <p>Council should consider how the Riversdale ward could be made totally residential parking zoned via bestowing residential parking permits on all suitable properties with accompanying street signage. This project could be mirrored in Boroondara more broadly in subsequent years.</p> <p>Commuter parking is a problem to be solved by the Department of Transport and not be borne by residents via Govt cost shifting.</p>		
	<p>F.1 Budget request: That a budget allocation be made to implement wider residential zone parking in the Riversdale Ward.</p>	<p>DP&S</p>	<p>As part of Council's overall goals, we seek to balance the needs of all stakeholders with our obligation being to provide adequate parking opportunities and to maintain a good level of amenity.</p> <p>Areas of Riversdale Ward already have existing parking restrictions. Further information would be required to identify locations where parking availability for residents is an issue. An assessment can then be undertaken as per Council's Parking Management Policy and Procedures 2017 documents.</p> <p>Consultation with residents would also form part of the parking reviews.</p> <p>Parking reviews are undertaken by the Traffic and Transport department as part of operating budgets. No additional funding is required.</p> <p>No change proposed to Budget or Revenue & Rating Plan</p>



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26. Submitter 26 (Ref: A8124226 and A8124229)	<p>Supports the submission from the Hawthorn Residents Action Group.</p> <p>Please refer above submission 25 for details.</p>		<p>Supports the submission from the Hawthorn Residents Action Group.</p> <p>Please refer above submission 25 for details.</p> <p>No change proposed to Budget or Revenue & Rating Plan</p>
27. Boroondara Bicycle Users Group (BBUG) (Ref: A8124752)	<p>Better Bicycle Infrastructure</p> <p>The submitter has a long history of advocacy for better bicycle infrastructure in Boroondara and beyond. We are pleased to see continued funding of bicycle improvements across the City and that work on the new Bicycle Strategy will continue.</p> <p>We wish to submit some specific proposals for both ways in which the existing allocated money could be spent, as well as others which would require additional funds.</p> <p>Traffic congestion has already returned to levels higher than before the pandemic and looks likely to stay this way for the foreseeable future. This puts more pressure on road maintenance budgets and results in more people being killed on the road network.</p> <p>Boroondara cannot fit more cars on its roads. Gridlock will ensue without immediate and effective action to get those who can to ride their bikes for transport. Our proposals represent our considered view of what we believe would be effective action to achieve this aim and prepare our City for the uncertain future that lies ahead. <i>(Refer actual submission 27 for full details).</i></p>		



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	<p>Our top five infrastructure priorities requiring Council funding.</p> <ol style="list-style-type: none"> 1. Hawthorn to Box Hill Trail 2. Popup bike lanes 3. Mont Albert Road link to Anniversary Trail 4. Jacka Trail path connections to Balwyn Road crossing at Gordon Barnard Reserve 5. Path-priority crossings program 		
	<p>1. Hawthorn to Box Hill Trail (Missing Link in the City to Lilydale Trail)</p> <p>One of the worst gaps in Boroondara's cycling infrastructure is a safe east-west route through the centre of the municipality. A short term solution would be the marking of one or more shimmies. But there is also scope for a much safer off-road route in the longer term, more or less following the Belgrave/Lilydale rail line.</p> <p>The State Government currently has plans for level crossing removals at Mont Albert and Union Rds. It is vital that the designs for these projects do not preclude the option for an off-road bike route through this area. Even better would be the inclusion of such a route as part of the projects.</p> <p>With the feasibility study complete, it is highly likely that any outcomes of this project will require funding from Council for connecting routes and supplementary infrastructure. BBUG welcomes Initiative 5.3 for advocacy but we strongly believe that this item should include funding for this infrastructure as well as advocacy programs.</p> <p>This money should be included in long-term financial plans now to ensure that it is available in future years</p>	<p>DP&S</p>	<p>On 27 May 2019, the Victorian Government allocated \$370,000 for a feasibility study for the Hawthorn to Box Hill shared trail. The route has been included in the Department of Transport (DoT)'s Principal Bicycle Network (PBN) and Strategic Cycling Corridors (SCC). It is also reflected in Council's Bicycle Strategy.</p> <p>Given the strategic significance of this route, the DoT is coordinating the feasibility study to identify route options. Council officers have been providing detailed input into the study with a focus that the alignment should be on the railway corridor. The study is expected to be finalised early in the 2021/22 financial year.</p> <p>Given the regional strategic importance of this route, responsibility for delivering the project lies with the Victorian Government.</p> <p>To assist with this process, an allocation of \$160,000 has been proposed in the Budget for 2021/22 to allow for the preparation of detailed funding applications to the DoT for consideration and funding approval. This process would then allow the DoT to consider these proposals for funding against other proposals across Melbourne.</p> <p>The proposed funding applications along the railway corridor involve:</p>



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	<p>when this Trail may be built and a coordinated approach can be taken. See http://www.bigyak.net.au/knooppunten/hawthorn2boxhill.html https://www.facebook.com/pg/hawthornboxhilltrail/posts/</p>		<ul style="list-style-type: none"> • Elgin Street to Glenferrie Road including an underpass at Power Street. • Burke Road to Stanhope Grove including an underpass at Stanhope Grove. <p>Council officers continue to advocate for a high quality cycling corridor as part of the removal of the Union Road Level Crossing, notably the need for a safe, convenient, lit and direct path along the railway corridor including an underpass at Union Road.</p> <p>Whilst the Level Crossing Removal Project intends to provide a link between Union Road and Mont Albert Road, Council's submission and advocacy calls for substantial improvements and changes to the link.</p>
	<p>2. Install temporary protected bike lanes in response to increased demand</p> <p>Significant mode shift will need to happen all across Melbourne for our transport system to continue to function. Melbourne is already seeing higher car traffic than before the COVID-19 pandemic, even before office workers have fully returned to their office. This is unsustainable and will put even more pressure on Council's limited financial resources during this time of fiscal constraint.</p> <p>Several councils are already constructing or considering temporary bike lanes to achieve this end. Melbourne, Yarra and Port Phillip City Councils are three examples. Boroondara should follow suit.</p> <p>These can be cheap. Temporary bollards or other dividers can provide sufficient protection for a continuous bike lane to give potential riders enough of a feeling of safety to ride on the road and avoid mixing with traffic. This has the</p>		<p>As part of the Bicycle Strategy review, officers will be investigating a range of measures that could be implemented within Boroondara, taking a holistic view of the entire network to ensure effective projects are considered in respect to the extensive community and stakeholder input received throughout this process.</p> <p>Any proposals for pop-up bike routes would need to be assessed within this framework to ensure they align with the broader vision for cycling in Boroondara, including state-level routes.</p> <p>The need to achieve compliance with standards is another key consideration for temporary cycling infrastructure proposals in the municipality. There are a number of significant challenges with the suggested locations, such as narrow carriageway widths, clearways, multiple lanes of traffic in each direction along arterial roads, approvals from Department of Transport and impact on parking in residential streets and shopping strips.</p>



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	<p>added benefit of encouraging fast commuter cyclists to avoid shared paths where they may conflict with slower recreational riders or walkers.</p> <p>Work will also have to be done with neighbouring councils to ensure that any Boroondara infrastructure connects to other existing or proposed lanes.</p> <p>While detailed analysis will be required on locations and infrastructure, many precedents exist that can be used. BBUG wishes to nominate these top five locations as potential temporary protected bike lanes:</p> <ol style="list-style-type: none"> 1. Mont Albert Road (York Street to Burke Road) 2. Wellington Street/Davis Street/Daniell Place/Mount Street (Burke Road to Power Street) 3. Burwood Road (Hawthorn Bridge to Camberwell Junction) 4. Willsmere Road/Kilby Road (Burke Road to Kellett Grove, with short shimmy route down Kellett Grove & Barnard Grove to connect to Outer Circle Trail) 5. Dudley Parade/Chaucer Crescent/Shierlaw Avenue/Kingston Road/Robinson Road/Sunbury Crescent (Union Road to Outer Circle Trail) <p>BBUG would welcome the opportunity to discuss any of these proposals in detail if required.</p>		<p>The Department of Transport (DoT) is currently investing \$15.9m to install 100km of new pop-up bike routes across key inner-Melbourne suburbs. This equates to a rate of over \$150,000 per kilometre, indicating that the funding required to implement these types of proposals is often substantial and should be assessed against competing cycling infrastructure improvements to ensure maximum value for money.</p> <p>The Budget includes an allocation of \$200,000 for 'Safe On Road Bicycle Lanes' in 2021/22. It also foreshadows \$200,000 for each of the 2022/23, 2023/24 and 2024/25 financial years. For 2021/22 it is proposed to implement recommendations to improve safety at the highest bicycle crash locations for Council managed roads at Robinson Rd / Woodburn Rd and at Mont Albert Rd / Parlington Rd.</p> <p>The review of the Bicycle Strategy is due to be completed during the 2021/22 financial year.</p> <p>With the adopted strategy, it is intended that the foreshadowed funding be used for safe new on road bicycle lanes to expand the network as well as upgrading existing on road bicycle lanes on Council roads to improve safety and access including consideration of signage, linemarking, green pavement, separation kerbing and vibra-line marking including Greythorn Road, Highfield Road, Kilby Road, Mont Albert Road, Auburn Road southern section, Wellington Street and Union Road.</p> <p>For arterial roads under the control of the DoT, officers will advocate for improvements to improve the level of safety for cyclists in line with recommendations in the new Bicycle Strategy.</p>
	<p>3. Mont Albert Road link to Anniversary Trail Council conducted a draft design for a possible path from Mont Albert Road to the Anniversary Trail in Canterbury.</p>		<p>A concept design to link Mont Albert Road to the Anniversary Trail was completed in 2016 and submitted to the Department of Transport for funding consideration. The estimated cost for the</p>



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	<p>This would fill the long-standing missing link and finally allow local residents and students from Camberwell Grammar School to access the path. This would eliminate a 0.5 kilometre detour, thereby encourage walking and cycling to relieve congestion on Mont Albert Road.</p> <p>It would also improve safety for existing users of the path – especially women - by creating an additional exit point in this 700 metre stretch.</p> <p>BBUG believes that Council should fund building the project in this budget or foreshadow construction in the 2022-23 Budget. This could be combined with seeking funding from State Government sources.</p>		<p>link is \$1.7 million. Given the time that has elapsed, provision has been made in the Budget to update the application including cost and community consultation. As the route is strategically important, the application is then intended to be submitted to the DoT for funding consideration.</p>
	<p>4. Jacka Trail path connections to Balwyn Road crossing at Gordon Barnard Reserve</p> <p>BBUG commends Council on its effective advocacy efforts to the State Government and North East Link Authority for securing funding for the long-awaited signalised pedestrian crossing of Balwyn Road at Gordon Barnard Reserve.</p> <p>Funding is now required from Council to complete the Jacka Trail to link to Myrtle/Macleay Parks. We request at least funding for a feasibility study on route options to ensure that community engagement can take place and designs are ready to go when these signals are completed and this vital connection can be made. More information: https://boroondarabike.github.io/jackatrail/</p>		<p>Council officers are currently in the process of developing the detailed design and the preliminary road safety assessment in line with Department of Transport (DoT) requirements for the provision of pedestrian signals in Balwyn Road at Gordon Barnard Reserve. The positioning of the proposed pedestrian signals will be carefully considered keeping in mind the future Jacka Trail alignment.</p> <p>The cost of the signals is estimated at \$700,000.</p> <p>Work is currently underway to develop a new Boroondara Bicycle Strategy to drive the development, improvement, and expansion of Boroondara's bicycle network over the next 10 year period.</p> <p>The proposed 'Jacka Trail' cycling link will be considered as part of the review of the Bicycle Strategy. Through this process, it will be assessed against other potential cycling infrastructure improvements to determine priority for potential future funding of scoping, design and implementation work.</p>



