

SERVICES DELEGATED COMMITTEE



AGENDA

(Open to the public)

6.30pm, Monday 13 November 2023

Council Chamber, 8 Inglesby Road, Camberwell

Date of Issue: 3 November 2023

Please note: No audio, video, photographic or any other recording of proceedings at Council or Delegated Committee meetings is permitted without written authority from Council.

Order of Business

- 1 Adoption and confirmation of the minutes of the Services Delegated Committee meeting held on 9 October 2023**
- 2 Declaration of conflict of interest of any councillor or council officer**
- 3 Presentation of officer reports**
 - 3.1 Consideration of submissions and proposed sale of Serpells Lane car park to Swinburne University
 - 3.2 Climate Action Plan Implementation Plan 2023-24 - 2024-25
- 4 General business**
- 5 Urgent business**
- 6 Confidential business**
- Close of meeting**

Table of contents

3	Presentation of officer reports	3
3.1	Consideration of submissions and proposed sale of Serpells Lane car park to Swinburne University	3
3.2	Climate Action Plan Implementation Plan 2023-24 - 2024-25	102

3 Presentation of officer reports

3.1 Consideration of submissions and proposed sale of Serpells Lane car park to Swinburne University

Executive Summary

Purpose

The purpose of this report is to:

1. Consider submissions received regarding the proposal to sell and transfer the Council-owned Serpells Lane car park located at 399 Burwood Road, Hawthorn ("the Property") to Swinburne University of Technology ("Swinburne"); and
2. Seek a resolution from the Services Delegated Committee ("SDC") to proceed with the sale of its Property to Swinburne.

Background

The Council-owned Serpells Lane car park is approximately 2,908m² and is located at 399 Burwood Road, Hawthorn ("the Property").

At its meeting held on 25 July 2022, Council resolved to initiate the Serpells Lane Strategic Property Project, which included rezoning and exploring potential sale of the Property.

Subsequently, Council was approached by Swinburne, which led to an offer being received to purchase the Property. At its meeting on 25 September 2023, Council resolved to give notice of its intention to sell the Property to Swinburne by private treaty for \$16,000,000 (plus GST) and called for submissions on the proposed sale.

Key Issues

- Council was approached by Swinburne, which has resulted in an offer to Council of \$16,000,000 (plus GST). Council has received independent valuation advice supporting this offer as being consistent with the market value of the property.
- If the Property is sold to Swinburne there is no statutory obligation for Council to consult formally under the *Local Government Act 2020* prior to making a decision about the sale. However, consistent with the Council resolution of 25 September 2023, consultation has occurred on the basis that Council intends to sell the Property to Swinburne. 109 submissions have been received, which include support and opposition to the proposal.
- Windfall Gains Tax ("WGT") came into effect from 1 July 2023. There is no WGT obligation if a sale is made to Swinburne.
- A sale to Swinburne does not require a rezoning.
- If Council sells the Property to Swinburne, obligations relating to their proposed development, including the requirement to provide car parking, will be imposed on title through a Section 173 Agreement under the *Planning and Environment Act 1987*. This will also ensure that the development is unique as opposed to what could be achieved through a sale on the open market.
- In 1968, local traders, through a Special Charge Scheme, funded the acquisition of a small parcel of land adjacent to the Serpells Lane car park. This land forms part of a laneway providing access to the car park and is not proposed to be sold. There are no parking spaces on the land. The traders are claiming they accrue rights through their separate scheme payments which concluded in 1982. Council's legal advice confirms the traders have no proprietary interest in the land and it would be difficult for them to successfully claim such rights exist.

At most, the possibility of a public purpose trust arises which means that Council has no legal liability to traders but any risk can be mitigated by providing some additional parking in the vicinity. It is considered the offer by Swinburne to make an additional 37 spaces available for community use in its car park will mitigate any risk. Delivery of this outcome is best achieved by including the offer of the additional 37 car parking spaces in the proposed Section 173 Agreement.

- Council is entitled to sell land by private treaty, rather than through a public process, where the private treaty is sufficiently unique to justify the decision. In selling Serpells Lane car park to Swinburne, Council is ensuring a price equivalent to or greater than market value, securing an additional 37 car spaces above and beyond the requirements of the planning scheme, as well as controlling the development outcome to an extent that is unlikely to be achieved by a sale through a public process.

Confidentiality

Confidential information is contained in **Attachment 4 and 5**, as circulated in the confidential section of the agenda attachments. The information in this attachment is deemed to be confidential in accordance with Section 66(2)(a) and the definition of 'confidential information' in Section 3(1) of the *Local Government Act 2020*. The information relates to Council business information, being information that would prejudice the Council's position in commercial negotiations if prematurely released.

If discussion of the confidential information in the attachments to this report is required for Council to make a decision, Council may resolve to discuss the matter in a confidential session or to defer the matter to the confidential section of the agenda.

Officers' recommendation

That the Services Delegated Committee resolve that Council, having undertaken a community engagement process in accordance with section 114 of the *Local Government Act 2020* which involved giving notice of its intention to sell the land described in Volume 03362 Folio 247, Volume 04042 Folio 269, Volume 06261 Folio 119 and Volume 02475 Folio 947, known as (part of) Serpells Lane carpark located at 399 Burwood Road, Hawthorn ("the Property") to Swinburne University of Technology ("Swinburne") and considering submissions received in respect of such notice, resolves to:

1. Sell the Property to Swinburne by private treaty for \$16,000,000 (plus GST).
2. Secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the *Planning and Environment Act 1987* and include provisions for the following;
 - a. Details Swinburne's vision for the use of the site.
 - b. Retention of the additional 37 community car parking spaces beyond that required under the Boroondara Planning Scheme for redevelopment of the Serpells Lane site, such spaces to be provided by Swinburne at the Serpells Lane site or at a different location as agreed by Council. Where this parking obligation is provided at another location, any existing parking available for community use at that location must not be reduced in number and the parking fee charged for use of these spaces should be within 15% of the fee adopted by Council for similar parking in the locality.
 - c. Provide car parking for all new uses in accordance with the provisions of the Boroondara Planning Scheme.

- d. Be consistent with the Glenferrie Structure Plan, Glenferrie Place Plan and any other endorsed Council Plan or Strategy which applies to the site and surrounding area.
 - e. Be generally in accordance with a concept plan submitted to Council prior to commencement of development of the land which demonstrates compliance with the requirements of the Section 173 Agreement.
- 3. Authorise the Chief Executive Officer, or such other person as the Chief Executive Officer authorises, to finalise negotiations and sign all necessary documentation for the sale of the Property.
- 4. Write to all submitters advising of Council's decision.

Responsible director: **Phillip Storer, Chief Executive Officer**

1. Purpose

The purpose of this report is to:

1. Consider submissions received regarding the proposal to sell and transfer the Council-owned Serpells Lane car park located at 399 Burwood Road, Hawthorn (“the Property”) to Swinburne University of Technology (“Swinburne”); and
2. Seek a resolution from the Services Delegated Committee (“SDC”) to proceed with the sale of its Property to Swinburne.

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

The Boroondara Community Plan 2021-31 sets out the 10-year vision for Boroondara’s future based on values, aspirations and priorities important to the community.

This report relates to Theme 7 of the Boroondara Community Plan with the strategic objective of: *“Ensure decisions are financially and socially responsible through transparent and ethical processes”*.

It specifically relates to the following strategies of the Boroondara Community Plan:

- **Strategy 7.1:** Decision-making is transparent and accountable through open governance processes with timely communication and reporting.
- **Strategy 7.2:** Resources are responsibly allocated and used through sound financial and asset planning, procurement and risk management principles.
- **Strategy 7.4:** The voices of our community are heard through engagement strategies to allow effective representation on current and long-term community needs.

Relevant Financial Strategy Principles include:

Creating Community Assets Principle

Council will ensure that the community has access to required community infrastructure, located to meet community needs and city wide priorities and designed with regard to current and future needs.

Construction and acquisition of new community assets must respond to existing needs, new identified needs or adopted strategies. Such facilities must remain within the limitations of Council’s financial and resource capacity and provide clear and tangible benefits. Opportunities for community partnerships to develop assets will be pursued.

In reviewing any proposal, Council will consider the financial mechanisms available to assign the capital costs to current and future generations. Asset substitution can be a source of finance where a newly-created asset consolidates services and the vacated asset becomes available for sale.

Analysis of the creation of new assets will also consider contributions to the public realm, environmental and social benefits. The financial analysis will have regard to consequent operational maintenance and renewal costs.

Property Holdings Principle

Council will manage, acquire and dispose of property in the best interest of the Boroondara community. Council recognises the importance of property holdings over the long term to community wellbeing.

Assets will only be considered for disposal where there is no clear Council or community need for that asset in the foreseeable future. All property considered for disposal will undergo a thorough evaluation based on both financial and community benefit factors. Open space will not be sold unless replaced by areas of equal size and/or value. Any proceeds derived from property realisation will be directed towards funding land acquisition, new/upgrade capital works or debt reduction and will not be used to fund operating expenditure. Council will not necessarily hold property that has no current or future identified purpose, or if that purpose can be met more effectively in other ways.

Existing holdings or strategic acquisitions must meet existing needs, new identified needs or adopted strategies. To enhance community benefit opportunities for the alternative use of property (including asset realisation) will be investigated.

Regular reviews of asset holdings will be conducted to identify opportunities for asset realisation. Asset management plans, asset usage, land use planning documents and community benefit will be considerations in such reviews.

3. Background

At its meeting on 25 July 2022 Council resolved to commence the Serpells Lane Strategic Property Project, including the rezoning and preparation for a potential sale of the Property.

Subsequently, Council has been approached by Swinburne which has led to an offer to purchase the Property.

At its meeting on 25 September 2023, Council resolved to give notice of its intention to sell the Property to Swinburne by private treaty for \$16,000,000 (plus GST) and called for submissions on the proposed sale.