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			The Draft Bicycle Strategy is expected to be released for community and stakeholder consultation early in the next financial year (2021-22).
	<p>5. Path-priority crossings program BBUG would like to see a systematic program to mark all its shared paths as having priority over local streets which they cross where there is no good reason not to do so. Shared path priority should be the default arrangement. We believe that this is in line with VicRoads recommendations and would improve safety. Good examples have already been installed by Council which we applaud – for example, at Belford Road on the Main Yarra Trail.</p> <p>The Budget should allocate funds in a program to upgrade these crossings over a reasonable period of time with sufficient money to upgrade a certain number each year – we would suggest three.</p> <p>BBUG have compiled a comprehensive list of the top priority locations where this could be implemented on Council-controlled streets without any significant disruption to road traffic and can provide this upon request.</p>		<p>There are standards and guidelines with respect to the suitability of a path priority crossing at a location. In line with the relevant standards, it may be appropriate to provide a path with priority across a road where the path carries higher traffic volumes than the road it crosses and where either the path crosses a low-speed street, or the path runs adjacent to a road that has priority over a minor intersecting street. The visibility at the proposed crossing location is also relevant. As such, each location is assessed on a case by case basis.</p> <p>The installation of shared path priority crossings on local roads cannot be considered a default arrangement. A total of \$120,000 has been allocated in the Budget under <i>'Shared Paths - Pedestrian Priority and Accessibility - Design and Construction'</i> in 2021/22 for a shared path through Scullin Park between Swinburne Avenue and The Boulevard.</p> <p>Under this item, the Budget also foreshadows funding of \$75,000 for each of the 2022/23, 2023/24 and 2024/25 financial years which is earmarked for reviewing and upgrading existing shared path crossing locations with respect to access and priority to assist pedestrians, parents with prams, elderly and wheelchair users. This will be considered as part of future budget processes.</p>
	<p>Hire one additional sustainable transport officer BBUG strongly urges Council to return to employing two Sustainable Transport Officers, one of whom is dedicated to the promotion of cycling, in the municipality as was the case for a number of years.</p>		<p>One Sustainable Transport Officer is provided as part of the Traffic and Transport Department. Additional support is also provided by officers from the Transport Management Team on an as required basis.</p> <p>An additional Sustainable Transport Officer is not supported.</p>



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	<p>At a time when bicycle usage is continuing at very high levels, there is a huge demand in the community for education, training and other assistance. An additional officer would be able to help meet this demand and create a healthier and more sustainable community.</p>		
	<p>Install shimmies and sharrows BBUG has advocated for many years for much more extensive use of sharrows in Boroondara. Sharrows are bike stencils on the road surface which alert motorists to the likely presence of cyclists on the road. They are used extensively in almost all other municipalities around Melbourne, including Banyule, Yarra and Stonnington. BBUG would like to see sharrows used, as they are in other councils, to indicate when cyclists will need to take the lane, as they do when entering a roundabout or a narrower section of road. One particular example where we have asked for sharrows is in Prospect Hill Rd, where the pedestrian refuge for users of the Anniversary Trail narrows the road and cyclists need to merge into the single road lane.</p> <p>The Boroondara TravelSmart map, which shows informal bike routes with dotted blue lines, is an excellent starting point for identifying shimmies that could be marked.</p> <p>This linemarking is of minimal cost. For further cost savings, such works could be completed automatically while other already-scheduled construction occurs. For example, if a street was resurfaced due to maintenance, sharrows could be linemarked at the same time if that street was located on a marked bicycle route. This approach is used successfully by Yarra City Council.</p>		<p>Work is currently underway to develop a new Boroondara Bicycle Strategy to drive the development, improvement, and expansion of Boroondara's bicycle network over the next 10 year period.</p> <p>As part of this process an action plan will be developed for the delivery of suitable infrastructure upgrades.</p> <p>Informal bicycle routes and the use of sharrows will be investigated as part of this work.</p>



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	<p>Continue to print TravelSmart maps BBUG strongly supports the continued publication of hard copy TravelSmart maps which are a most useful resource for cyclists of both the utility and the recreational variety. Future editions could show newly marked shimmies.</p>		<p>Council has sufficient printed hard copies of the TravelSmart map for distribution during the 2021/22 financial year.</p> <p>It is intended that the TravelSmart map be updated by June 2022 to allow for new maps during the 2022/23 financial year.</p>
	<p>Install more pram ramps Pram ramps are relatively cheap to construct but can make a big difference to cyclists crossing roads or moving between roads and shared paths or footpaths. It is important that all pram ramps that may be used by cyclists are constructed with their line of travel in mind and flared so that they can move across them quickly and smoothly. Cyclists cannot execute right angle turns.</p> <p>There are many pram ramps in Boroondara that are either unsatisfactory or non-existent. Two glaring examples of the unsatisfactory kind are the pram ramps either side of the pedestrian crossing in High St near Kew High School. These are both extremely narrow and right angled. As well as being used by large crowds of Kew High School students and locals crossing, and accessing or leaving trams, they are part of a well-established cycle route between Hays Paddock and the Outer Circle Trail.</p> <p>BBUG members have provided Council with a list of new pram ramps we would like to see constructed refer http://www.bigyak.net.au/pramramps/pramramps1.html (refer actual submission 27 for full details and photos).</p>		<p>Council supports the installation of pram ramps in line with standards on Council managed roads and paths.</p> <p>Council officers will aim to deliver the installation of a series of pram/access ramps during the 2021/22 financial year through the proposed draft budget.</p> <p>The Boroondara Bicycle Users Group have been requested to provide a list of their top 40 high priority locations for consideration during 2021/22 financial year.</p> <p>The pedestrian crossing in High Street near Kew High School is managed by the Department of Transport (DoT) and has been referred to DoT for their attention and action in the past. DoT is yet to commit to the works. This can be raised again with DoT.</p>
	<p>Continue work on Walmer Street Bridge We share Council's frustration with the issues surrounding this bridge. We support Council continuing to provide support and funding for this critical safety and access</p>		<p>An allocation of \$2,396,880 has been included in the 2021/22 Council Budget for the replacement of Council's northern land bridge.</p>



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	<p>issue where the State Government and others have failed to recognise the importance of this connection.</p>		<p>A formal application is due to be lodged with Heritage Victoria by early July 2021 seeking approval to replace Council's northern land bridge.</p> <p>Subject to approvals, replacement of Council's northern land bridge is proposed for 2021/22.</p>
	<p>Upgrade the Gardiners Creek Trail This trail carries a very significant amount of bike traffic. Large numbers of the riders using it are very skilled, speedy riders, who can be intimidating to less experienced, slower riders including school children who use this path. Wherever possible pedestrians and cyclists should be separated, and the trail to be constantly upgraded at every opportunity.</p> <p>This is particularly important at present due to the huge increase in the number of people walking and riding along this path. As workplaces return, this will only increase and create more conflict as the needs of commuters overlap with those wishing to use the trail for sedate walking recreation. Alternative routes must be provided and separation installed wherever possible.</p> <p>One project in particular is simplifying the cycle route and cutting down on the number of awkward bridge crossings on the section of the trail between the golf course and Nettleton Park if the bike trail could be moved entirely to the Stonnington side of the creek leaving the Boroondara side for pedestrians. This would obviously require close cooperation between Boroondara and Stonnington Councils.</p>		<p>Council has been upgrading the Gardiners Creek Trail for many years with the majority of the shared path reconstructed in recent years to achieve the minimum 3m wide shared path standard.</p> <p>Provision of further upgrades along the Gardiners Creek Trail including separated facilities for pedestrians and cyclists is being considered as part of the review of Council's Bicycle Strategy. Subject to the recommended actions in the updated Bicycle Strategy, Council officers will liaise with officers from the City of Stonnington as required to discuss potential upgrades to the trail, including the feasibility of different route alignments and separated facilities along the suggested section of the Gardiners Creek Trail.</p>



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	<p>Fix the flooding in the Toorak Road underpass</p> <p>The Gardiners Creek Trail underpass at Toorak Rd has steep gradients on both sides, meaning that many cyclists gather considerable speed as they descend with a view to easing the ascent. There are two serious problems with this. The underpass not only floods in heavy rain but also accumulates large amounts of slippery mud. It is currently unlit so that after dark, or in poor light, cyclists don't see the water or mud until it is too late. There have been serious accidents here and there will be more if nothing is done to remedy the situation.</p> <p>As so often is the case VicRoads have jurisdiction over the underpass. BBUG has tried various approaches to improve matters. Council transport engineers have looked at the possibility of raising the level of the underpass. It may be that a barrier along the edge of the path would improve matters as it appears that some of the mud comes from the creek rather than the drains. Certainly lighting would improve the situation. BBUG pushed for work here to be completed as part of the Toorak Rd level crossing removal but it was ruled out of scope. Our current thinking is that Boroondara Council should work on three separate projects:</p> <ul style="list-style-type: none"> • Lighting; • redesign the access ramps independently and separate from the horizontal section of path under Toorak Rd; and • work on the flooding problem, which is the horizontal section of path under Toorak Rd. <p>Another section of the trail that is in serious need of upgrading is the gantry under the Monash Freeway that links the Gardiners Creek Trail to the Yarra Trail. This is much too narrow for the large amount of bike and</p>		<p>Council officers have developed a feasibility study including a concept design in consultation with key stakeholders to construct a raised cantilevered, self-draining structure in line with the Gardiners Creek Trail under Toorak Road to address the number of safety issues and improve access for all users.</p> <p>This was submitted to VicRoads in March 2016 for approval and funding consideration for the 2016/17 financial year. To date, the application has been unsuccessful and officers continue to advocate for funding. The estimated cost is in the order of \$2 million.</p> <p>The proposal is best implemented as a whole at the same time including the two approach ramps and the underpass structure.</p> <p>Installation of a flood wall/barrier alongside the existing underpass is not supported by Melbourne Water because it will have an impact on the flood carrying capacity of the creek.</p> <p>Council officers can investigate and consider the installation of lighting at the underpass through the proposed draft budget. However, it needs to be carefully designed to ensure that it is waterproof given the underpass is subject to flooding that can extend to the underside of the Toorak Road bridge.</p> <p>The gantry under the Monash Freeway lies within the City of Stonnington and is the responsibility of the Department of Transport.</p> <p>Council officers have previously advocated for improvements to the gantry section of the Gardiners Creek Trail.</p>



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	<p>pedestrian traffic that it carries. The current path needs to be either widened significantly or duplicated.</p> <p><i>(Refer actual submission 27 for full details and photos).</i></p>		
	<p>Allocate future funding for missing Yarra River crossing in Hawthorn Cyclists heading from Hawthorn towards the CBD currently have only two options for crossing the Yarra: Victoria Bridge and Hawthorn Bridge. Both bridges are approached by means of very busy roads that have totally inadequate cycle infrastructure or none at all. Neither of these bridges has bike lanes, or room for bike lanes. Both have relatively narrow footpaths, which are not signed as shared paths, but are nevertheless used by many cyclists who prioritise their safety over strict obedience to the law.</p> <p>There is a need for a shared footbridge either adjacent to one of these road bridges, or preferably somewhere in between them, linking to a safer route through quiet streets. The ideal location would be between Mason St, Hawthorn and Crown St, Richmond, which links through to the excellent Highett St route through Richmond.</p> <p>While this should be a project completed by the Victorian Government, funding from Council should be included in long-term financial plans now to ensure that money is available in future years in case this does not occur.</p>		<p>There is no Council position on the suggested options for crossing of the Yarra River. It is noted that this would also involve the City of Yarra.</p> <p>Whilst Council officers would be happy to be involved in discussions/investigations, given the strategic importance of the route, the Victorian Government through the Department of Transport would be responsible for investigation, development of a suitable option, funding and delivery.</p>
	<p>Construct a sealed path to connect Camberwell to Glenferrie Fritz Holzer Park has the potential to be part of a shimmy linking Camberwell Junction and Glenferrie. There is a need for a sealed path through the park to make it more cycle friendly.</p>		<p>Council at its Ordinary Council meeting of 22 July 2019, resolved to abandon the proposal to seal the existing gravel paths in Fritsch Holzer Park having regard to feedback received from the community.</p>



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			<p>In line with this Council resolution, the link from the existing path network to Camberwell Road was constructed as an unsealed cement stabilised gravel path extension.</p> <p>This was completed during the 2020/21 financial year.</p>
	<p>Implement the Glass Creek Trail in North Balwyn and East Kew</p> <p>Another project which BBUG has proposed to improve cycling infrastructure in the North Balwyn area is the Glass Creek Trail. This would provide a much less steep and more direct link between the Outer Circle Trail and existing Glass Creek Trail which terminates in Stradbroke Park.</p> <p>BBUG has developed a report detailing how this could be installed quickly and cheaply. More information may be found on the project website: https://boroondarabike.github.io/glasscreek/</p>		<p>Work is currently underway to develop a new Boroondara Bicycle Strategy to drive the development, improvement, and expansion of Boroondara's bicycle network over the next 10 year period.</p> <p>The proposed 'Glass Creek Trail' cycling link will be considered as part of the review of the Bicycle Strategy. Through this process, it will be assessed against other potential cycling infrastructure improvements to determine priority for potential future funding of scoping, design and implementation work.</p> <p>The Draft Bicycle Strategy is expected to be released for community and stakeholder consultation early in the next financial year (2021-22).</p> <p>No change proposed to Budget.</p>
<p>28. The Glenferrie Times</p> <p>(Ref: A8124952)</p>	<p>Michael Tuck Stand</p> <p>The submitter writes the City of Boroondara first introduced their plans for refurbishment works to the Michael Tuck Stand at Glenferrie Oval in 2009 when they adopted the 'Glenferrie Oval, Grace Park, and L.E. Bray Reserve Concept Master Plan'.</p> <p>In the 2019-2020 budget, council introduced \$6.7 million projected expenditure for the Michael Tuck Stand. City of Boroondara stated their plans were to commence community consultation in 2020 and construction the following financial year.</p>	DCS	<p>Funding is proposed in 2021-22 for a Feasibility Study into future development of the Michael Tuck Stand. This will consider potential uses for the stand and will involve consultation with a variety of key stakeholders, including community groups and sports clubs. A scope will be developed pending the adoption of the 2021-22 budget that will be focussed on creating a functional structure to benefit the community while retaining the significance of the stand.</p>



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	<p>Due to COVID-19, the Michael Tuck Stand major project was removed from council's 2020-21 budget. City of Boroondara stated that they had postponed the project by five years, instead planning to commence community consultation and design in 2025-26 and complete construction the following financial year.</p> <p>The proposed 2021-22 budget re-introduces funding for the Michael Tuck Stand with \$160,000 to be spent this year on a 'Feasibility Study'. Council has not provided any details as to whether this study is distinct from or a part of their previous plans for community consultation, who they intend to consult for the study, or what the study will consider.</p> <p>When asked what this 'Feasibility Study' study would entail, and if they intended to keep to or change their most recently communicated timeline/schedule for the Michael Tuck Stand, the City of Boroondara declined to provide any information on how they are proposing to spend this money until after the budget is adopted.</p> <p>Can the City of Boroondara provide their ratepayers with any information about how and when they intend to spend the community's money on works to the Michael Tuck Stand which, when completed, could vastly improve the amenity of the area for local sporting clubs and community groups more than a decade after it was first proposed?</p>		
	<p>Placemaking The Glenferrie Road Placemaking Project was introduced in the 2019-20 budget, with a total of \$2.6 million expenditure projected over three years.</p> <p>In the 2020-21 budget, the budget for the Glenferrie Placemaking Project budget was reduced by almost \$1</p>		<p>The overall budget for the Glenferrie Precinct place making activity is unchanged. Budget reconfigurations were made to separate operational expenditure which funds coordination of the Glenferrie Precinct place making activities as distinct from works' expenditure, such as funding murals, street maintenance and infrastructure design, which are to be covered by the 'Placemaking Implementation' budget. The separation between operational</p>



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	<p>million. Council explained this funding was reallocated to the general placemaking co-ordination budget line (increased by approximately \$1 million in projected expenditure from the previous year's budget), and would still be used for Glenferrie. As such, \$0 was projected to be spent in the year 2021-22 specifically on the Glenferrie Road Placemaking Project.</p> <p>The proposed 2021-22 budget no longer includes a general placemaking co-ordination budget (removing the \$1.5 million previously projected to be spent over the remaining two years). It instead includes a general 'Placemaking Implementation' budget line, projecting approximately \$2 million expenditure over three years. According to the budget proposal, this budget line includes the Glenferrie Road Placemaking Project as well as a new placemaking project for Camberwell Junction (which otherwise has not yet publicly begun, let alone reached the implementation stage). The proposal does not mention Maling Road's inclusion in the general placemaking budget.</p> <p>The budget proposal also re-introduces approximately \$1 million specifically to the Glenferrie Road Placemaking Project to be spent in 2021-22. According to council's own project timeline, however, when the Place Plan is released, implementation is the final stage remaining for the Glenferrie Road Placemaking Project.</p> <p>When asked about why funding has been re-introduced back into the specific Glenferrie Placemaking Project from the general placemaking budget, and about what council is proposing to spend this money on if not implementation, the City of Boroondara declined to provide a response until the budget is adopted.</p>		<p>costs and capital expenditure is required to meet accounting standards.</p>



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	<p>Council constantly changing their public financial commitments to multi-million-dollar placemaking projects - figures which are determined and adopted based on community consultation and feedback - and then not providing reasons for these changes and their plans to spend this money, makes it difficult to keep council accountable for how they are spending the community's money on improvements to the local area.</p>		
	<p>Hawthorn RSL ("605-609 Glenferrie Road, Hawthorn") In the 2016-17 budget, council budgeted \$700,000 for works to "605-609 Glenferrie Road, Hawthorn", AKA the Hawthorn RSL. In 2017-18, council projected \$500,000 for works the following year. In 2018-19, council budgeted \$0 to be spent that year, projecting \$400,000 for works the following year.</p> <p>In 2019-20, council budgeted \$400,000 to be spent that year on the Hawthorn RSL. Upon enquiry that year, council stated: "The allocated budget will go towards general maintenance works relating to the building fabric, including some internal refurbishment works such as the replacement of floor coverings, wall linings and bathroom fixtures and fittings". It is unclear if those works occurred.</p> <p>"605-609 Glenferrie Road, Hawthorn" was not included in the 2020-21 budget.</p> <p>The proposed budget for 2021-22 allocates \$383,500 to be spent in 2021-22 "carried forward from the 2020-21 year" - a budget it was not included in, and also \$16,500 less than the most recent budget for these works.</p> <p>Upon enquiry, council did not provide any details as to whether this difference accounts for money which has</p>		<p>Council provides for expenditure to be set aside in Council's budget to meet maintenance obligations outlined in the Trust Deed from 1924. The works proposed for the RSL building have been delayed as Council continues to work closely with the Hawthorn RSL Sub-branch to understand their service planning to meet the needs of veterans and their families, and how these services may impact any works on the building. No significant works have been undertaken in the last few years due to the future planning underway with the Hawthorn RSL Sub-branch. Due to the timing of the development of 2020-21 Budget, the carry forward for this project appears in Council's September Amended Budget and is being further carried forward into 2021-22.</p>



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	<p>been spent on the Hawthorn RSL, nor whether or not any expenditure or works for this project have reached completion.</p> <p>It is concerning when the City of Boroondara appears to have not fulfilled the financial commitments they have made in their budgets for up to five years, nor are they willing to provide any clarity about past, present, and planned expenditure for this community institution.</p>		
	<p>Renewal works to Hawthorn institutions</p> <p>The budget proposal also proposes \$185,280 for works at the Hawthorn Library and \$50,000 (plus \$20,000 for a Feasibility Study) for works at the Hawthorn Community House to be spent this coming financial year (2021-22).</p> <p>The City of Boroondara declined to provide any details about the proposed projects they have budgeted for - at least until the community is no longer able to submit feedback on council spending and the intended nature of these works they are proposing for local community institutions.</p>		<p>Council's proposed budget includes funding in 2024-25 to undertake investigations and feasibility reports to improve the Hawthorn Library.</p> <p>The \$20,000 for the Hawthorn Community House (HCH) Feasibility Study will assist with future planning for the building and will include:</p> <ul style="list-style-type: none"> • consultation with the services to understand current and future demand for services • concept planning to ensure spaces are functional and fit for purpose • assessment of upgrade opportunities, and • cost estimates for options. <p>In the short term, the \$50,000 works include adaptation of some of the HCH spaces to deliver programs to meet current presenting community needs as well as improving some of the functionality of the centre and covers:</p> <ul style="list-style-type: none"> • upgrade of floor finishes • upgrade of storage room • upgrade of switchboard / heating and air conditioning / lighting fixtures to space as required • repainting internal walls as required <p>No change proposed to Budget.</p>



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29. Submitter 29 (Ref: A8125219)	Climate Action Plan The submitter would like to know why only \$400,000 has been allocated in the 2021-2022 budget for the implementation of the Climate Action Plan. Submitter notes the foreshadowed expenditure for the Climate Action Plan in the 3 subsequent years is 1 million dollars per year.	DP&S	Council is in the process of developing a Climate Action Plan which will be released for consultation in the coming weeks. This plan will define Council's sustainability direction over the next decade. There is \$400,000 in the proposed budget to support the implementation of the plan once it is adopted along with over \$3M of funding for other environmental initiatives. These programs are scalable and could be expanded with additional funding. Significant other funding for climate initiatives is included within Waste Management and Sustainable Transport budgets. No change proposed to Budget.
30. Neil McPhie (Ref: A8125245)	Budget items The submitter writes in my view the draft budget document has been prepared to a professional standard. It is however virtually a template copy of the previous year's budget. This is understandable to the extent that it identifies the main revenues (rates, grants etc) and the main expenses (maintenance, operational and infrastructure expenditures) However, the 2021-22's council budget is being framed at a time when: <ol style="list-style-type: none"> 1. The corona virus continues to be the most serious health risk that has faced Australia in decades. 2. Climate sustainability continues to be a very high priority issue. 3. Government borrowings (State and Federal) have never been higher and interest rates are low 4. Australia's relationship with its main trading partner (China) is volatile already leading to unprecedented supply chain disruptions and social disruption 		



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	<p>No one can predict the future. However it is reasonable to observe that there are some serious downside risks and these could impact on the way of life of Australians in both the short term and the longer term.</p>		
	<p>Comment 1: Budget Flexibility <i>I believe the budget document should demonstrate a dynamic capability that acknowledges the risks that may threaten the financial viability of the council or its general population and consider potential responses.</i> Some risks include;</p> <ol style="list-style-type: none"> 1. It is possible that grants from state government will reduce significantly as the state moves funds to debt reduction or covering increasing interest rate costs. 2. Boroondara could suffer a sustained long term lock down due to a local outbreak of corona virus or a mutated variant of the virus 3. State/ Federal environmental rules/laws could be passed that demand change. For example fossil fuelled vehicles may be banned from city locations. 4. Supply of key imported inputs for business could be disrupted threatened the viability of local businesses. 5. An eroding relationship with China could lead to negative social consequences. <p>Clearly no individual Council can manage all the risks but they can acknowledge there are risks and consider what its options are. For instance, given the council does face multiple risks it should consider whether the budget is (or isn't) building the financial resilience of its population (personal and business) and whether the budget is (or isn't) building its own financial resilience.</p>	<p>CFO</p>	<p>The budget and draft Long Term Financial Plan has been developed on the most current and best available information but is subject to change due to the dynamic health and economic crisis created by the global pandemic.</p> <p>The budget provides unallocated funding in future years available to address follow up effects of the COVID-19 pandemic, within the context of local government's role should this be required, noting both the State and the Federal Government have broad responsibilities concerning health, employment and the economy, as well as other impacts related to COVID-19.</p> <p>Council's budgeting and forecasting processes allow Council to address emerging issues as they arise including potential further impacts of COVID-19 to be addressed, if required.</p>