4. Outline of key issues/optionsCommunity engagement

Community engagement was formally carried out from 3 October to 17 October and included:

- Letters sent to all immediately adjacent property owners and occupiers.
- Direct email to those who registered their interest through the planning scheme amendment C385boro process that proposed to rezone the Property from Public Use Zone to Commercial Zone 1. Numerous submitters to amendment c385boro had made reference to the potential sale of the Property and Council committed to including them in any future consideration of the matter.
- Public Notice on the Council website.
- Four (4) corflute signs installed on site with information and QR codes linking to Council's webpage.

- Dedicated project webpage on Council's Engage platform providing previous reports, consultant's findings as well as inviting submissions.

At the conclusion of the exhibition period, Council received a total of 109 submissions, with the majority being received through the Engage portal. Of these submissions:

- 81 (74.1%) are opposed to the proposed sale of the Property.
- 21 (19.4%) support the proposed sale of the Property.
- 4 (3.7%) considered mixed.
- 3 (2.8%) considered neutral.

It is noted that a small number of multiple submissions were received. Any multiple submissions received from individuals have been counted as one (for example if a person has submitted via Engage and via email, it has been counted as one submission only). However, all received submissions are presented as they were received in **Attachment 1**. **Attachment 2** contains a submission from Swinburne which outlines their vision for the Property.

Key issues raised in submissions

The submissions received that supported or agreed with the proposed sale generally view it as a positive outcome that will bring benefits to the Boroondara Community.

The submissions received against the proposal raised a number of topics which have been summarised and are responded to in Table 1 below:

Table 1: Summary of topics raised

Topic raised	Response
Sale of public land	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.</p>
Convert to open space or community space	<p>The precinct currently enjoys nearby access to open space and community space.</p> <p>It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>

Topic raised	Response
	<p>Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House.</p>
<p>State Government Guideline and public sale process</p>	<p>In order to comply with the <i>Local Government Best Practice Guideline for the Sale of Land</i>, (June 2009), developed by the State Government, any direct negotiation offer received from Swinburne should be more compelling than what Council could obtain through a public sale process.</p> <p>A compelling offer comprises of two elements, price and proposed development outcome. The offer from Swinburne is consistent with market value as determined by Council's independent valuer.</p> <p>By requiring Swinburne to enter a Section 173 Agreement, which will be registered on the property title following settlement, Council will be controlling the development outcome on the land to a greater extent than is possible through a public sale process.</p> <p>Council is also securing an additional 37 community car parking spaces which provide not only a community benefit but also adds to the value proposition.</p> <p>Applying a value to the 37 parking spaces offered by Swinburne equal to the purchase offer per square meter equates to an additional value of \$4,287,317 for the land alone. Council has the opportunity to replace the parking used by the public at the Serpells Lane car park and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 at least to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale.</p> <p>Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax ("WGT") as well as remove the need for marketing and agency costs.</p>

Topic raised	Response
Valuation process and proposed sale price	A current market valuation report has been completed by independent consultant valuer, Charter Keck Cramer. The assessed value is not published as the decision Council intends to make is unknown and, depending upon the decision, publication could compromise Council's commercial interests.
Swinburne has enough land	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>By requiring Swinburne to enter a Section 173 Agreement, Council is ensuring Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p>
Pedestrian access connecting Burwood Road, Glenferrie Station and Railway Walk	Pedestrian access connecting Burwood Road, through Serpells Lane to Railway Walk, Royal Arcade and the station precinct will remain.
Loss of car parking for visitors to Glenferrie shopping precinct	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p>

Topic raised	Response
	<p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
Loss of long term parking	<p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies and is not suitable for long term parking.</p> <p>Long term parking is available in the precinct at the following locations.</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies).
Loss of car parking for Swinburne students	<p>It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise.</p> <p>Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University.</p> <p>Short term parking is available on both Glenferrie Road and Burwood Road for pick up and drop off purposes.</p>
Loss of car parking for student accommodation visitors	<p>Visitors to the student accommodation building can access other local parking options, including the nearby rear of the Hawthorn Arts Centre ticketed car park (77 spaces - fee applies) which is unrestricted between 4pm and 8am.</p> <p>Access into the car park for 377-383 Burwood Road will be maintained.</p>
Loss of car parking for rail commuters and drop offs	<p>The provision of rail commuter parking is a State Government responsibility.</p>

Topic raised	Response
	<p>There are no short term parking bays in the Serpells Lane car park for pick up drop off purposes.</p> <p>Opportunities for train commuter pick up and drop off purposes exist within the precinct, including the short term parking bays on Glenferrie Road and the one hour spaces along Burwood Road.</p>
Loss of accessible car parking to the station	<p>The provision of rail commuter parking is a State Government responsibility.</p> <p>That said, accessible parking exists in all Council car parks including the Hawthorn Arts Centre car park directly opposite the Serpells Lane car park and the Wakefield Street car park.</p> <p>The existing two accessible bays in the Serpells Lane car park are restricted to a 4 hour limit which were not suitable for all day commuter trips to and from the Central Business District.</p>
Reducing the car park time limits would make the Serpells Lane car park more accessible to the community	<p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Changing the times allowed may simply result in the car park becoming less attractive to use.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
Trader contribution towards ownership of laneway access land adjoining car park	<p>The land comprising the Serpells Lane carpark was purchased by Council over time, with all but the laneway access to the site being acquired by Council between 1905-1938. The laneway access land was purchased in 1968 using separate funding provided by traders and is not proposed to be sold. The car park comprises a total of 2,908m² of which the adjoining laneway totals 286m² or 8.9% of the total site. Additionally, there are no parking spaces on the land acquired using trader funds. The traders are claiming they accrue rights through their separate scheme payments which concluded in 1982. A plan showing the laneway land is shown in Attachment 3.</p> <p>Council's legal advice confirms the traders have no proprietary interest in the land and it would be difficult for them to successfully claim such rights exist.</p>

Topic raised	Response
	<p>At most, the possibility of a public purpose trust arises which means that Council has no legal liability to traders but any risk can be mitigated by providing some additional parking in the vicinity. It is considered the offer by Swinburne to make an additional 37 spaces available for community use in its car park will mitigate any risk. Delivery of this outcome is best achieved by including the offer made by Swinburne in the proposed Section 173 Agreement.</p>
Future development	<p>It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i>. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; 2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus. <p>and may include:</p> <ol style="list-style-type: none"> 3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate; 4. Retail offerings for students, staff, and visitors. <p>It is also proposed that the Section 173 agreement require the additional 37 public parking spaces proposed by Swinburne be retained and available to the public either at the site or another site as agreed by Council.</p> <p>The 37 spaces proposed is in excess of the 29 parking spaces in the Serpells Lane car park which our surveys reveal are not used in connection with Swinburne University.</p> <p>The above Key Conditions would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.</p>

Topic raised	Response
	<p>Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.</p> <p>In addition to various educational uses, Swinburne have submitted that the Property would also include public open space and have a range of facilities such as car parking, end-of-trip facilities, publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
Concerns of overlooking from future development	Issues such as any potential overlooking are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a Section 173 Agreement requires Swinburne to submit a concept plan to Council prior to commencement of development which demonstrates compliance with its requirements.
Use of revenue generated from proposed sale	Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable investment in new projects to the benefit of the Boroondara Community.
Pedestrian access and movement	Pedestrian access connecting Burwood Road, through Serpells Lane to Railway Walk, Royal Arcade and the station precinct will remain.
Loss of local amenity	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p>

Glenferrie Place Plan

The Glenferrie Place Plan has been informed by extensive research and 4 stages of community engagement, with over 80% support for the Place Vision.

The Place Plan will guide the future revitalising of the Glenferrie precinct with 9 key initiatives to improve the public realm, support a diverse local economy, enhance arts and cultural activity, and promote a greener, more sustainable precinct.

To enable streetscape upgrades to Glenferrie Road, some on-street parking will need to be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future. A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary, particularly having regard to the offer made by Swinburne to create an extra 37 public parking spaces and is therefore a matter for Council.

The Glenferrie Place Plan is being presented to the Urban Planning Delegated Committee on 13 November 2023 for final adoption.

Current car parking usage

The Serpells Lane car park comprises of 90 spaces. Paid car parking was introduced in the Serpells Lane car park on Friday 12 May 2023 in line with the resolution of the Services Delegated Committee of 20 March 2023.

The following table highlights the revenue from parking and infringements since commencement of paid parking until 30 September 2023.

Table 2: Car parking revenue

Item	Revenue
Ticket machine income	\$34,882.96
Pay Stay application	\$20,412.57
X961 infringements issued	\$111,868.00
Total	\$167,163.53

Prior to the introduction of paid car parking, the car park was at capacity, typically 8am to 9pm with little turnover and high levels of overstaying. With the paid car parking, site inspections on a number of occasions at different times of the day have confirmed that parking is readily available. A follow up study of car park attendees has been undertaken by a traffic consultant and a comparison summary is presented as follows:

Table 3: Car park usage comparison

Prior to Ticket Parking	After Ticket Parking
30% of motorists overstayed the 3-hour limit	27% of motorists overstay the 3-hour limit
28 motorists parked for 5 hours plus	17 motorists parked for 5 hours plus

Approximately 64% of all motorists parking in the Serpells Lane car park are associated with Swinburne University	Approximately 68% of all motorists parking in the Serpells Lane car park are associated with Swinburne University
Parking utilisation very high throughout the day	Parking readily available at all times

It is concluded that the majority of car park users continue to be associated with Swinburne. If the current weekly return from the site were to be maintained, it would take 35 years to achieve the total return represented by the proposed sale price. With consistent enforcement it is unlikely these returns will be maintained.

Rezoning process

Amendment C385boro proposes the rezoning of the car park from Public Use Zone 6 (PUZ6) to Commercial 1 Zone (C1Z). An independent planning panel held earlier this year to consider submissions to the amendment has supported Council's proposal and recommended that the amendment be adopted by Council without changes.

A report was considered by the Urban Planning Delegated Committee on 15 May 2023. The Committee resolved to:

1. *Receive and acknowledge the Panel's report and recommendations, as shown at Attachment 1, in accordance with Section 27 (1) of the Planning and Environment Act 1987.*
2. *Refer Amendment C385boro to a Meeting of Council to be adopted in accordance with Section 29(1) of the Planning and Environment Act 1987. A decision on whether to adopt will be made following a formal decision to proceed with a sale of the land.*
3. *Authorise the Director Urban Living to undertake administrative changes to the amendment and associated planning controls that do not change the intent of the controls.*

Should the sale to Swinburne proceed then the rezoning to Commercial 1 Zone will not be necessary or appropriate and instead the Public Use Zone designation should change from Local Government to Education. This will require a separate, but straight forward planning scheme amendment. Future decisions regarding the zoning of the land will be needed once the sale of the land is confirmed.

5. Consultation/communication

In considering a sale to Swinburne, there is no statutory requirement for Council to advertise a public notice and invite submissions consistent with section 114 of the *Local Government Act 2020*. This as a sale to Swinburne would be exempt under section of 116 of the *Local Government Act 2020*.

However, given the way that the proposed sale process was described in the decision to commence the project in July 2022, as well as during the planning scheme amendment C385boro rezoning process, there is an expectation in the community that there would be an opportunity to lodge submissions with Council for consideration before a decision is made to sell the Property.

As discussed previously in this report, owners and occupiers of surrounding properties were sent written notice of this proposal and were invited to lodge a submission with Council.

Submitters were also sent a written invitation to attend this SDC meeting and to address the SDC should they wish.

6. Financial and resource implications

Offer from Swinburne

Swinburne submitted an offer to Council in August 2023 of \$16,000,000 (plus GST) (refer **Confidential Attachment 4**) which includes a unique development vision that integrates the Property into the existing campus footprint.

In addition to the offer, Swinburne has committed to:

1. Transform the parking mix in its multi deck car park on Wakefield Street (total 685 car parks) to reduce 'reserved parking' and increase 'casual parking' by 37 parking spaces, taking the total number of casual car parks available to the public to 564 spaces.
2. Continue to provide Henry Street casual car park spaces to members of the public (65 bays).
3. Retain car park pricing at modest levels, broadly aligned to nearby Council car parks with the structure set as:
 - a. 0-2 hours: \$4
 - b. 2-3 hours: \$5
 - c. Full day: \$10

Proposed development outcome

It is proposed to secure the development vision by registering on the title to the Property a Section 173 Agreement under the *Planning and Environment Act 1987*. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:

1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers;
2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus.

and may include:

3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate;
4. Retail offerings for students, staff, and visitors.

It is also proposed a Section 173 agreement requiring the additional 37 public parking spaces proposed by Swinburne be retained and available to the public either at the site or another site as agreed by Council.

The 37 spaces proposed is in excess of the number of parking spaces in the Serpells Lane car park which our surveys reveal are not used in connection with Swinburne University.

The above Key Conditions would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.

The above development proposals would require Swinburne to achieve a planning permit for building and works, as well as for any use other than education.

Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.

As indicated earlier, Swinburne have provided a submission which discusses their proposal that has been included as **Attachment 2**.

Windfall Gains Tax ("WGT")

WGT came into effect 1 July 2023. A "WGT event" is a rezoning (other than an excluded rezoning) that triggers an assessment and imposition of WGT on the owner.

If the Property is sold to Swinburne, there will be no need to rezone the land as Swinburne's use would be permitted as of right by the PUZ (PUZ2 – Education), and so there would be no "WGT event".

If Council sells on the open market, the contract of sale would need to allocate liability for WGT.

Independent valuation assessment

A current market valuation report has been completed by Charter Keck Cramer. The assessed value is set out in **Confidential Attachment 5**. The assessed value is not published in the public section of this report as the decision Council intends to make is unknown and, depending upon the decision, publication could compromise Council's commercial interests.

See **Confidential Attachment 5** for a copy of the valuation report.

Funds generated from proposed sale

Funds realised as a result of a sale would add to Council's surplus as this revenue is not currently provided for in Council's Long Term Financial Strategy (LTFS). Should the recommendation of a sale to Swinburne be supported this could add \$16,000,000 to Council's 2023/24 budget surplus of \$5,049,000 bringing the total 2023/24 surplus to \$21,049,000.

If we were to apply a value to the 37 parking spaces offered by Swinburne equal to the purchase offer per square meter this equates to \$4,287,317 for the land alone. We have the opportunity to replace the parking used by the public at the Serpells Lane car park, respond to the concerns raised by traders about having funded the access lane and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale.

7. Governance issues

No officers involved in the preparation of this report have a general or material conflict of interest requiring disclosure under chapter 5 of the Governance Rules of Boroondara City Council.

The recommendation contained in this report is compatible with the Charter of Human Rights and Responsibilities 2006 as it does not raise any human rights issues.

8. Social and environmental issues

Officers consider that the Serpells Lane Strategic Property Project will allow Council to realise a positive social and environmental outcome, through the use of the sale proceeds to deliver other community outcomes consistent with Council's Creating Community Assets principle which states: *Asset substitution can be a source of finance where a newly-created asset consolidates services and the vacated asset becomes available for sale. Analysis of the creation of new assets will also consider contributions to the public realm, environmental and social benefits.*

9. Conclusion

Selling to Swinburne at the offer of \$16,000,000 along with securing a development outcome through a Section 173 Agreement represents a compelling proposition for Council having regard to the valuation and terms of the Section 173 Agreement. It is therefore recommended that Council accept the offer. Research demonstrates the car park is mainly used by Swinburne staff and students. The asset is not required for another Council purpose and the funds derived from its sale create capacity to build new community assets which will enhance the wellbeing of our community. If the Property is sold to Swinburne the uncertainty around application of WGT does not arise. Finally, Swinburne plays an important role in our municipality and arguably offers community benefit beyond that which a private development may create.

Manager: Amy Montalti, Chief Financial Officer

Report officer: Michael Hutchison, Head Strategic Property and Revenue

Copy of received submissions (unedited) and Council officer response

Submission	Copy of submission text	Officer comment
	Support proposal	
1	I think it's a great idea. Swinburne can develop the land into useful space. The carpark is an eyesore and there are plenty of other parking spaces.	Comments noted.
2	The proposed land sale should go ahead on condition the funds created go directly to a similarly large project in the City of Boroondara. If Swinburne is sold the land then they should have a condition added that pedestrian/cycle/wheelchair access from Serpells Lane to Hawthorn Station must be both maintained and improved to provide wider more accessible paths.	Comments noted. Divesting from the Property can enable investment in new projects to the benefit of the Boroondara Community. Pedestrian access connecting Burwood Road, through Serpells Lane to Railway Walk, Royal Arcade and the station precinct will remain.
3	I support the sale of Serpells Lane provided the conditions outlined in the proposal. Also the income generated from the sale should be directed to provision of services to address homelessness or other socioeconomic disadvantage in Boroondara	Comments noted. Divesting from the Property can enable investment in new projects to the benefit of the Boroondara Community. It is noted Council has recently adopted its Housing Strategy which seeks to address social and affordable housing.
4	Good Idea, Swinburne should build 3/4 label carpark and labs for the University which serves both academia and public.	Comments noted.
5	Good idea	Comment noted.
6	Great idea! Excellent plan - good for university, good financial return, good for community.	Comments noted.
7	Should be sold to Swinburne, would be beneficial for students.	Comments noted.

Submission	Copy of submission text	Officer comment
8	We support it, but want to make sure green space is provided in other ways / and or the trees along the rail line are kept	<p>Comments noted.</p> <p>Swinburne have stated that in addition to various educational uses, the Property would also include public open space and have a range of facilities such as car parking, end-of-trip facilities, publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>Many of existing trees along Railway Walk are outside the Property boundary.</p>
9	I support subject to Council's commitment on what the revenue would be spent on	<p>Comment noted.</p> <p>Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable investment in new projects to the benefit of the Boroondara Community.</p>
10	I agree with the decision to sell the land to Swinburne University.	Comment noted.
11	It's good	Comment noted.
12	It is a sensible economic decision to sell it.	Comment noted.
13	I strongly support Council's proposal to sell Serpells Lane car park and convert the land to more productive urban uses such as affordable housing.	<p>Comment noted.</p> <p>Divesting from the Property can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>Council has recently adopted its Housing Strategy which seeks to address social and affordable housing.</p>

Submission	Copy of submission text	Officer comment
14	<p>I generally support the proposed sale of Serpells Lane. Subject to risk mitigation of potential trader claims regarding the original council acquisition.</p> <p>Further information should be provided regarding external independent valuation of the property to ensure rate payer returns are maximised.</p> <p>Otherwise the sale to Swinburne seems appropriate</p>	<p>The land comprising the Serpells Lane carpark was purchased by Council over time, with all but the laneway access to the site being acquired by Council between 1905-1938. The laneway was purchased in 1968 using separate funding provided by traders. The car park comprises a total of 2,908m² of which the laneway totals 286m² or 8.9% of the total site. Additionally, there are no parking spaces on the land acquired using trader funds. The traders are claiming they accrue rights through their separate scheme payments which concluded in 1982.</p> <p>Council's legal advice confirms the traders have no proprietary interest in the land and it would be difficult for them to successfully claim such rights exist. At most, the possibility of a public purpose trust arises which means that Council has no legal liability to traders but any risk can be mitigated by providing some additional parking in the vicinity. It is considered the offer by Swinburne to make an additional 37 spaces available for community use in its car park will mitigate any risk. Delivery of this outcome is best achieved by including the offer made by Swinburne in the proposed Section 173 Agreement.</p> <p>A current market valuation report has been completed by independent consultant valuer, Charter Keck Cramer. The assessed value is not published as the decision Council intends to make is unknown and, depending upon the decision, publication could compromise Council's commercial interests.</p> <p>In addition, applying the square metre value of the Property to the 37 parking spaces offered by Swinburne this equates to \$4,287,317 for the land alone. Council has the opportunity to replace the parking used by the public at the Serpells Lane car park, respond to the concerns raised by traders about having funded the access lane and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from</p>

Submission	Copy of submission text	Officer comment
		\$16,000,000 to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale. Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax ("WGT") as well as remove the need for marketing and agency costs.
15	I think it's fine. Car park in that location doesn't make sense anyway.	Noted.
16	A good initiative I am supportive of	Comment noted.
17	I have no objection to the sale of the land but it would be good to reinstate laneways access from Burwood RD to the station	Pedestrian access connecting Burwood Road, through Serpells Lane to Railway Walk, Royal Arcade and the station precinct will remain.
18	Good idea for the Council to sell this under-utilised asset	Comment noted.
19	Agree with the sale	Comment noted.
20	Good morning, following the letter sent to us on 3.10.2023 my wife and I agree fully with the councils proposal to sell land to Swinburne University so it benefits the community.	Comment noted.
21	Refer attachment 2, submission from Swinburne University	Comments noted.
	Neutral	
22	Businesses in Railway Walk should be encouraged to remain and Railway Walk between the present carpark and the train tracks, presently an eyesore, should be upgraded and ideally covered.	This is outside the scope of the proposed sale. That said, it is noted that the Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.
23	Beautiful location and great carpark ! I love parking here	Comment noted. Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.