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	<p>Comment 2: Balance Sheet Size <i>The budget highlights a burgeoning balance sheet (approaching \$4billion). I believe the budget should identify what is the ideal balance sheet size and then make plans for increase/decrease as appropriate.</i></p> <ul style="list-style-type: none"> Ideally there should be a focus on what balance sheet the Council needs. This focus should also assess cortically whether the assets held are providing adequate return, whether a financial return or a social return. I see no reason why the Council needs to own large property holdings such as swimming pools and community centres. These assets could be liquidated with the proceeds used to undertake other activities and/or reduce charges and rates. 		<p>While the balance sheet contains \$3.6 billion in community assets most of these assets are held on behalf of the community and in many cases represent infrastructure or open space. These assets are not available to be converted to liquid assets.</p>
	<p>Comment 3: Proposed rates increase <i>The burgeoning balance sheet will be partly be a consequence of ever increasing rate revenue. Given the uncertainties facing the community and the huge somewhat "lazy" balance sheet there is no reason demonstrated in the budget as to why rates should be increased.</i></p> <ul style="list-style-type: none"> With the uncertainties facing the community, the Council should consider whether increasing rate revenue, builds or undermines the financial resilience of Boroondara residents? Also it is also hard to reconcile the proposed rate increases with the stated savings to be derived from the Customer First program. 		<p>COVID-19 has had a significant impact upon Council's resources. For the first time in its history, Boroondara will be in a deficit for the 2020-21 year. While there is a clear and responsible path to recovery, the total estimated net loss of \$28 million (over financial years 2019-20 and 2020-21) creates a challenging circumstance for Council. As our population grows the demand for services increases and the impact of the state government's rate cap makes no allowance for this. The state government does not apply any such limitation to itself.</p> <p>Council's balance sheet and liquidity position are satisfactory and hence are capable of absorbing the short term impacts of COVID-19 however Council also has a legislated duty to ensure that the financial stability of Council now and into the future is maintained. Decreasing the rate base would affect not only this year but all future years due to the State Governments rate capping legislation.</p>



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			<p>\$2.86 million in labour savings referenced in the budget report are a direct benefit of the Customer First work undertaken to date. This transformation work will continue to deliver improved outcomes for the Boroondara community and a more efficient organisation.</p>
	<p>Comment 4: Statement about whether any properties are not assessed for rates. <i>There should not be any cross subsidies in the operations of the council. The draft budget makes no statements about whether any cross subsidies exist. If they do exist, then the extent of any such subsidy should be declared.</i></p> <p><i>For example, missing from the draft budget is any commentary on whether or not there are any properties in Boroondara that do not pay rates. For instance if properties owned by religious entities, charities, government agencies do not pay rates /council fees or pay reduced rates/fees then this should be identified. If this situation exists, then rate payers are subsidising other property owners and the rate payers should be aware of this. Also the continuation of any such cross subsidy (if they exist) should be reviewed annually.</i></p> <ul style="list-style-type: none"> • If cross subsidies are removed (if they exist) there could be a significant benefit to other rate payers. • Thus I recommend that a statement is made advising details of any properties that are not assessed for rates (if there ever any) and if they do exist a program of review is established. 		<p>The submitter's comments are noted.</p> <p>The selection of rating philosophies and the choice between the limited rating options available under the <i>Local Government Act 1989</i> is a difficult one for all Councils and it is most likely that a perfect approach is almost impossible to achieve in any local government environment. Private schools, religious organisations and charities are exempt from paying rates but are the beneficiaries of many infrastructure assets provided and maintained at the expense of ratepayers. To this extent it might be argued there is a cross subsidy, however it is not feasible to limit asset provision and maintenance on this basis because other ratepayers are benefitting from the same assets. In a recent review of the rating system by the state government Council argued private schools should pay rates but this was not accepted.</p> <p>Council's Proposed Revenue and Rating Plan 2021-25 which informs this budget sets out the decisions that Council has made in relation to rating options available to it under the <i>Local Government Act 2020</i> to ensure the fair and equitable distribution of rates across property owners. It also provides the robust principles and practices for fee and charge setting and other revenue items to ensure Council's commitment to responsible financial management is achieved, while at the same time continuing to provide high quality, accessible services to the community.</p> <p>This budget presents information about rates and charges that the <i>Local Government Act 1989</i> and the Regulations require to be</p>



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			disclosed including amounts to be raised by rates and charges may be effected by changes in use of land such that rateable land becomes non-rateable land and vice versa. Refer to Section 8 - Rates and Charges of the budget document.
	<p>Comment 5: Level of funding for climate sustainability <i>The community is expecting significant focus on building climate sustainability. Whilst plans are being formed it is reasonable to expect that significant investment in this area will be needed.</i></p> <p>The draft budget presents a relatively small level of resources directed to climate sustainability. As planning is still under way and the document is in draft format, it should allow for additional resources to be allocated.</p>	DP&S	Council is in the process of developing a Climate Action Plan which will be released for consultation in the coming weeks. This plan will define Council's sustainability direction over the next decade. There is \$400,000 in the proposed budget to support the implementation of the plan once it is adopted along with over \$3M of funding for other environmental initiatives. These programs are scalable and could be expanded with additional funding. Significant other funding for climate initiatives is included within Waste Management and Sustainable Transport budgets.
	<p>Comment 6: Labour costs and the "Customer First" project <i>There is little overt reference to the status of the so called "Customer First" project. An update on the project's progress and future expenditure should be included. The draft budget refers to labour savings and in the absence of a specific statement it is assumed this is from the partial implementation of the CF project. I feel a statement is also required as to why in a time of economic uncertainty a very cashed up enterprise (the Council) seems to be focusing on labour savings?</i></p> <p>The draft budget proposes that "a number of "transformational projects" have delivered labour savings of \$2.86m.</p> <p>It is not clear whether the transformational projects referred to are the so called "Customer First" project or not. When this was proposed a business case was</p>	DC&T	<p>The transformation projects noted are within the umbrella of Council's Customer First program. The transformation work has been referred to upfront in the budget document in the introduction and executive summary sections, and also in information about the Proposed Budget in the Boroondara Bulletin and on Council's website. Further information about the status of the transformation work is included on Council's website at https://www.boroondara.vic.gov.au/about-council/projects-and-major-works/transforming-boroondara</p> <p>The business case set out expected costs and benefits associated with the Customer First program and the \$2.86m of savings referenced in the budget report are a direct benefit of the Customer First work undertaken to date. This transformation work will continue to deliver improved outcomes for the Boroondara community and a more efficient organisation.</p> <p>No change proposed to Budget.</p>



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	<p>circulated. In my view the business case was overly simplistic, narrowly focused and did not address the key dimensions of a business case.</p> <p>Until more certainty returns, I feel the Customer First program should be paused and expenditure on staffing should be focused on growing skills rather than reducing staff numbers.</p> <p>Finally it is not easy to reconcile how the \$2.86m was derived.</p>		
<p>31. Geoffrey Andrews (Ref: A8125375)</p>	<p>Climate Change</p> <p>The submitter writes Council has not provided nearly enough provision to address the climate change emergency.</p> <p>Areas which should be urgently tackled include:</p> <ul style="list-style-type: none"> • Councils operations (all emission sources, including waste management, and embodied emissions from the seemingly endless and overdone capital works projects). • Community emissions (all sources, including transport), <p>Included in transport, but to be clear, cycling infrastructure in Boroondara is abysmal.</p> <p>There are nowhere near enough paths, paths that do exist are mostly poor, many are unlit, some flood after even light rain (I know it's hard to believe), there are missing connections.</p> <p>There is far too much money allocated to large capital projects (e.g. 60+ M\$ for the Kew Rec Centre, which was</p>	<p>DP&S</p>	<p>Council is in the process of developing a Climate Action Plan which will be released for consultation in the coming weeks. This plan will define Council's sustainability direction over the next decade. There is \$400,000 in the proposed budget to support the implementation of the plan once it is adopted along with over \$3M of funding for other environmental initiatives. These programs are scalable and could be expanded with additional funding. Significant other funding for climate initiatives is included within Waste Management and Sustainable Transport budgets.</p> <p>No change proposed to Budget.</p>



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	<p>last refurbished about 10 years ago, and 100 M\$ for an IT system (seriously??).</p> <p>Councillors have clearly been captured by a portion of the executive who seem to dream up unnecessary capital works projects, rather than managing existing assets well.</p> <p>BTW, I have lived in Boroondara for 32 years, and do not think Boroondara ratepayers get value for money, considering other comparable councils such as Stonnington.</p>		
<p>32. Alex Currell on behalf of the Kooyong Climate Change Alliance (Ref: A8125388)</p>	<p>Environmental Initiatives</p> <p>The Kooyong Climate Change Alliance is a group of community organisations based primarily in the City of Boroondara and working for urgent and effective climate action. Members of the alliance include Lighter Footprints, ACF Boroondara, StopAdani Kooyong and the Eastern Melbourne Climate Alliance.</p> <p>1. Introduction</p> <p>It is clear that we are facing a climate emergency. A dramatic reduction in greenhouse gas emissions is required over the next ten years if the Paris Agreement goal of limiting warming to 1.5°C is to be achieved. All levels of government need to contribute to the effort, including local government.</p> <p>The results of the last Boroondara Council elections suggest the local community wants the Council to take more meaningful action on the climate. This was confirmed by the survey results from the first stage of consultation on Council's Climate Action Plan. The representative survey indicated that 89% of the</p>	<p>DP&S</p>	<p>\$400,000 has been allocated for the implementation of the Climate Action Plan once it is adopted which is expected to occur in September. The plan is still subject to community consultation but may prioritise initiatives such as feasibility studies into future actions along with continued implementation of lighting, cooling and heating upgrades. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>The \$3.61M includes \$2.2M towards implementing Council's Sustainable Buildings Policy which will ensure our new builds will be low-emission buildings.</p> <p>The Climate Action Plan will increase the focus on climate impacts in purchasing decisions and further build climate expenditure into all of Council's spending.</p>



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	<p>Boroondara community support development of a CAP, with 67% expressing strong support. This support is based on 'the perception that climate change is an urgent issue and that action is required' (Boroondara Climate Action Plan Research Report, November 2020).</p> <p>We congratulate the Council on undertaking the development of the CAP, and recognise that some important steps have been taken to reduce Council's own emissions, notably the Power Purchasing Agreement (PPA) with Procurement Australia. However, we believe that the Proposed Budget 2021-22 is a very inadequate response to the challenge of the climate emergency.</p> <p>The funding for climate initiatives in the budget is disappointingly low given the urgent need and community support for strong action. There is no indication in the budget that the Council is increasing its ambition on the climate. The budget represents little more than a continuation of the policies of previous years. Of particular concern is the lack of any new programs to drive down community emissions in Boroondara.</p> <p>The reduction in funding for key environmental initiatives (including climate initiatives) from \$4.04 million in 2020-21 to \$3.61 million is a telling indication of the failure to increase Council's efforts. The specific allowance for implementation of the CAP has been reduced by more than half, from \$985,000 to \$400,000.</p> <p>We acknowledge that the Council has not yet finalised the CAP, and that it may therefore be difficult to identify the funding required for new climate programs. However, we note that the plan has been under development for well over a year, allowing ample time to identify and prepare</p>		