Submission	Copy of submission text	Officer comment
		It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.
24	If it is sold, the \$16M should be used to part fund the Hawthorn to Box Hill bike route. Boroondara holds substantial cash reserves and the windfall from selling this land should be used to address climate change.	Comment noted. Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable investment in new projects to the benefit of the Boroondara Community.
	Mixed	
25	Whilst I have no problem with the sale of the land to be used more productively. I do worry what it will be used for. I live in the apartments at 377 Burwood Road, so look directly over the carpark. If the new use includes building a structure more than four stories tall, the apartments on the North and East side of the building could be walled in. Swinburne has previously been given permission to exceed the height limits for the area, hopefully some compromise can be made so all involved parties can be pleased with the outcome.	It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i> . Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following: <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; 2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus. and may include: <ol style="list-style-type: none"> 3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate;

Submission	Copy of submission text	Officer comment
		<p>4. Retail offerings for students, staff, and visitors.</p> <p>The Section 173 Agreement would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.</p> <p>Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.</p>
26	<p>The sale to the university needs careful consideration. This is a complex issue with legitimate and competing interests. My personal experience is that that parking area is routinely fully occupied from around 8am each weekday morning until early afternoon. There are often cars waiting to fill a space as someone leaves.</p> <p>As Swinburne now offers course online - now around 25% of student attend only online, the case for further physical growth of this campus needs to be tested relative to community needs.</p> <p>I would urge the Council to not see this only as a 'proceed with the sale' or 'not proceed with the sale' issue.</p> <p>If the university wants this land and offered to build a significant structure which includes carparking (operated under Council guidelines) of a sufficient scale and build further university facilities above this carpark, this would likely suit both residents of the area and the needs to the university.</p>	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p> <p>It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i>. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers;

Submission	Copy of submission text	Officer comment
		<p>2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus.</p> <p>and may include:</p> <p>3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate;</p> <p>4. Retail offerings for students, staff, and visitors.</p> <p>It is also proposed that the Section 173 agreement require the additional 37 public parking spaces proposed by Swinburne be retained and available to the public either at the site or another site as agreed by Council.</p> <p>The 37 spaces proposed is in excess of the 29 parking spaces in the Serpells Lane car park which our surveys reveal are not used in connection with Swinburne University.</p> <p>The above Key Conditions would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.</p> <p>Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.</p>
27	As long as the conditions are imposed and met, I'm comfortable that it will be classrooms. It should not be for accommodation and there should be an eight limit as well and ensure no degradation of light for the residents next door. Providing car parking is also important	It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i> . Notably, the Key

Submission	Copy of submission text	Officer comment
		<p>Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; 2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus. <p>and may include:</p> <ol style="list-style-type: none"> 3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate; 4. Retail offerings for students, staff, and visitors. <p>It is also proposed that the Section 173 agreement require the additional 37 public parking spaces proposed by Swinburne be retained and available to the public either at the site or another site as agreed by Council.</p> <p>The 37 spaces proposed is in excess of the 29 parking spaces in the Serpells Lane car park which our surveys reveal are not used in connection with Swinburne University.</p> <p>The above Key Conditions would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.</p> <p>Swinburne would also be required to submit a concept plan to Council prior to commencement of development which</p>

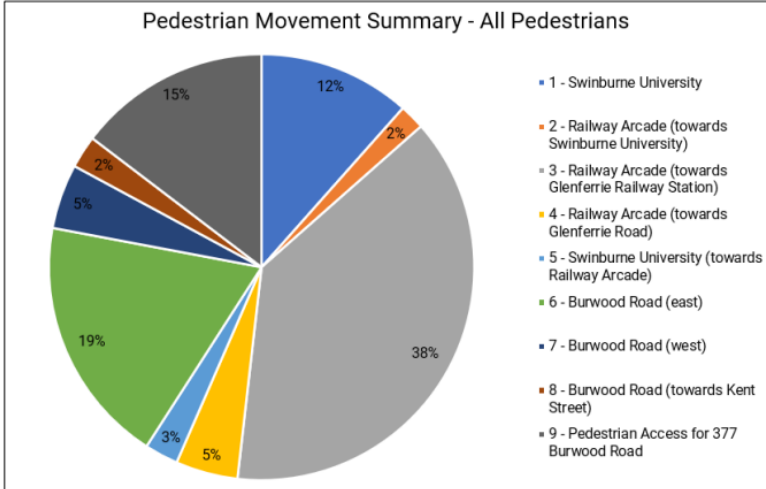
Submission	Copy of submission text	Officer comment
		demonstrates compliance with the requirements of the Section 173 Agreement.
28	I'd prefer the sale was for social and affordable housing	Comment noted. Council has recently adopted its Housing Strategy which seeks to address social and affordable housing.
	Oppose proposal	
29	This should remain public land and the council should promote use of it	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
30	Students park on this side of campus because it is easier to get to classrooms. My classes this semester are ALL on this side of campus so parking on the other side of campus is super out of the way and just pointless. This car park is essential for some students too if the other car parks were full.	<p>It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise.</p> <p>Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University.</p> <p>Short term parking is available on both Glenferrie Road and Burwood Road for pick up drop off purposes.</p>
31	<p>Engage submission</p> <p>Please see separate submission - poor and rushed process, complete blindness to active and public transport and misleading statements to the community. It's all very sad.</p> <p>Email submission</p>	<p>Objection noted.</p> <p>1. In considering a sale to Swinburne, there is no statutory requirement for Council to advertise a public notice and invite submissions consistent with section 114 of the Local Government Act 2020. This as a sale to Swinburne would be exempt under section of 116 of the <i>Local Government Act 2020</i>. However, given the way that the proposed sale process has been described in the decision to commence the project in July 2022, as well as during the planning scheme amendment</p>

<p>The flawed plan to sell Serpells Lane</p> <p>Council's proposed sale of the Serpells Lane site to Swinburne University raises issues about council's consultation process, transparency and ability to manage Boroondara properties for the future.</p> <p>The comment process has been rushed, there has been no information on the commercial value of the land, misleading statements on use of the site and the council's obsession with car parking and selling off public land in Glenferrie continues to cloud the issues, resulting in a flawed response and poor proposal for restrictions on the site.</p> <ol style="list-style-type: none"> 1. Rushed. Council has only allowed two weeks to comment. Further, council has not provided fulsome information for this haste and its affect on the previous plan to rezone and sell the site. Many people would be unable to comment in this period, or even be aware of such a major change, when council assured ratepayers that controls could be implemented at sale. 2. Commercial value. Council has provided no information on the commercial value of the Serpells Lane site, for comparison with the Swinburne offer. The site's location make it a prime expansion site for Swinburne (which has a portfolio of highrise student accommodation already), but genuine questions to councillors were stonewalled. I am not in a position to research the value within a short time frame, but council's core business is property values so it appears to be of concern that an honest valuation was not provided for resident consideration. Swinburne appears to be a good neighbour, although with limited community outreach, but it provides enormous value to Glenferrie so it appears reasonable to accommodate its property goals where positive and possible. Thus, my concern is for the site use rather than to block Swinburne on principal. 	<p>C385boro rezoning process, there is an expectation in the community that there would be an opportunity to lodge submissions with Council for consideration before a decision is made to sell the Property. This occurred to anticipate the possibility that Council may resolve to sell the Property on the open market. That said, community engagement has now occurred over a two week period. This included:</p> <ol style="list-style-type: none"> a. Letters sent to all immediately adjacent property owners and occupiers. b. Direct email to those who registered their interest through the planning scheme amendment C385boro process. c. Public Notice on Council website. d. Four (4) corflute signs installed on site with information and QR codes linking to Council's webpage. e. Dedicated project webpage on Council's Engage platform that contained previous reports, consultant's findings as well as invited submissions. <ol style="list-style-type: none"> 2. A current market valuation report has been completed by independent consultant valuer, Charter Keck Cramer. The assessed value is not published as the decision Council intends to make is unknown and, depending upon the decision, publication could compromise Council's commercial interests. In addition, applying the square metre value of the Property to the 37 parking spaces offered by Swinburne this equates to \$4,287,317 for the land alone. Council has the opportunity to replace the parking used by the public at the Serpells Lane car park, respond to the concerns raised by traders about having funded the access lane and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 to \$20,287,317 if
---	---

Submission	Copy of submission text	Officer comment
	<p>3. Swinburne exemptions from council planning controls. My understanding from previous Swinburne developments is that, as an educational institution, it is largely exempt from council planning instruments. A councillor largely confirmed this but I expect there is detail of which I am unaware. Council's hasty consultation on this offer has not allowed for discussion of this issue and council has not informed ratepayers of the details. This raises significant concerns about the integrity of the consultation, and should prevent council from claiming a thorough process or informed consent by ratepayers.</p> <p>4. Misleading ratepayers about site use. Council's web page for this process states the following:</p> <p style="padding-left: 40px;">“Our research has shown that the Council-owned land is underutilised, and is mostly used as a student and staff car park. It could be doing much more to benefit the Boroondara community.”</p> <p>This is patently untrue, as shown by two external ‘car parking’ reports dated December 2022 and October 2023, accessible from</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <ul style="list-style-type: none"> • The majority of pedestrian movements that were surveyed consisted of pedestrians ‘cutting through’ the car park rather than motorists parking within the car park and travelling to/from other destinations. Specifically, 66% of all recorded pedestrian movements were generated by pedestrians cutting through the car park, with the remaining 34% generated by pedestrians that parked within the car park. </div> <p>the above web page. <i>The largest group of users of the Serpells Lane site is pedestrians accessing the station and Glenferrie shops.</i> The December 2022 report states that pedestrians ‘cutting through’ the carpark – not motorists - comprise the majority of pedestrian movements. It states:</p> <p>To be clear, this council-funded survey found non-Swinburne pedestrians are almost double the Swinburne-car proportion! That</p>	<p>secured by the Section 173 Agreement as a condition of sale. Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax (“WGT”) as well as remove the need for marketing and agency costs.</p> <p>3. It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i>. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate; Retail offerings for students, staff, and visitors. <p>The above Section 173 Agreement would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme. The above development proposals would require Swinburne to achieve a planning permit for building and works, as well as for any use other than education. Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.</p>

Submission	Copy of submission text	Officer comment								
	<p>means local residents, public transport users and people parking south of Burwood Road are the biggest car park users – not Swinburne motorists – but people using the site as pedestrians are invisible to council. It thus beggars belief that council sheets usage to Swinburne in its haste to sell the property, raising doubt about council’s ability to manage public assets for broad community benefit. Council MUST address misleading the community before making a decision that will disenfranchise the majority of stakeholders and make active/public transport a more difficult choice, which is contrary to council and state planning objectives.</p> <p><u>The 2023 car traffic report</u> followed the introduction of ticketed parking and also included pedestrian surveys, in August and September. It showed even higher pedestrian use which makes the council contention that Swinburne motorists sponging off the</p> <div><p>Specifically, 83% of all recorded pedestrian movements were generated by pedestrians cutting through the car park, with the remaining 17% generated by pedestrians that parked within the car park.</p></div> <p>ratepayer are the biggest user of the site even worse.</p> <p>Pedestrian numbers increased 88% from 2022 to 2023!</p> <div><p>Table 5: Overall Pedestrian Movements</p><table><tr><th>User</th><th>September 2022 Surveys</th><th>August 2023 Surveys</th><th>% Change</th></tr><tr><td>All Pedestrians</td><td>1,938 movements</td><td>3,638 movements</td><td>+88%</td></tr></table><p>Clearly there is a substantial increase in the total number of pedestrians who travelled through the car park. Having reviewed this data in further detail this increase is associated with pedestrians who are not associated with parked vehicles.</p></div> <p>The 2023 report also shows more vehicle drop-offs and better utilisation. This is not to argue that such prime land is not underutilised. But it does underscore the absence of logic leading to a very poor set of conditions for sale and distinct travel mode blindness.</p>	User	September 2022 Surveys	August 2023 Surveys	% Change	All Pedestrians	1,938 movements	3,638 movements	+88%	<p>4. Pedestrian access connecting Burwood Road, through Serpells Lane to Railway Walk, Royal Arcade and the station precinct will remain.</p> <p>5. There are no plans to block Serpells Lane or restrict access from the south at Burwood Road. Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
User	September 2022 Surveys	August 2023 Surveys	% Change							
All Pedestrians	1,938 movements	3,638 movements	+88%							

Submission	Copy of submission text	Officer comment
	<p>The report goes on:</p> <p>“Given the number of pedestrians who were recorded to ‘cut through’ the car park, being roughly double the number of motorists using the car park (1,324 cut through pedestrians compared to 614 pedestrians travelling to/from parked cars within the site), we would strongly recommend that a pedestrian link between Burwood Road and Railway Arcade be maintained [emphasis added] either partially or fully through or adjacent to (east of) the subject site.”</p> <p>So, the report recommended retaining pedestrian access but council ignored this advice. It also addressed the loss of and need for bike/delivery/carshare parking and loading zones if the current site was to be repurposed from car parking. But council’s site-sale conditions don’t address any of these things that reduce emissions, improve public health and make an activity centre work.</p>	

Submission	Copy of submission text	Officer comment																		
	<div><p>Pedestrian Movement Summary - All Pedestrians</p><table><tr><td>1 - Swinburne University</td><td>12%</td></tr><tr><td>2 - Railway Arcade (towards Swinburne University)</td><td>2%</td></tr><tr><td>3 - Railway Arcade (towards Glenferrie Railway Station)</td><td>3%</td></tr><tr><td>4 - Railway Arcade (towards Glenferrie Road)</td><td>5%</td></tr><tr><td>5 - Swinburne University (towards Railway Arcade)</td><td>5%</td></tr><tr><td>6 - Burwood Road (east)</td><td>19%</td></tr><tr><td>7 - Burwood Road (west)</td><td>3%</td></tr><tr><td>8 - Burwood Road (towards Kent Street)</td><td>5%</td></tr><tr><td>9 - Pedestrian Access for 377 Burwood Road</td><td>38%</td></tr></table></div> <p>Figure 16: Pedestrian Movement Summary (All Pedestrians)</p> <p>The pie chart below, from the 2023 report after ticketed parking began, shows just 12% of pedestrians in Serpells Lane were going to Swinburne. Most were heading to the station, adjacent buildings and shops. Retailers would be better off demanding footfall counts than car parks, and protecting pedestrian activity rather than their own parking space.</p> <p>Clearly, pedestrians are the most important users of this access route, and the council has completely missed them. As a result of this travel mode blindness, council has completely ignored the largest user group in its proposed sale conditions, which thus fail to protect and enhance active transport access to the station and shops. This will likely lead to impeding easy pedestrian access. The report indicates that blocking pedestrian access through Serpells Lane would increase pedestrian travel distances – the precise opposite of making walking the easy choice. For people from the south, riding along Glenferrie Road and trying to cross to the station is virtually</p>	1 - Swinburne University	12%	2 - Railway Arcade (towards Swinburne University)	2%	3 - Railway Arcade (towards Glenferrie Railway Station)	3%	4 - Railway Arcade (towards Glenferrie Road)	5%	5 - Swinburne University (towards Railway Arcade)	5%	6 - Burwood Road (east)	19%	7 - Burwood Road (west)	3%	8 - Burwood Road (towards Kent Street)	5%	9 - Pedestrian Access for 377 Burwood Road	38%	
1 - Swinburne University	12%																			
2 - Railway Arcade (towards Swinburne University)	2%																			
3 - Railway Arcade (towards Glenferrie Railway Station)	3%																			
4 - Railway Arcade (towards Glenferrie Road)	5%																			
5 - Swinburne University (towards Railway Arcade)	5%																			
6 - Burwood Road (east)	19%																			
7 - Burwood Road (west)	3%																			
8 - Burwood Road (towards Kent Street)	5%																			
9 - Pedestrian Access for 377 Burwood Road	38%																			

Submission	Copy of submission text	Officer comment
	<p>impossible. Instead of making active travel desirable, poor site design will send customers elsewhere, possibly by car. Welcome to gridlock.</p> <p>5. Council's parking obsession. Blocking Serpells Lane to pedestrian traffic from the south also works against improved utilisation of the Swinburne Avenue car park, where people could park and walk to Glenferrie Road. Note that council deliberately omitted the Swinburne Avenue carpark from its Glenferrie Placemaking Plan, which also understated active travel to Glenferrie by around 50%. This supports council's stated plan to sell the Liddiard Street site for a ratepayer-funded car park, estimated to cost up to \$15 million, that is not supported by its own planning instruments or research in Australia or overseas.</p> <p>Council is required by its own planning instruments and state planning controls to reduce car use and transition to active/public transport; the hasty and vague conditions proposed will do the opposite and encourage cars while making active/public transport less accessible. This is acknowledged in the 2022 car traffic report which indicates that car parking induces car parking demands: 'build it and they will come'. Thus, in its haste to sell public land in Glenferrie, council's newest plan will increase car traffic and congestion rather than reduce it and facilitate shoppers and visitors. The urban planning adage 'you get the traffic you plan for' is evident in council's approach, but failing to encourage mode shifting to active and public transport – making those modes the easy choice – will result in complete gridlock. Every trip by active/public transport takes a car off the road, allowing traffic to flow more easily for those who need cars and trucks.</p> <p>Next steps</p> <p>Council must:</p> <ul style="list-style-type: none"> - Extend the comment period on the sale to Swinburne and correct its public statement about users. 	