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	<p>budget estimates for uncontroversial items. Moreover, a substantial contingency amount could have been included in the budget for implementation of the plan, with details to be confirmed after it is adopted early in the new financial year.</p> <p>The foreshadowed expenditure for implementation of the CAP in the years 2022-23 to 2024-25 is \$1 million per annum, up from \$400,000 in 2021-22. This modest increase only serves to reinforce the impression that the Council is not serious about providing real community leadership and stepping up its efforts to address the climate crisis.</p>		
	<p>2. Emissions from Council operations Budgeted expenditure related to Council's own GHG emissions includes:</p> <ul style="list-style-type: none"> • \$400,000 of capital funding for CAP 'emissions reduction work', further described as 'LED lighting upgrades, heating and cooling upgrades to reduce Council's energy and greenhouse emissions and lowering of Council's use of gas and electricity to meet our climate related targets'. • \$2.2 million 'to deliver a minimum 5 Star Green Star equivalent standard for all new buildings and applicable retrofits'. This may also assist in reducing Council's emissions, but we assume the impact will be relatively small, given the new PPA. • \$220,000 of capital funding for solar lighting 'along 500 metres of Boroondara park paths'. <p>The forecast for 2021-22 emissions from Council operations is 'less than 22,000 tCO₂-e'.</p>		<p>Comments noted.</p>



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	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> It is extremely disappointing that the forecast for Council emissions in 2021-22 is unchanged from the previous year. Reducing its own emissions to net zero (with minimal use of offsets) should be one of the Council's highest priorities. Council cannot afford to waste a year with no further movement towards zero emissions. 		<p>Council has been scrutinising its emission profile as part of the development of the Climate Action Plan and will surpass the forecast in the proposed budget documents. Council's exact commitment to reducing its emissions will be detailed in the Climate Action Plan which is still subject to community consultation prior to its formal adoption.</p>
	<ul style="list-style-type: none"> If expenditure of \$400,000 will not produce a significant emissions reduction from Council facilities, increased (or better targeted) expenditure should be committed. 		<p>The \$3.61M on environmental initiatives includes \$2.2M towards implementing Council's Sustainable Buildings Policy which will ensure our new builds, including renewal works, will be low-emission buildings. Council has progressively embedded environmental sustainability into everything we do. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p>
	<ul style="list-style-type: none"> There does not appear to be an allowance for further installation of solar panels on Council facilities. Despite Council's new PPA, PV panels should be installed on Council facilities wherever feasible in order to assist in shifting the State's power supply to renewables, particularly given that this is likely to be financially attractive. An appropriate allowance for additional panels should be included in the budget. 		<p>Installation of solar panels is included within the \$2.2M towards implementing Council's Sustainable Buildings.</p>
	<ul style="list-style-type: none"> The Council should commence the transition away from gas usage in its existing facilities during 2021-22. If this is not included in the \$400,000 budget allowance for emissions reductions, an additional amount should be included. 		<p>The transition away from gas usage is being considered as part of development of the Climate Action Plan. Council will need to understand the cost implications of making such changes to determine the extent to which such a transition should be supported. It is possible the money spent could be attributed to other carbon emissions reducing initiatives which will have a greater impact. Where the transition can be undertaken as a part of new builds or refurbishment this work will be undertaken as a matter of course.</p>



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	<ul style="list-style-type: none"> We were dismayed to learn that the plans for the Kew Recreation Centre redevelopment include gas-fired pool heating rather than heat-pumps. The use of heat-pumps powered by Council's 100% green energy would reduce recurrent operating costs and eliminate carbon emissions, although we recognise that capital costs may be higher. We understand that the decision to use gas heating is under review, and we urge Council to adopt the heat-pump option and include an amount in the budget to cover any increase in capital cost. 		Comments noted.
	<ul style="list-style-type: none"> Funding to facilitate transition of Council's fleet to electric vehicles should be included. This should cover preparation of a transition plan and commencement of the transition (perhaps initially with the purchase or leasing of hybrid passenger vehicles). 		The Climate Action Plan may include an action to develop a plan to transition of Council's fleet and a review of Council's fleet policy. Opportunities to replace vehicles with EV options are being explored within existing operational budgets. At the moment, the cost of converting Council's passenger fleet to electric vehicles is not viable due to the low number of kilometres travelled in most cases. The additional cost associated with purchasing electric vehicles can be more effectively used to achieve higher emissions reductions through the installation of solar panels, for example.
	<ul style="list-style-type: none"> The current 'Small Market' electrical supply should be switched to a renewable supply when the current Origin contract expires on 1 July 2021. Any funding required to facilitate the change should be included in the budget. 		The current 'Small Market' electrical supply agreement is under negotiation, any budget amendments required will be made through future budget forecasts.
	<ul style="list-style-type: none"> Council should purchase off-sets to cover any emissions which it cannot realistically address directly in the short term. We accept that Council may not target a net zero result in 2021-22, but it should be moving much closer to zero than the current forecast indicates. Expenditure to directly eliminate Council's emissions is clearly preferable to purchase of off-sets, 		The Climate Action Plan will define Council's sustainability direction over the next decade and may, subject to Council approval, establish a target for Council's emissions and give consideration to use of offsets.



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	<p>but the budget should include an allowance for off-sets for any emissions which Council considers cannot be dealt with rapidly. This recurring expenditure would obviously reduce as the more intractable emissions are addressed.</p>		
	<p>3. Community emissions - energy The budget does not appear to include any new initiatives specifically designed to reduce community emissions related to energy use. It is assumed that the existing very limited energy advice services will continue.</p> <p>There is a welcome allowance (\$60,500) to 'establish a dedicated Environmental Sustainable Design Officer role ... to facilitate sustainable design outcomes' in the community which may make some contribution to emissions reduction.</p>		<p>The Environmentally Sustainable Design Policy and Environmental Sustainable Design Officer will position Council to promote sustainable design and assessment of planning application to facilitate sustainable outcomes.</p>
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> The lack of substantial funding for new initiatives to promote reductions in community emissions is the major deficiency in the budget. 		<p>Current services will continue and sustainability education programs are funded (\$53,100) in the proposed budget. Further funding to expand the education program could be achieved within the allocation for the Climate Action Plan. This program is scalable and could be expanded with further budget allocations.</p>
	<ul style="list-style-type: none"> The Council should engage at least one new staff member (whether on contract or permanent) to develop and manage the implementation community emissions reduction programs. Additional staff with the necessary expertise are needed to do the detailed design work required and must also have sufficient authority in the organisation to drive implementation. Responsibilities could extend beyond community emissions to the full range of CAP initiatives. 		<p>Council has recently advertised for a Principal Sustainability Officer - Climate Action Plan Lead with applications closed on 6 June.</p>



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	<ul style="list-style-type: none"> The current community energy audit scheme provided by the Australian Energy Foundation should be expanded to cover comprehensive audits, with (conditional) financial support for implementation of recommended improvements. 		Consideration will be given to this action through the development of the Climate Action Plan.
	<ul style="list-style-type: none"> Funding should be included to design and commence implementation of a program to increase the installation of solar panels by residents, landlords and businesses. The program should include provision of finance (possibly via Environmental Upgrade Finance), a bulk buy and/or preferred supplier scheme (possibly via Solar Savers and/or Australian Energy Foundation), and additional financial support for low income households. 		The Climate Action Plan could include these types of initiatives.
	<ul style="list-style-type: none"> An allowance should be included to design a program to promote community transition from gas (similar to the proposed solar program), with a view to commencing implementation late in the year or early in 2022-23. 		The Climate Action Plan will establish priorities for action and be supported by a two year implementation plan. Priorities will be finalised through the consultation and adoption process for the plan.
	<ul style="list-style-type: none"> Funding should also be included to engage a small team of 'outreach climate champions' who would actively engage with the community to promote Council emissions reduction programs and provide initial advice about how community members can reduce their carbon footprint. It is recognised that significant lead time will be required for program preparation prior to commencing outreach work. 		Should this program be considered a priority in the Climate Action Plan it could be delivered through existing resources.



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	<p>4. Community emissions - transport Budgeted expenditure related to active transport and public transport includes:</p> <ul style="list-style-type: none"> • \$1,771,783 for advocacy related to 'public and active transport, open space, urban design and environmental opportunities associated with the North East Link and Union Road Level Crossing Removal projects'. This expenditure is covered by State Government grants. • \$50,000 for advocacy related to 'Public Transport improvements for disability access and network linkages'. • \$160,000 for advocacy for 'the Box Hill to City cycling corridor project'. • \$274,600 to complete the review of the Bicycle Strategy to ensure 'appropriate opportunities for on and off road cycling and improvements to Boroondara's bicycle network'. • \$45,000 to design 'improvements to the shared paths networks ... to facilitate increased pedestrian and cyclist access and usability'. • \$120,000 of capital expenditure for design and construction for pedestrian priority and accessibility on shared paths. • \$200,000 of capital expenditure for safe on-road bike lanes. 		
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • We welcome these active and public transport budget measures. However, excluding the State Government grants, the budgeted expenditure is relatively modest. A mode shift to active and public transport is critical to reducing transport emissions, and has new urgency in view of the pandemic induced increase in car usage. We believe there is significant scope for additional 		<p><u>Mode Shift Study</u> The Australian Census is conducted every 5 years and captures data on respondent's usual method of travel to work, including where multiple modes are used (e.g. bus and train). This data is publically available online and can be filtered based on gender and geographical location, including state suburbs or local government areas. Data is currently available from the most recent 2016</p>



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	<p>effective initiatives to encourage this shift, given the relatively high proportion of short trips in Boroondara, the poor public transport connections in many locations and the gaps in the safe cycling network.</p> <ul style="list-style-type: none"> • In this context, Council should allocate funds to commission (or at least advocate for) a mode shift transport study to establish baselines and identify drivers to promote a mode shift from cars to active and public transport. • Mode shift to cycling needs personnel to encourage, support and drive it, so we urge Council to return to employing two Sustainable Transport Officers in 2021-22, with one dedicated to the promotion of cycling. An initial priority should be the development of partnerships to encourage more active transport to and from school. • Additional budget funding for active transport infrastructure should be provided for: <ul style="list-style-type: none"> ○ Installation of pop-up protected bike lanes in appropriate locations to encourage greater bike use as more people return to commuting; if successful, these would be made permanent in the medium term. ○ Upgrading shared path street crossings to give shared path users priority wherever feasible. ○ Constructing a linking path from Mont Albert Road to the Anniversary Trail in Canterbury; it may be possible to obtain State Government support for this project. ○ Constructing connecting routes and supplementary infrastructure for the Hawthorn to Box Hill Trail (in addition to the advocacy for the trail already funded in the budget). 		<p>census, with the next census due to be undertaken in August 2021.</p> <p>In light of the above, there is little value in Council conducting an independent study to collect similar data.</p> <p>Methods to promote a mode shift toward active transport are well established but generally require significant funding to upgrade walking and cycling infrastructure or increase the frequency and convenience of public transport services. As part of the Bicycle Strategy review, officers will be investigating and prioritising a range of measures to be implemented with a holistic view of the entire network to encourage cycling as a safe and viable transport option for more people.</p> <p><u>Sustainable Transport Officer</u> One Sustainable Transport Officer is provided as part of the Traffic and Transport Department.</p> <p>Their core duty is to promote and work with schools on a range of sustainable transport events and programs, including Bike Ed, Boroondara Active and Safe Schools Program (BASS), Walk or Wheel on Wednesdays, School Holiday Bike Programs, Ride2School Day and Walk to School Month.</p> <p>As distinct to the wider programs, the BASS program is an annual intensive program to increase safe and active travel to and from school and typically three schools are involved each year.</p> <p>A range of infrastructure improvements also support key initiatives from school travel plans.</p> <p>Aside from schools, promotion is also provided for other sustainable transport events such as Ride to Work Day and World Environment Day.</p>