Submission	Copy of submission text	Officer comment
	<ul style="list-style-type: none"> - Advise the community as to the precise planning controls it has through its proposed mechanism, given that Swinburne as an educational institution does not require the usual council approvals for development. Many residents are unaware of this. - Amend its proposed site-sale conditions to reflect reality, planning schemes and climate: reduce car use by prioritising active/public transport. The site must provide for improved pedestrian and bike/delivery access with secure parking, plus safe drop-offs and feeder streets and loading zones. This site is the logical alternative to council's deadly kiss-and-ride plan for Glenferrie Road. - In making walking the easy choice, the site should provide more cover for pedestrians, as well as lighting and safe design. - Probably subdivide the land to maintain access and encourage active/public transport, then sell the balance to Swinburne if desired. 	
32	<p>I fundamentally disagree with Council's consultation procedures, the re-zoning of this valuable piece of land and now wishing to sell it to Swinburne University.</p> <p>I believe this parcel of land to be the closest car park to Glenferrie Station and therefore of very great value for Council to retain, especially considering previous Commonwealth offers and the vocal support of nearby traders.</p> <p>Once lost (sold), the potential uses of land such as this are lost forever. If not used for car parking, this land could become valuable open space for the local community, particularly those living in multi-storey flats and apartments nearby.</p>	<p>Objection noted.</p> <p>Swinburne has presented a unique and compelling offer to Council. In considering a sale to Swinburne, there is no statutory requirement for Council to advertise a public notice and invite submissions consistent with section 114 of the Local Government Act 2020. This as a sale to Swinburne would be exempt under section of 116 of the <i>Local Government Act 2020</i>. However, given the way that the proposed sale process has been described in the decision to commence the project in July 2022, as well as during the planning scheme amendment C385boro rezoning process, there is an expectation in the community that there would be an opportunity to lodge submissions with Council for consideration before a decision is made to sell the Property. This occurred to anticipate the possibility that Council may resolve to sell the</p>

Submission	Copy of submission text	Officer comment
		<p>Property on the open market. That said, community engagement has now occurred over a two week period. This included:</p> <ul style="list-style-type: none"> a. Letters sent to all immediately adjacent property owners and occupiers. b. Direct email to those who registered their interest through the planning scheme amendment C385boro process. c. Public Notice on Council website. d. Four (4) corflute signs installed on site with information and QR codes linking to Council's webpage. e. Dedicated project webpage on Council's Engage platform that contained previous reports, consultant's findings as well as invited submissions. <p>The provision of rail commuter parking is a State Government responsibility.</p> <p>The precinct currently enjoys nearby access to open space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
33	Do not sell Council-owned land. Council is the custodian and steward of public land. Land owned by Council should be held onto by Council, especially given land in Hawthorn and the space it provides is so hard to come by. The land is in prime position adjacent to Glenferrie Station and can offer so much utility to the community, especially with predicted increases in the population. The Council has simply let this land become underutilised over time.	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
34	As a resident of Hawthorn, I oppose the sale of this council-owned land. The last thing we need is another tall building, ruining the	Objection is noted.

Submission	Copy of submission text	Officer comment
	<p>landscape and views of local residents. We should be utilising this land to add more to nature, more trees, parks and nature rather than more tall buildings. If this was to go ahead, it should be kept to the same size as local buildings to one or two stories maximum. Then keeping nature, walkways, happy.</p>	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.</p> <p>The precinct currently enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House. Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>Regarding local building heights, it is noted that many of the adjoining neighbours are greater than one or two stories. That said, Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the proposed Section 173 Agreement.</p>
35	<p>i don't believe this community carpark should be sold. My parents and myself use this carpark almost daily as a safe pick up and drop off location for catching the train at glenferrie station. I think it's a dumb idea to sell land that is a safe and secure area for all ages.</p>	<p>The provision of rail commuter parking is a State Government responsibility.</p> <p>There are no short term parking bays in the Serpells Lane car park for pick up drop off purposes.</p> <p>Opportunities for train commuter pick up and drop off purposes exist within the precinct, including the short term parking bays on Glenferrie Road and the one hour spaces along Burwood Road.</p>
36	<p>Council should never privatised public lands. Especially that Boroondara Council is a wealthy council not particularly in need !</p>	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p>

Submission	Copy of submission text	Officer comment
		<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
37	<p>Council must provide parking for railway customers and also this park gives parking for nearby workers for shops in the area. It is essential open space for all adjacent high rise buildings</p>	<p>The provision of rail commuter parking is a State Government responsibility.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces. Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>The precinct currently enjoys nearby access to open space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. That said, Swinburne have stated that in</p>

Submission	Copy of submission text	Officer comment
		<p>addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
38	<p>Please don't take our car park and trees. This will ruin the "hawthorn feel".</p>	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p>
39	<p>I object to this proposal of selling the Serpells Lane Carpark for development. We need to persevere the area for the trees and birds and don't need another development in Hawthorn. I shop in the local area and the additional parking is always needed.</p>	<p>Objection has been noted.</p> <p>The precinct currently enjoys nearby access to treed open space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>

Submission	Copy of submission text	Officer comment
		<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
40	The land is owned by the council for the benefit of the community and should remain so.	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
41	I wish to submit my objection to the proposed sale of the council-owned Serpells Lane car park which should be retained, improved and	Objection has been noted.

Submission	Copy of submission text	Officer comment
	<p>preserved for the benefit of local traders, residents, visitors to the area, shoppers, including me and my family members, and the local community generally.</p>	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>The proposed development vision from Swinburne seeks to enhance the Property</p> <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p>
42	<p>This will cause issues for the people who park the car at glenferrie station and travel.</p>	<p>The provision of rail commuter parking is a State Government responsibility.</p>
43	<p>Site does not require development - already over developed. Car parking is already very difficult and this will make it worse.</p>	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p>

Submission	Copy of submission text	Officer comment
		<p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
44	<p>This is a community carpark that should stay a community carpark. It's hard to find a parking space in the area so a loss of this carpark would be a blow to local businesses</p>	<p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p>

Submission	Copy of submission text	Officer comment
		<p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
45	I oppose the sale of this land to Swinburne University and would prefer that the site be retained as either car parking or as a new open space	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>

Submission	Copy of submission text	Officer comment
		<p>The precinct currently enjoys nearby access to open space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
46	<p>I am a local business owner. The sale of this land will affect parking up and down Glenferrie. This will have an affect on parking everywhere. My patients already have issues parking for their time dependent appointments.</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%. It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>

Submission	Copy of submission text	Officer comment
47	Do not sell the carpark. The university already has more than enough land and space	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>By requiring Swinburne to enter into a Section 173 Agreement, Council is ensuring Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p>
48	<p>Outrageous deal and totally opposed to it.</p> <p>Regardless of current use, those 89 car parks ALL currently belong to the community - why should Swinburne be gifted 58 spaces by 'adverse possession' and only have to restore 37'?</p> <p>Why are such favourable terms being proposed for Swinburne?</p>	<p>Objection has been noted.</p> <p>Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.</p> <p>A current market valuation report has been completed by independent consultant valuer, Charter Keck Cramer. The assessed value is not published as the decision Council intends to make is unknown and, depending upon the decision, publication could compromise Council's commercial interests. In addition, applying the square metre value of the Property to the 37 parking spaces offered by Swinburne this equates to \$4,287,317 for the land alone. Council has the opportunity to replace the parking used by the public at the Serpells Lane car park, respond to the concerns raised by traders about having funded the access lane and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale. Selling direct to Swinburne would</p>

Submission	Copy of submission text	Officer comment
		also negate any obligation to pay Windfall Gains Tax (“WGT”) as well as remove the need for marketing and agency costs.
49	This land should NOT be sold!!	Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new and much needed projects to the benefit of the Boroondara Community.
50	I don't think it should be sold. The car park should be removed, and it should be used for open green space to counter global warming and to improve on physical wellbeing of the area. Most developments occurring in Boroondara lack any open green space and what green space we have is quickly being chipped away by each new development. Burwood Rd is a classical example - wall to wall buildings	<p>The precinct currently enjoys nearby access to open space and community space.</p> <p>It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval.</p> <p>In addition, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
51	I am oposed to the sale of this Council land. I would prefer the council retained the land as it is an asset being close to the station that will increase in value over time. Once its lots, Its lost.	Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community.
52	I just cannot believe, this not going to an Auction or for sale, as we haven't noticed around any who inform the public , we just get told to give our views, when sims clearly the council and Swinburne have been working on this for a while and not the public interest and also to mention that's 16 millions is rubbish, can get way more for that land , any real state will tell you.	<p>In order to comply with the <i>Local Government Best Practice Guideline for the Sale of Land</i>, dated June 2009 (developed by the State Government) any direct negotiation offer received from Swinburne should be more compelling than what Council could obtain through a public sale process.</p> <p>A compelling offer comprises of two elements, price and proposed development outcome.</p>

Submission	Copy of submission text	Officer comment
		<p>The offer from Swinburne is consistent with market value as determined by Council's independent valuer.</p> <p>By requiring Swinburne to enter a Section 173 Agreement, which will be registered on the property title following settlement, Council will be controlling the development outcome on the land to a greater extent than is possible through a public sale process.</p> <p>Council is also securing an additional 37 community car parking spaces which provide not only a community benefit but also adds to the value proposition.</p> <p>Applying a value to the 37 parking spaces offered by Swinburne equal to the purchase offer per square meter equates to an additional value of \$4,287,317 for the land alone. Council has the opportunity to replace the parking used by the public at the Serpells Lane car park and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 at least to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale.</p> <p>Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax ("WGT") as well as remove the need for marketing and agency costs.</p>
53	There is already a great shortage of parking in the area and there are many vacant buildings Swinburne could expand into	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the</p>

Submission	Copy of submission text	Officer comment
		<p>Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%. It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p>
54	<p>This is an incredibly shortsighted proposal that will remove a valuable asset from the Boroondara community.</p> <p>A double story car park with paid parking and a community space up top for markets, arts, engagement will pay for itself and future proof Boroondaras commitment to community. This would enable the potential reduction of on-street parking on Glenferrie road to improve tram access/egress and possibly provide sidewalk dining and enhance the Glenferrie road traders potential.</p> <p>The so-called traffic reports this is based on are a farce I am</p>	<p>If the current weekly return from the site were to be maintained, it would take 35 years to achieve the total return represented by the proposed sale price. With consistent enforcement it is unlikely these returns will be maintained.</p> <p>The precinct already enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn</p>

Submission	Copy of submission text	Officer comment
	<p>astonished that councilors have not placed a higher bar for evidence to support removal of a valuable community asset.</p> <p>Please do not sell off the Serpells Lane car park. There are much better options which could provide revenue and enhancement benefits across the local area.</p>	<p>Community House. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>

Submission	Copy of submission text	Officer comment
55	I am opposed to any sale of the Serpells Lane carpark , especially if it results in a push to build a multi-storey carpark in the Liddiard St/Park St Carpark .	Opposition to the sale of Serpells Lane car park site is noted. The Glenferrie Place Plan includes a proposal for a multi-level parking facility accessed from Park Street. This facility is proposed to replace on-street parking on Glenferrie Road that may be displaced to enable streetscape upgrades in future. The facility on Park Street is not directly related to the Serpells Lane car park site.
56	This parking is essential for the students. As there are not enough parking spots around the university.	It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise. Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University. Short term parking is available on both Glenferrie Road and Burwood Road for pick up drop off purposes.
57	Absolutely not, the car park is so beneficial to students attending classes on campus it would be so ridiculous to get rid of it	It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise. Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University. Short term parking is available on both Glenferrie Road and Burwood Road for pick up drop off purposes.
58	No way do i want this car park gone. I park here twice a week for uni and it's the most convenient car park to get to all my classes.	It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise. Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University.