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			<p>Additional support is also provided by officers from the Transport Management Team on an as required basis.</p> <p>An additional Sustainable Transport Officer is not supported.</p> <p><u>Pop Up Bicycle Lanes</u> As part of the Bicycle Strategy review, officers will be investigating a range of measures that could be implemented within Boroondara, taking a holistic view of the entire network to ensure effective projects are considered in respect to the extensive community and stakeholder input received throughout this process.</p> <p>Any proposals for pop-up bike routes would need to be assessed within this framework to ensure they align with the broader vision for cycling in Boroondara, including state-level routes.</p> <p>The need to achieve compliance with standards is another key consideration for temporary cycling infrastructure proposals in the municipality. There are a number of significant challenges with the suggested locations, such as narrow carriageway widths, clearways, multiple lanes of traffic in each direction along arterial roads, approvals from Department of Transport and impact on parking in residential streets and shopping strips.</p> <p>The Department of Transport is currently investing \$15.9m to install 100km of new pop-up bike routes across key inner-Melbourne suburbs. This equates to a rate of over \$150,000 per kilometre, indicating that the funding required to implement these types of proposals is often substantial and should be assessed against competing cycling infrastructure improvements to ensure maximum value for money.</p>



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			<p>The Budget includes an allocation of \$200,000 for 'Safe On Road Bicycle Lanes' in 2021/22. It also foreshadows \$200,000 for each of the 2022/23, 2023/24 and 2024/25 financial years.</p> <p>For 2021/22 it is proposed to implement recommendations to improve safety at the highest bicycle crash locations for Council managed roads at Robinson Rd / Woodburn Rd and at Mont Albert Rd / Parlington Rd.</p> <p>The review of the Bicycle Strategy is due to be completed during the 2021/22 financial year.</p> <p>With the adopted strategy, it is intended that the foreshadowed funding be used for safe new on road bicycle lanes to expand the network as well as upgrading existing on road bicycle lanes on Council roads to improve safety and access including consideration of signage, linemarking, green pavement, separation kerbing and vibra-line marking including Greythorn Road, Highfield Road, Kilby Road, Mont Albert Road, Auburn Road southern section, Wellington Street and Union Road.</p> <p>For arterial roads under the control of the DoT, officers will advocate for improvements to improve the level of safety for cyclists in line with recommendations in the new Bicycle Strategy.</p> <p><u>Path Priority Crossings</u></p> <p>There are standards and guidelines with respect to the suitability of a path priority crossing at a location. In line with the relevant standards, it may be appropriate to provide a path with priority across a road where the path carries higher traffic volumes than the road it crosses and where either the path crosses a low-speed street, or the path runs adjacent to a road that has priority over a minor intersecting street. The visibility at the proposed crossing location is also relevant. As such, each location is assessed on a case by case basis.</p>



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			<p>The installation of shared path priority crossings on local roads cannot be considered a default arrangement.</p> <p>A total of \$120,000 has been allocated in the Budget under 'Shared Paths - Pedestrian Priority and Accessibility - Design and Construction' in 2021/22 for a shared path through Scullin Park between Swinburne Avenue and The Boulevard.</p> <p>Under this item, the Budget also foreshadows funding of \$75,000 for each of the 2022/23, 2023/24 and 2024/25 financial years which is earmarked for reviewing and upgrading existing shared path crossing locations with respect to access and priority to assist pedestrians, parents with prams, elderly and wheelchair users. This will be considered as part of subsequent budget submissions.</p> <p><u>Mont Albert Road Link to the Anniversary Trail</u> A concept design to link Mont Albert Road to the Anniversary Trail was completed in 2016 and submitted to the Department of Transport for funding consideration. The estimated cost for the link is \$1.7 million. Given the time that has elapsed, provision has been made in the Budget to update the application including cost and community consultation. As the route is strategically important, the application is then intended to be submitted to the DoT for funding consideration.</p> <p><u>Box Hill to Hawthorn Strategic Cycling Corridor</u> On 27 May 2019, the Victorian Government allocated \$370,000 for a feasibility study for the Hawthorn to Box Hill shared trail. The route has been included in the Department of Transport (DoT)'s Principal Bicycle Network (PBN) and Strategic Cycling Corridors (SCC). It is also reflected in Council's Bicycle Strategy.</p> <p>Given the strategic significance of this route, the DoT is coordinating the feasibility study to identify route options. Council</p>



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			<p>officers have been providing detailed input into the study with a focus that the alignment should be on the railway corridor.</p> <p>The study is expected to be finalised early in the 2021/22 financial year.</p> <p>Given the regional strategic importance of this route, responsibility for delivering the project lies with the Victorian Government.</p> <p>To assist with this process, an allocation of \$160,000 has been included in the Budget for 2021/22 to allow for the preparation of detailed funding applications to the DoT for consideration and funding approval. This process would then allow the DoT to consider these proposals for funding against other proposals across Melbourne.</p> <p>The proposed funding applications involve:</p> <ul style="list-style-type: none"> • Elgin Street to Glenferrie Road including an underpass at Power Street. • Burke Road to Stanhope Grove including an underpass at Stanhope Grove. <p>As the corridor is strategic in nature, the Department of Transport would be responsible for funding and delivering the projects.</p>
	<ul style="list-style-type: none"> • The State government funded initiatives related to the impacts of the North East Link and Union Road Crossing Removal are clearly of major significance. The loss of open space and mature trees as a result of the construction of the NEL and the future traffic impacts on the municipality and beyond are a major concern. Every effort must be taken to devise and advocate for strategies to minimise and offset these impacts and to ensure the existing shared path networks affected by the project are replaced or 		<p>Officers agree the impacts of the North East Link (NEL) and the Union Road Level Crossing Removal (LXR) will be significant for the community and Council. The impacts span a broad range of areas, including open space, vegetation, trees, traffic, parking, noise and urban design.</p> <p>Council funding will be used to devise and advocate strategies to minimise and offset impacts from the projects, including, amongst</p>



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	<p>maintained. Advocacy for improved public transport services should also be a priority.</p>		<p>other items, ensuring appropriate shared use paths are constructed and public transport services are improved.</p>
	<ul style="list-style-type: none"> Council's Integrated Transport Strategy is now out of date and development of a new strategy should be a priority, particularly in view of the impact of the NEL on the municipality. Preparation of the new strategy should be linked to the review of the Bicycle Strategy, and also include a strong focus on walking and public transport. Strategies to support the take-up of electric vehicles in the community (e.g. provision of accessible charging points) should also be an important consideration. Suitable funding for strategy preparation should be included in the budget. 		<p>The Integrated Transport Strategy (ITS) is the lead Council document for strategic transport works and advocacy in the municipality.</p> <p>The overall vision for the ITS is: <i>To provide improved travel and access within, to and from Boroondara. In particular to provide improved public transport, walking and cycling provision and manage private car travel more effectively, as part of overall Council goals to pursue social, environmental and economic well-being and to protect and improve the built and natural environment</i></p> <p>The existing ITS expires in 2026.</p> <p>Funding for the review of the ITS will be considered as part of future Council Budgets. In the interim, the existing strategy will continue to guide transport works and advocacy.</p>
	<p>5. Urban forest and tree canopy cover</p> <p>Budgeted expenditure for initiatives to maintain and increase tree canopy coverage includes:</p> <ul style="list-style-type: none"> \$420,000 to 'proactively manage and renew our ageing street and park trees by implementing year four of the Tree Strategy'. \$240,000 for 'a targeted program to increase the planting of trees on local streets to 1,000 per annum'. 		<p>Comments noted.</p>



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	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> Expanding the urban forest in Boroondara should be a major priority for the Council, given its role in offsetting the heat island effect and contribution to GHG drawdown. We acknowledge that the budgeted expenditure contributes to this objective, but it is disappointing that the amount for management/ renewal is somewhat less than in the previous year (Agenda Item 3.1 Special Council Meeting 20 July 2020, p 383) and that the new planting initiative is confined to street trees. New plantings in 2021-22 should be increased and expanded to (at least) Council-managed open space, with an appropriate increase in the budget allowance. 		<p>Part of the \$15.9M operational expenditure allocated to Open Space is utilised for park tree planting. While additional tree planting is part of Council's commitment and has been for many years, Council needs to balance this with the need to maintain useable open areas for passive and active recreation. This is becoming an even more critical tension as Boroondara's population increases in line with state government policy.</p>
	<ul style="list-style-type: none"> The Tree Strategy 2017 should be reviewed during 2021-22 and replaced by an Urban Forest Strategy, which (unlike the current strategy) addresses private as well as public land. The strategy should set ambitious targets for tree canopy cover, possibly drawn from the CAP. Mitigation of and adaptation to climate change should be key objectives, with a clear focus on dramatically expanding Boroondara's urban forest and reversing the loss of tree canopy on private land. Community engagement in supporting urban forest expansion should be a major theme. The budget should include a suitable amount to undertake this review. 		<p>Noted, timing will be established through the finalisation of priorities for the implementation of the Climate Action Plan.</p>
	<ul style="list-style-type: none"> Council should urgently develop strategies to improve enforcement of tree removal laws. This could include advocacy for increased penalties and an increase in relevant Council staff. Appropriate funding should be included in the budget. 		<p>Council is currently reviewing the Protection of Council Assets and Control of Building Sites Local Law to enhance protections for trees and other assets. Penalties under Council's Local Laws have a maximum amount set by State Government Legislation, Council cannot increase this penalty.</p>



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	<p>6. Planning Scheme</p> <p>Planning Scheme provisions can have a significant effect on community emissions and adaptation to climate change. The only initiative related to the Planning Scheme identified in the budget is for submission of an amendment associated with the Heritage Gap Study.</p>		
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • Council should join Council Alliance for a Sustainable Built Environment (CASBE) and advocate for the State Government to change the Planning Scheme to mandate net zero emissions in all new buildings and developments and to strengthen provisions to improve adaptation to climate change (e.g. related to hard surfaces and vegetation). 		<p>For many years Council has advocated in favour of the Minister for Planning introducing sustainability measures into the planning scheme on a State-wide basis. Council will formalise its advocacy position when adopting the Climate Action Plan later in 2021. Council has registered an expression of interest to take part in developing the CASBE group of Councils 'elevating targets' Environmental Sustainable Design Policy.</p>
	<p>7. Budget development process</p> <p>The current budget process is not conducive to meaningful input from the community, although we recognise that it satisfies the legal requirements for community involvement.</p>		
	<p>Comments and Recommendations</p> <ul style="list-style-type: none"> • The community only has the opportunity to provide input after months of deliberation by Council officers and Councillors and the preparation of a very detailed document. The complexity of the proposed budget and the timeline for approval means that the scope for the community to have real influence is extremely limited in practice. 	<p>CFO</p>	<p>The Boroondara Community Plan, a key strategic document which informs the Council Plan and all following budgets was extensively consulted on during 2017 with more than 11,845 responses from community members telling Council what was most important to them, and where they would like Council to allocate future resources.</p>



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	<ul style="list-style-type: none"> • The document is forbiddingly difficult for the non-expert to penetrate. It includes a high level of detail, yet the scope of particular initiatives is often unclear. Multiple representations of the same information are common, which can be very confusing for the uninitiated. • We urge the Council to allow more meaningful community participation in the budget process by: <ol style="list-style-type: none"> 1. Providing an additional opportunity for public input much earlier in the process, when options are still under consideration. This could include a public briefing on key budget issues, with opportunities for members of the public to ask questions. 2. Providing appropriate explanatory material to assist community members to interpret the proposed budget document. A briefing forum, a hotline for queries and assistance with preparing submissions should also be considered. 		<p>Furthermore, during 2020-21 Council undertook a deliberative engagement process to refresh the Boroondara Community Plan which is now complete. This involved more than 4,700 people who told us what's most important to them. This was part of Stage 1 community consultation to refresh the Boroondara Community Plan. In March and April, over 160 people representative of Boroondara's diverse community participated in the Boroondara Conversations workshops to deliberate on Stage 1 findings and key community issues. This process, based on community consultation, directly informs the Long Term Financial Plan, the setting of the annual budget including initiatives and major initiatives.</p> <p>The Budget 2021-22 was also made available for public comment from 26 April to 26 May in accordance with the <i>Local Government Act 2020</i> and Council's Community Engagement Policy 2021-26.</p> <p>The format of the proposed Budget is prepared using the Model Budget which is developed by Local Government Victoria in order to meet the <i>Local Government Act</i> requirements, Planning and Reporting Regulations and accounting standards. Boroondara's budget document is detailed and is designed to communicate as much information as possible to our community to assist the community in understanding how Council allocates resources</p>
	<p>8. Conclusion</p> <p>The proposed budget fails to meet the challenge of the climate emergency. Funding for environmental initiatives is less than in the previous year and the allowance for the Climate Action Plan has been reduced by more than half (from \$985,000 to \$400,000).</p> <p>It is true that there are other initiatives with a positive climate impact, but how ever climate related spending in</p>	<p>DP&S</p>	<p>Council has progressively embedded environmental sustainability into everything we do which means that expenditure is incorporated in many budget items and can be difficult to specifically identify. Similarly expenditure on community safety and other community priorities has become core business and is not specially identified within the budget. The program of works specifically for the Climate Action Plan is scalable and could be expanded with further budget allocations.</p> <p>No change proposed to Budget.</p>