Submission	Copy of submission text	Officer comment
		Short term parking is available on both Glenferrie Road and Burwood Road for pick up drop off purposes.
59	<p>I do not support this idea at all. I do not know where councils research into carparking in this area is done, but vast majority of the carparking is 1 or 2 hour parking on the streets or parking areas. The limited places that are long enough for workers in the area, who often do not have time to come out and move their cars every 1 to 2 hours are limited to where they can park already. As a person who works at the community center for a childcare center, and struggles to deal with finding parking that is long enough and pay almost \$7 per day for parking which is ludicrously expensive for a childcare worker, or risk a parking fine all the time because the workers in my center have been told that we need to leave the carpark to avoid a parking fine, which means leaving children inadequately supervised to adhere to a ridiculous parking rule, in a zone that only gives a large childcare center 10 parking permits for over 50 staff, or park in a car park consistently at capacity. Removing more parking will force those cars to compete with the limited space my colleagues and I face on a day to day basis. Council should be finding a way to increase parking in the Glenferrie area, or changing parking rules within the area to allow for more longer term parking, not reducing availability to make a quick bit of cash.</p>	<p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3 hour limit applies and is not suitable for long term parking.</p> <p>Long term parking is available in the precinct at the following locations.</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies). <p>Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
60	<p>I strongly object to the proposed sale of the Serpells Lane, Hawthorn. My opposition stems from several impacts this sale will likely have - on the surrounding property and the Hawthorn community as a whole.</p> <p>Firstly, I am concerned about the potential loss of open space. Parking lots, while not generally perceived as green or public spaces, often become temporary arenas for community happenings or children's outdoor activities. The absence of this space could limit these</p>	<p>The precinct already enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House. That said, Swinburne have stated that in addition to various educational uses, the Property would also</p>

Submission	Copy of submission text	Officer comment
	<p>opportunities.</p> <p>Secondly, I fear an increase in parking issues. As a local resident, I know our area's ongoing parking strain. This lot has provided relief for visiting shoppers, commuters and locals alike. Selling it off will only exacerbate this issue, leading to congestion on nearby residential streets and making life harder for existing residents.</p> <p>Additionally, another primary concern is the effect on property values and the living environment of the surrounding properties. Depending on the proposed use of the land post-sale, it could bring about problems like overshadowing or overlooking that detract from my property's value and reduce privacy. For instance, if the land is sold off for high-density development, it could lead to increased noise, traffic and reduced feeling of spaciousness, all of which would inevitably negatively impact the comfort of my life and others in the community.</p> <p>From the perspective of the wider Hawthorn community, selling a public asset may set an alarming precedent. Once sold, this public land is gone forever and relinquishes community control over a share of local land resource. This could lead to a gradual erosion of public spaces, critical for community well-being and fostering social cohesion in Hawthorn.</p> <p>The environmental impact, albeit indirect, cannot be discounted either. If the sold land is developed into a built space, the urban heat island effect increases, exacerbating our local microclimate. Furthermore, parks and open spaces are crucial in supporting urban biodiversity. This sale might compromise the ecological harmony of our neighborhood.</p> <p>Lastly, the concession of public lands to private interests raises</p>	<p>include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>Issues such as any potential overlooking are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a Section173 Agreement requires Swinburne to submit a concept plan to Council prior to commencement of development which demonstrates compliance with its requirements.</p>

Submission	Copy of submission text	Officer comment
	<p>questions about the democratic process and general inclusion. The community should be included in any decisions regarding the sale and use of public spaces. As members of the community, our voices need to be heard and considered in any decision-making process.</p> <p>In conclusion, the detrimental effects of selling Serpells Lane far outweigh any short-term financial gain. I urge the Council to reconsider its decision, considering the best interests of residents and the Hawthorn community. We should avoid any irreversible actions that might lead to the disintegration of our community fabric and erode the qualities that make Hawthorn a desirable place to live.</p> <p>To ensure long-term community well-being and sustainability, we must prioritise public space preservation, support sensible parking solutions and encourage community involvement in local government decisions. Once a public asset like the Serpells Lane parking lot is sold, it is gone for good, and so are the numerous benefits that come with it.</p> <p>I and other residents look forward to hearing the Council's reflection on our concerns. Certainly, the well-being of residents should take precedence in any decisions affecting the community. At the very least, the Council should engage in comprehensive consultation with the local community before making a final decision. The Hawthorn community does not just need more buildings; we need more spaces that foster community spirit and keep Hawthorn liveable.</p>	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p> <p>In considering a sale to Swinburne, there is no statutory requirement for Council to advertise a public notice and invite submissions consistent with section 114 of the Local Government Act 2020. This as a sale to Swinburne would be exempt under section of 116 of the <i>Local Government Act 2020</i>. However, given the way that the proposed sale process has been described in the decision to commence the project in July 2022, as well as during the planning scheme amendment C385boro rezoning process, there is an expectation in the community that there would be an opportunity to lodge submissions with Council for consideration before a decision is made to sell the Property. This occurred to anticipate the possibility that Council may resolve to sell the Property on the open market. That said, community engagement has now occurred over a two week period. This included:</p> <ul style="list-style-type: none"> • Letters sent to all immediately adjacent property owners and occupiers. • Direct email to those who registered their interest through the planning scheme amendment C385boro process. • Public Notice on Council website. • Four (4) corflute signs installed on site with information and QR codes linking to Council's webpage. • Dedicated project webpage on Council's Engage platform that contained previous reports, consultant's findings as well as invited submissions. <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p>

Submission	Copy of submission text	Officer comment
61	<p>I have just purchased an apartment at 377 Burwood Road, Hawthorn. My building looks directly over the proposed sale site. As a first homebuyer and a single young woman living alone, one of the major draw cards to buying this apartment was the privacy. There are no buildings that look directly into my apartment, and so I do not have to live with the fear of someone looking in on me, or tracking my movements so that they can invade my house or my person. Putting a building in where the car park is currently would compromise this, and if Swinburn conduct classes from this building, it means that people will constantly be looking in on me. I believe this is a very real threat to my safety and my ability to live independently as a young woman alone.</p> <p>In addition, the purchase price, for which I literally just bought this property, was inclusive of the unimpeded view from my apartment out up into Kew. There was no indication or suggestion from the council information included in the contract of sale that the car park was to be put up for sale. If I had of known, I would not of purchased this property as the idea of having people look in on me is distressing.</p> <p>Also, in the short time that I have lived here, I have been majorly inconvenienced by the amount of construction between Glenferrie Road and Serpells Lane. There is a huge amount of construction happening through Serpells lane currently with deep drilling, constant loud noise and difficulties getting in/out of my building's car park. The apartment building at 367 Burwood road only just finished construction on their facade, and we have been advised of Asbestos removal and construction on the old Telstra Exchange at 365 Burwood Road. To add another large scale construction project in this small block would significantly take away from the quality of life of residents in this building.</p>	<p>Issues such as any potential overlooking are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a Section 173 Agreement requires Swinburne to submit a concept plan to Council prior to commencement of development which demonstrates compliance with its requirements.</p> <p>Council publicly reported the beginning of the Serpells Lane Strategic Property Project in July 2022. Since that time, there has been steps of engagement with the community through the related planning scheme amendment as well as the Glenferrie Place Plan.</p> <p>Development in the precinct is ongoing, notably nearby at 393-397 Burwood Road and at the operational Telstra building. Development is temporary in nature.</p> <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities. To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future. A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p> <p>The precinct currently enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Community use is</p>

Submission	Copy of submission text	Officer comment
	<p>The car park is currently full every morning, with commuters and Swinburne students. My friends and family and trade's people park there when coming to my apartment. Swinburne have a number of buildings already, with students at night being disruptive and loud as they wander around campus with no regard for the residents here. The disruption from the train line is already loud and disturbing enough, without adding in more direct construction right there.</p> <p>I am literally begging you to rethink this sale. It would distress, upset and disappoint me so much I would feel the only option is to sell and move house.</p> <p>If the council really feels that the space is under-utilised, why not transform it into a green space? It would compliment the town hall and the art gallery that are on the other side of Burwood Road. But please do not sell the land to Swinburne, or to any other developer. PLEASE!</p>	<p>available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
62	<p>This is an asset which should be developed by the Boroondara Council. It is a safe and essential pick-up and drop-off point for students using public transport. Once the asset is sold, it is gone for good. Based on previous experience, the revenue generated by the sale will just be squandered on non-essential developments which would otherwise not be funded. Far more detail is required on what will be done with all the revenue.</p>	<p>The provision of rail commuter parking is a State Government responsibility.</p> <p>There are no short term parking bays in the Serpells Lane car park for pick up drop off purposes.</p> <p>Opportunities for train commuter pick up and drop off purposes exist within the precinct, including the short term parking bays on Glenferrie Road and the one hour spaces along Burwood Road.</p> <p>Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable</p>

Submission	Copy of submission text	Officer comment
		investment in new projects to the benefit of the Boroondara Community.
63	Council should not sell the land. It should be Devi to something useful for the community. Like a well shopping centre. Do not sell it the residents will oppose it. Once it's gone it's gone for ever!	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p>
64	If we sell this space to the Swinburne University where do need us park the car during pickup and drop off . Do you think Swinburne University student will be able use this parking by paying money ?	<p>It is considered that the Swinburne multi-deck car park provides an alternative parking place for Swinburne students (fee applies), should the need arise.</p> <p>Students are also strongly encouraged to use excellent public transport services in both train and tram services to access the University.</p> <p>Short term parking is available on both Glenferrie Road and Burwood Road for pick up drop off purposes.</p>
65	i live in the unilodge building next to serpells lane, it's essential for there to be car parks as that's where my family parks when they visit. the proposed plan by swinburne may impact the private exit we have into serpells lane as well	Visitors to the student accommodation building can access other local parking options, including the nearby rear of the Hawthorn Arts Centre ticketed car park (77 spaces - fee applies) which is unrestricted between 4pm and 8am.