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	<p>the budget is calculated, the total is clearly inadequate. The proposed climate funding is disproportionately small in a total budget of \$260 million plus capital spending of \$99 million, particularly in the context of the major expenditure devoted to initiatives such as the Transforming Boroondara project and the Kew Recreational Centre (worthy though these projects may be in their own right).</p> <p>The lack of climate ambition in the budget is starkly evident in the forecast for Council's own GHG emissions, which is unchanged from 2020-21. Even more telling is the complete absence of any new spending for initiatives to assist in driving down community emissions.</p> <p>We urge the Council to demonstrate that it is serious about making a real contribution to tackling the climate crisis by substantially increasing funding for climate action in 2021-22 and the foreshadowed climate expenditure in following years.</p>		
<p>33. Ian Penrose (Ref: A8125560)</p>	<p>Environmental Sustainability/Population Growth</p> <p>The submitter writes thank you for the opportunity to provide comment on the Council's proposed budget 2021-22. I am a strong supporter of the role of local government and was pleased to participate in the recent consultations for the next Boroondara Community Plan.</p> <p>The draft budget has clearly taken much effort and skill to prepare, and from my reading of it, I can find no component of it that lacks merit. BUT this is an underlying shortcoming from both environmental and funding perspectives.</p>		



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	<p>Environmental Sustainability Let me quote from the list of Council's environmental initiatives, namely:</p> <p><i>We are committed to continuing to reduce our city's environmental footprint, as we work towards a healthier, more sustainable future.</i></p> <p><i>In the 2021-22 budget, we're planning to undertake a range of dedicated initiatives that will help us minimise our environmental footprint.</i></p> <p>The city's environmental footprint, its use of nature's resources, is directly influenced by the city's population. Of course, there are other factors, but it is undeniable that the larger the population, the larger the environmental footprint. In other words, if and as Boroondara's population grows, the city's environmental footprint gets worse, and the stated commitment "to reduce our city's environmental footprint" is nigh impossible to meet, certainly in any sustainable way.</p>		
	<p>Funding A growing population also provides a major funding challenge for the Council. This is acknowledged in the introduction to the document where it says "As our population grows the demand for services increases" and in the executive summary, which points out "the additional demands placed upon Council by a growing population". Significant components of the Council's capital and operating costs are directly attributable to the need to cater for more people in the city.</p>		



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	<p>Suggested changes to the budget</p> <p>Don't get me wrong. I am not advocating to stop progress, but I do question the presumption that the population should continue to grow. We can remain a vibrant and inclusive city – a goal I share - without getting bigger.</p> <p>So, what are my suggested changes to the budget?</p> <ol style="list-style-type: none"> 1. Acknowledge upfront that a growing population makes it more difficult for the Council to fund its important services, makes it more difficult for the city to maintain, let alone reduce, its environmental footprint, puts further strain on providing everyone with green space, increases traffic congestion, creates more conflict over the protection of streetscapes and heritage ... the list goes on. 2. Add into the section headed Environmental Sustainability, actions that improve community and Council's knowledge and appreciation of the part that population plays in environmental sustainability, and a commitment by Council to address the issue, not just adapt to it. 3. It had been put to me that Council has no control over population growth, because it is a policy of state and commonwealth governments. That's not true and a cop out. Council can actively challenge the state government's current policy that Boroondara must accept its 'share' of Melbourne's population growth. Why? Because it has a significant impact on the Council's work and the local community. I ask that the budget includes funds for such advocacy. 	<p>DP&S</p>	<p>Comments on population are noted. The section headed Environmental Sustainability includes actions that help the Boroondara community to live more sustainably which includes community education. Council is in the process of developing a Climate Action Plan which will be released for consultation in the mid-2021. This plan will define Council's sustainability commitment and direction over the next decade.</p> <p>No change proposed to Budget.</p>



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<p>34. Leigh Naunton (Ref: A8125573)</p>	<p>Councils Net Savings</p> <p>The submitter writes at the Council meeting on 20 July 2020, when considering the 2020-21 budget Council resolved: "Net savings arising from the tendering and construction of the capital works program will be referred to Council for consideration on a quarterly basis to enable Council to determine whether COVID-19 has created a need for Council to expend these net savings on initiatives which are consistent with the role of Council and will provide additional support to the Boroondara community". At the most recent Council meeting I asked "As Council has identified net savings in the capital works program, and gross priority projects expenditure is now forecast to be \$7.49 million (net \$8.67 million) below the September Amended Budget, will Council now consider whether COVID-19 has created a need for expenditure of these savings on initiatives which are consistent with the role of Council and which will provide additional support to the Boroondara community, as per Council's motion passed on 20th July 2020."</p> <p>I received the following response: <i>As at 31 March 2021, no permanent net savings have been identified for capital works. This information is also noted on page 51 of the March Quarterly Performance Report presented to the Council Meeting on 24 May 2021.</i></p> <p><i>The Full Year Forecast for Capital Works and Priority Projects is less than the September Amended Budget primarily due to the identification of proposed forward commitments to the 2021-22 financial year and does not relate to savings. The variance reflects committed expenditure against existing contracts including multi-year projects such as the Kew Recreation Centre and Canterbury Community Precinct and other influences</i></p>	<p>CFO</p>	<p>The submitter's comments are noted.</p> <p>It is further reiterated no permanent net savings have been identified in the capital works program or priority projects at 31 March 2021.</p> <p>Projects are sometimes delayed, more so in the current environment due to the impacts of COVID-19 restrictions on the timing and delivery of projects. These funds are carried forward to the completion of the project. Planning to spend more than Council's financial capacity is not sound financial management.</p> <p>COVID-19 has had a significant impact upon Council's resources. For the first time in its history, Boroondara will be in a deficit for the 2020-21 year. While there is a clear and responsible path to recovery, the total estimated net loss of \$28 million (over financial years 2019-20 and 2020-21) creates a challenging circumstance for Council. Council's balance sheet and liquidity position are satisfactory and hence are capable of absorbing the short term impacts of COVID-19 however Council also has a legislated duty to ensure that the financial stability of Council now and into the future is maintained. .</p> <p>This budget includes \$108,000 to support Local Economy Recovery from Impacts of COVID-19. Furthermore, Council's Local Economies department delivers a range of initiatives designed to support business.</p> <p>Council's Rates and Charges Deferment and Financial Hardship Policy can assist in cases of genuine financial hardship.</p> <p>No change proposed to Budget.</p>



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	<p><i>including the impacts of COVID-19 restrictions on the timing and delivery of projects which have been identified to be undertaken in the 2021-22 financial year.</i></p> <p>The variance represents delayed committed expenditure that is <u>non-permanent</u> savings, but none-the-less <u>savings</u> now - money sitting in the budget which could be used now, especially if recovered later.</p> <p>Will Council therefore meet its commitment and consider <i>whether COVID-19 has created a need for expenditure of these savings on initiatives which are consistent with the role of Council and which will provide additional support to the Boroondara community?</i></p> <p>At the time, July 2020, it was already clear that the shopping strips were in trouble, and since then it has become much worse. At the time, there were many requests for Council to do more, and debate in Council with dissension on the budget due to this issue. Council's response was highly unsatisfactory.</p> <p>It is abundantly clear just from walking in the strip shopping centres and seeing all the closed businesses that support is needed to prevent more closures, which can only harm the viability of the shopping strips and lead to lower amenity, more vandalism and more flight of shoppers to online shopping and to malls outside of Boroondara - with the associated increase in car usage and loss of community connections. There are plenty of examples in other places in which model projects and support of local businesses by Councils has revitalised shopping strips. The pandemic is not over, and there is a great risk of further small trader closures in our city. There is no time to waste.</p>		



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	<p>It is simply not good enough for Council to pass this crisis off as the responsibility of another tier of government. Council is responsible for maintaining the vigour, viability and amenity of our city. It's high time for you to meet your responsibility by directly supporting our strip shopping centres by helping to prevent the closure of small traders.</p> <p>Council could provide very-low interest or no-interest loans to businesses, or more deferral of rates and charges. Council can borrow at very low interest rates if that is the only way to fund these, and if its loans or deferrals then the expenditure is recovered later.</p>		
<p>35. Ian Hundley (Ref: A8125589)</p>	<p>Deficiencies in Boroondara Council's budget consultation process</p> <p>The fact that the proposed budget is presented with artwork in final form, including photographs, logos and colour for display on the Council website suggests that it is not anticipated that there will be any significant change to its content as a consequence of this public consultation process. It is essentially ceremonial and without substance.</p> <p>Experience with previous Boroondara budgets indicates such an outcome is most likely, as there have been no changes of any consequence emerging from this process in previous years.</p> <p>If the Council were to engage in a genuine process of public consultation on the budget it should commence to do so as early as the first quarter of the previous budget, say in September or October. This would provide for a bona fide consideration of expenditure and revenue options and priorities involving genuine public participation</p>	<p>CFO</p>	<p>Council will consider the community submissions on 7 June and reconvene to adopt the Budget with or without modification on 28 June.</p> <p>The Boroondara Community Plan, a key strategic document which informs the Council Plan and all following budgets was extensively consulted on during 2017 with more than 11,845 responses from community members telling Council what was most important to them, and where they would like Council to allocate future resources.</p> <p>Furthermore, during 2020-21 Council undertook a deliberative engagement process to refresh the Boroondara Community Plan which is now complete. This involved more than 4,700 people who told us what's most important to them. This was part of Stage 1 community consultation to refresh the Boroondara Community Plan. In March and April, over 160 people representative of Boroondara's diverse community participated in the Boroondara Conversations workshops to deliberate on Stage 1 findings and key community issues. This process, based on community consultation, directly informs the Long Term Financial Plan, the</p>



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	<p>rather, than, as now, token recognition that the public at large has a role to play.</p> <p>Other councils have gone some way towards doing this, and Boroondara should do likewise.</p>		<p>setting of the annual budget including initiatives and major initiatives.</p> <p>The proposed Budget 2021-22 was also made available for public comment from 26 April to 26 May in accordance with the <i>Local Government Act 2020</i> and Council's Community Engagement Policy 2021-26.</p>
	<p>Cost shifting This budget, as in previous years, identifies cost shifting between different levels of government to be a concern. (Proposed Budget 2021-22, pp. 10, 94) References are often made by the Council to such cost shifting, especially from the Commonwealth and the Victorian government to Boroondara for what are essentially programs of these other governments. The Council should document and publish how it has been affected, on a project or program basis, by this phenomenon in recent years.</p>		<p>Comments are noted.</p>
	<p>Analysis and collection of data for policy and program purposes There are important instances of where the Council does not have data which is central for policy and program purposes. It is not clear whether this is due to the fact that resources have not been allocated to the particular task or whether in some cases there is an official reluctance to create and make known such information.</p> <p>Three of these are addressed below. 1. <i>Report and consent processes under the Building Regulations</i> According to the proposed budget, it is claimed Council "encourages desirable building design outcomes for amenity protection and to maintain consistent streetscapes through the Report and Consent process." (p. 32)</p>	<p>DUL</p>	<p>Council officers assesses Report and Consent applications on their merit and in accordance with the Minister's Guidelines (MG12) following a thorough review of the documents submitted with the application. The delegated officers also conduct site inspections, to gain an appreciation of the existing streetscape and neighbourhood character and as required refer to Council's Neighbourhood Character Statements when assessing applications to vary the siting provisions of the Building Regulations. Council also seeks comments from potentially affected adjoining neighbours prior to making a decision. All comments are taken into account when making a decision and subsequent to the decision being made, all neighbours who submitted comments are notified of Council's decision. Therefore, the Report & Consent process followed by Council contributes to desirable building design outcomes for amenity protection and assists in maintaining consistent streetscapes.</p>



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	<p>This is not the case in much of Boroondara where, from a neighbourhood character perspective, much of the municipality has been long characterised by streetscapes where, for instance, dwellings have low front fences or no front fences, regular minimum setbacks for dwellings are maintained, and there was reasonable certainty that permeable space provisions are complied with.</p> <p>Now, many new developments are being built with oversized front fences, administrative discretion is exercised to reduce setbacks and compliance with standards for permeable space appear hit and miss. Neighbourhood character is being eroded as a consequence.</p> <p>Whether this is due to very large numbers of applications being approved pro-forma by the Council under the Report and Consent process, or non-compliance with these regulations by developers, is not disclosed anywhere by Council. It needs to be and Council should report fully on its administration of the Report and Consent process for the last decade together with cases of non-compliance.</p> <p>My recent Freedom of Information application for statistical information on applications made to Council during the last decade was refused by the Council. It did so on the grounds that it would be too difficult to recover the information. The rejection of my application was based upon grounds that the information was not readily accessible in the form held by Council. This is alarming in itself, as it persuasively demonstrates that the Council is indifferent to the issue. Neighbourhood character and environmental sustainability are concepts that are discretionary as far the organisation is concerned.</p>		<p>In Boroondara, the majority of the building permits (approximately 95%) are issued by Private Building Surveyors (PBS), who are qualified Registered Building Practitioners (RBPs) in Victoria, registered by the Victorian Building Authority (VBA). When a building permit has been issued by a PBS for a project, Council is not responsible for administering the building permit process, unless there is an imminent danger to the public or other properties. If a PBS has approved a building project in breach of the building regulations and when brought to Council's attention, Council's Municipal Building Surveyor's office will investigate or refer the matter to the relevant PBS. Residents are also encouraged to communicate directly with the PBS. As all Building Surveyors and Inspectors in Victoria are registered by the Victorian Building Authority (VBA), which is the State Government Authority responsible for investigating complaints in relation to the professional conduct of the Building Surveyors and Inspectors, all complaints concerning private practitioners must be referred to the VBA. However, if there is a breach with the 'siting' provisions of the Building Regulations and if brought to Council's attention, then Council's MBS will investigate and take necessary action with or without the involvement of the PBS to resolve the breach pursuant to the <i>Building Act</i> independent of the VBA.</p>



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	<p>Indifferent administrative decision-making in this important area is one thing. It's highly likely that in many other cases the building regulations are not complied with at all. And it appears that in these cases the Council does not enforce the regulations or where, if other government agencies may be involved, ensure that they properly administer the relevant regulations.</p> <p>The Council needs to ensure that the responsible areas with in its own jurisdiction are adequately resourced to undertake these tasks.</p>		
	<p>2. Canopy trees Council's major instrument for maintaining canopy tree cover on private properties is the Tree Protection Local Law 2016.</p> <p>As shown in the table (<i>refer actual submission 32</i>) in the period 2010-11 to 2020 -21 budgeted outlays to administer the Local Law increased in dollar terms, but remained very modest having regard for the associated public benefits to be maintained and the outlays required to discharge these responsibilities effectively. The net cost, however, has risen much less, evidently because of increases in revenue, presumably sourced from applications made for the removal of trees.</p> <p>Set against these historical figures, proposed gross outlays of \$542,000 in 2021-22 is grossly inadequate. As I have indicated previously, promotion of the value of canopy trees by Council needs to be significantly expanded, together with enforcement activity. The support of concerned residents should be actively recruited to the cause of maintaining compliance with the provisions of the Local Law.</p>	<p>DUL</p>	<p>Council has increased resources administering the Tree Protection Local Law in recent years. Workloads continue to be monitored to ensure the administration of the Local Law, including enforcement, is effective.</p> <p>Council publishes Magistrate Court enforcement prosecutions on its website. Council regularly follows up with owners to ensure replanting is carried out. We continue to look for opportunities to publicise the Tree Protection Local Law.</p> <p>Council is of the view available data regarding the operation of the Tree Protection Local Law is sufficient to assess effectiveness. Council maintains detailed records of applications, decisions and enforcement. The fact is that despite all the development which has occurred in Boroondara and the claims made in this submission, an independent study commissioned by Council and conducted by Joseph Kasper Greenspace Consultant dated December 2017 showed Canopy cover on private land in Boroondara increased between 2011 and 2016 (by 1.1 per cent in absolute terms).</p>



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	<p>Some token efforts have been made by the Council to publicise cases where parties have been found guilty of offences in the Magistrates Court, but remain too ineffective to inflict reputational damage on perpetrators, and therefore promote behaviour change.</p> <p>There is a tree replacement program conducted by Council where approval has been granted to remove a tree or where it has been found that a tree has been removed illegally. It has not been reported upon publicly by the Council and it should be.</p> <p>A recent request I made for data on applications for tree removals in recent years together with enforcement action demonstrated clearly to me that the Council does not maintain an adequate data base for these purposes.</p> <p>In conclusion, it is clear that staff are overworked in this area and unable to administer and monitor the program to anywhere near to the standard required. The budget allocation should be increased accordingly.</p>		
	<p>3. Administration and enforcement of Amenity Local Law The administration of the Amenity Local Law is deficient. I wrote to councillors on 21 February 2021 and identified two untidy and dangerous properties in Stephens Street and Balwyn Road in Balwyn North which should have been cleaned up months before then. It is not that these were isolated instances. It appears that as with failings in the administration and enforcement of the building regulations and the Tree Protection Law the Council has not properly staffed up this area either. It was suggested that the pandemic may have caused a reduction in enforcement action. Whether this was the case or not, such sluggishness in administration was evident prior to</p>	<p>DUL</p>	<p>Reports of unsightly properties however, whether due to absentee owners or owner neglect are complex matters to resolve. Assessments of the property need to be undertaken, and contact made with owners to rectify the matter. Additionally, time needs to be provided for the work to be undertaken in addition to considering applications for extensions of time requested by the property owners. In the last year, the Covid-19 pandemic has additionally impacted on the owner's ability to undertake necessary works, leading to lengthy delays in clearing unsightly properties. There are always opportunities to improve but in general, these delays are not as a result of inadequate resourcing.</p>



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	<p>the pandemic and following the lifting of restrictions on movement.</p> <p>The consequence is that many areas of Boroondara are now appearing untidy because of the lack of remedial action by many property owners. It has been suggested that many of these property owners are absentee. This is not a justification for inaction by Council which should address the lack of staff in the local laws area as part of the budget process.</p>		
	<p>Gravel path renewal program (p. 83) I have criticised the low level of funding for this program for previous years. Please refer to my previous submissions on the issue. Whilst there is a proposed uptick in funding proposed in 2021-22, to \$180,000, forward estimates show that it is to then be reduced to no greater than \$130,000 in the three subsequent years. The decline in the condition and safety of these paths show this is inadequate.</p> <p>The program to improve way finding lighting on paths for walkers and cyclists builds upon recent initiatives of this nature and are supported. (p. 28)</p>	DP&S	<p>A condition assessment of the entire path network including footpaths on the road reserve and in open spaces has been undertaken. The data will inform the development of a long term renewal and upgrade program with consideration also given to the gravel path network. Gravel path priorities will be assessed against the priorities across the entire City.</p> <p>The data will also be analysed to determine the capital and maintenance expenditure required to ensure the footpath network is maintained and sustained into the future.</p> <p>The program is due to be finalised early in the new financial year.</p>
	<p>Revive public transport advocacy As I noted in my submission for 2020-21, any advocacy Council may be undertaking to improve public transport is at best obscure and ineffective. For instance, there are no positive initiatives being taken by Boroondara to advocate for stronger route bus services in the north of the municipality, especially those that would provide linkages for Boroondara residents with major destinations in the cities of Darebin and Banyule.</p>		<p>Council officers continue to advocate for improvements to public transport services including new services, improved service frequencies, integration with connecting services and extension of operating hours.</p> <p>Council is also represented on the Metropolitan Transport Forum where one of its objectives is improving public transport.</p> <p>Actions to support sustainable transport are being considered as part of the development of the climate action plan.</p>



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	<p>Boroondara councillors appear not to recognise what is understood by most of us: the world does not end at Boroondara's boundary with other councils.</p>		
	<p>Walking to school Council should give a much high priority to facilitating walking to school. It is not clear from the budget whether any such programs in this area are to be funded. The yearly walking to school month each year, which the Council does get involved with is not sufficient.</p> <p>The COVID-19 pandemic precipitated changes in behaviour, which should be capitalised on by Council. Behavioural change is in many respects more important than the provision of infrastructure. Unfortunately, over the years the Council has directed far too few resources on behaviour change in the transport budget. This should be addressed in the 2021-22 budget.</p>		<p>Council has a dedicated Sustainable Transport Officer whose core duty is to promote and work with schools on a range of sustainable transport events and programs, including Bike Ed, Boroondara Active and Safe Schools Program (BASS), Walk or Wheel on Wednesdays, School Holiday Bike Programs, Ride2School Day and Walk to School Month.</p> <p>As distinct to the wider programs, the BASS program is an annual intensive program to increase safe and active travel to and from school and typically three schools are involved each year.</p> <p>A range of infrastructure improvements also support key initiatives from school travel plans.</p> <p>Aside from schools, promotion is also provided for other sustainable transport events such as Ride to Work Day and World Environment Day.</p> <p>Additional support is also provided by officers from the Transport Management Team on an as required basis.</p>
	<p>Greythorn Park pavilion The table shows (<i>refer actual submission 32</i>) the proposed funding for the main pavilion at Greythorn Park, now much delayed, as presented in council budgets in each of the last six years, 2015-16 to 2021-22. The pavilion is used by tenant AFL and cricket clubs. In response to my 2019-20 budget submission, I was advised by the Council that "The budget for this project has not changed," even though, as shown in Table 1 (<i>refer actual submission 32</i>), it had increased from the</p>		<p>Pavilion improvements are guided by Council's policy for the Development and Funding of Community Pavilions 2019. Pavilions need to cater for inclusion and increase use of female participation in sport and AFL club standards for change rooms, amenities, umpire rooms and first aid rooms. The total budget of \$3,345,000 over 3 financial years is for architectural design, consultation and construction.</p>



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	<p>original \$495,000 indicated in the 2015-16 budget to \$3,345,000 in 2021-22. It is reasonable to ask in the circumstances what is going on here?</p> <p>There has been no public advice on that by the council. The scale and functionality of the structure now proposed is clearly much different from what was initially proposed.</p> <p>As I said in response to the 2020-21 budget, one is compelled to the conclusion that significantly different and more intensive use of Greythorn Park by organised sport is now being contemplated behind the scenes by Council and the balance between passive and active uses of the park as enshrined in the masterplan is now under threat.</p>		<p>The park will continue to provide for both active and passive use, with the pavilion to support existing clubs with current standards and amenities.</p> <p>No change proposed to Budget.</p>