Submission	Copy of submission text	Officer comment
		Access into the car park for 377-383 Burwood Road will be maintained.
66	Don't sell it to Swinburne.	It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.
67	<p>The space should be redeveloped into a community space that includes green space. Parking could be also retained on a lower level, but with a piazza adjoining Glenferrie station. The opportunity to have such land and incorporate it into the station precinct will never come again if sold.</p> <p>Another large building will only further harden the environmental and create more wind tunnels.</p>	<p>The precinct currently enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
68	<p>I am not in favour of the current proposal, because it does not care about the health of Glenferrie unlike the council's huge ongoing investment and care for the Camberwell shopping centre precinct:</p> <p>a) Council states its intent to withdraw the funds from the sale for other purposes not of any apparent benefit to Glenferrie - "realising a return on this underutilised asset to enable investment in new projects to the benefit of the Boroondara community"</p> <p>b) The sale proposes to replace over 80 currently available car parks with only 37 car parks available to Glenferrie users and shoppers. The 37 number is based on inadequate traffic studies, whose outcomes</p>	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>a) Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined</p>

Submission	Copy of submission text	Officer comment
	<p>are influenced by the council lack of action on the Glenferrie Place Plan which has held back the development of Glenferrie. So I say that the reference to only 37 parking places is a misrepresentation and does not represent thoughtful urban planning</p> <p>c) The council has been extraordinarily slow in progressing the Glenferrie place plan - with years of planning documents, but no real action 2 deal with the known challenges in the Glenferrie area retail strip, including the seedy, unsightly area around the railway bridge, lack of action in relation to improved pedestrian walkways, or creating plazas and open space, all of which are contributing to the notable increase in vacancies in Glenferrie when compared with the council-supported Burke Road Camberwell precinct</p>	<p>through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable investment in new projects to the benefit of the Boroondara Community.</p> <p>b) To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park. The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces. Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%. It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>c) Council has undertaken an additional round of consultation with the community on the Draft Glenferrie Place Plan in early 2023 following the withdrawal of Federal Government funding for the Commuter Parking Project and to consider additional community feedback. The final Glenferrie Place Plan is scheduled for Council adoption in November and implementation of the project will then formally commence.</p>

Submission	Copy of submission text	Officer comment
		It is acknowledged that the State-owned land and properties around Glenferrie Station are in great need of renewal. Since 2020, Council has been strongly advocating to the State Government and their agencies (e.g. VicTrack) to address these issues. Although the State has been slow to respond to these issues, Council is continuing to actively work with these agencies and other precinct stakeholders to prepare for future improvements to benefit the Glenferrie precinct.
69	I am against it	It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.
70	Stop the sale and end this madness. You are killing small business's right to survive and thrive.	The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities. To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.
71	I object to the sale	It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public

Submission	Copy of submission text	Officer comment
		car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.
72	No, dont sell. This is valuable parking space for the community to service the local traders. Once sold, it had gone. The Boorandara Council doesn't need the money.	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p> <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p>
73	No more land grab from uni	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p>

Submission	Copy of submission text	Officer comment
74	<p>Concerned about losing the car park as parking is already premium in Hawthorn</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
75	<p>I live in Hawthorn and use this car-park frequently. I have also previously studied at Swinburne.</p> <p>Glenferrie Road shopping precinct is in decline and desperately needs parking space. Please do not sell this very important facility.</p> <p>The area is overdeveloped and we do not need another high rise in the area. There is a shortage of parking places and the Council does not have proper plans to increase. Their audit says only Uni students use car park which is NOT TRUE.</p>	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p>

Submission	Copy of submission text	Officer comment
	<p>Furthermore we must preserve the trees and the wildlife that makeup Serpells Lane car park. Please do not get rid of this open space with beautiful trees. Hawthorn should not become flooded with high rise buildings. PLEASE PRESERVE FOR THE BETTER OF THE COMMUNITY THANKYOU PLEASE</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>The precinct currently enjoys nearby access to open space and community space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>

Submission	Copy of submission text	Officer comment
76	<p>Carparking is scarce in Hawthorn. Ease of parking is a key attraction. Having 100% usage does not provide ease of parking. 80% usage means that people will be able to find parking as needed quickly. Put this plan in conjunction with the plans to lose parking in Glenferrie road then impacts to local business becomes massive.</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
77	<p>Council must reject the offer by Swinburne. Residents need all the car parking spaces available serving station and Glenferrie Rd, especially when tram 'super stops' will delete 80 or so 'on street' spaces in future. Make Serpells Lane car park like nearby ones with 1st hr free. Rule of 'adverse possession' does not apply to car parking - just because Swinburne 'squatted' on most of those 89 spaces for years, (due to council non-policing of regs), crowding out residents and commuters, does not justify saying only a few public spaces would be lost : 89 will be lost.</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from</p>

Submission	Copy of submission text	Officer comment
		<p>Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
78	Please don't sell to developers, we need this parking, not more apartments	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p>
79	<p>There is so little parking available around the University and Glenferrie shopping precinct, by removing parking and replace with a high rise building is appalling. Where are people to park cars for shopping purposes. Businesses are struggling as it is ,without council removing carparking.</p> <p>It is also important not to increase building the density because of the effects on flood plains, heat sinks and the trees and birds in the area.</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from</p>

Submission	Copy of submission text	Officer comment
		<p>Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>It is noted that Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>
80	I do not want another development in the area.	<p>Development is ongoing and Council plays an important role in guiding it. As a part of this, the Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities. To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p>

Submission	Copy of submission text	Officer comment
81	<p>I don't think as traders on Glenferrie Road we can afford to lose anymore parking spaces, many of our customers struggle to find parking which in turn results in loss of income for us as our customers can't park anywhere thus not coming into our establishment. Also as a student at Swinburne I know first hand that the lack of 'free' parking in the area makes it harder for students please do not make it harder than it already is.</p>	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
82	<p>I am not sure this is the best idea. To take more car parks away.</p>	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p>

Submission	Copy of submission text	Officer comment
		<p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
83	it's a terrible idea, we need to retain all the public parking spaces we currently have in the area	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed</p>

Submission	Copy of submission text	Officer comment
		Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.
84	I'm against the sale of the car park	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.</p> <p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
85	It should not be sold	It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.

Submission	Copy of submission text	Officer comment
86	<p>I believe that this process is completely disingenuous.</p> <p>The site was tested some four years ago to test the ability of the ground to be used as a site for a 10 storey building for Swinburne University. This information was provided by the worker operating the drill at the time.</p> <p>This suggests that Council and Swinburne have long planned to do this project and that this consultation is merely serving to 'tick a box'. Whilst Swinburne has made an offer of \$16m, has the Council sought other offers for the property?</p>	<p>Council commenced the Serpells Lane strategic property project in July 2022 which included commencing the proposed rezoning of the land. During this process Council was approached by Swinburne with an offer to purchase the Property.</p> <p>In 2019, Swinburne undertook Geotechnical and soil testing on the Serpells Lane car park. This was not related to Council's strategic property project.</p> <p>In order to comply with the <i>Local Government Best Practice Guideline for the Sale of Land</i>, dated June 2009 (developed by the State Government) any direct negotiation offer received from Swinburne should be more compelling than what Council could obtain through a public sale process.</p> <p>A compelling offer comprises of two elements, price and proposed development outcome.</p> <p>The offer from Swinburne is consistent with market value as determined by Council's independent valuer.</p> <p>By requiring Swinburne to enter a Section 173 Agreement, which will be registered on the property title following settlement, Council will be controlling the development outcome on the land to a greater extent than is possible through a public sale process.</p> <p>Council is also securing an additional 37 community car parking spaces which provide not only a community benefit but also adds to the value proposition.</p> <p>Applying a value to the 37 parking spaces offered by Swinburne equal to the purchase offer per square meter equates to an additional value of \$4,287,317 for the land alone. Council has the</p>

Submission	Copy of submission text	Officer comment
		<p>opportunity to replace the parking used by the public at the Serpells Lane car park and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 at least to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale.</p> <p>Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax ("WGT") as well as remove the need for marketing and agency costs.</p>
87	<p>Unsatisfactory. As an older person wishing to make short rail journeys to my doctor in Melbourne CBD, the free car parking was a necessity. It is an ordeal to walk to the railway station, especially on a hot or wet day. The parking is now too expensive so my options will be severely limited.</p>	<p>The provision of rail commuter parking is a State Government responsibility.</p> <p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Long term parking is available in the precinct at the following locations.</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies).
88	<p>Completely against this sale of land. The Serpells lane carpark was a big draw card for purchasing my apartment which backs onto the carpark. The selling and over-development of this land will likely lead to myself and many other residents losing our only source of natural</p>	<p>The interface with adjacent apartments are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a Section 173 Agreement requires Swinburne to submit a concept</p>

Submission	Copy of submission text	Officer comment
	<p>light. Given council had been proposing that more car parking was required in the area it is absurd that it is now selling off a car park - this is about money, not community benefit.</p>	<p>plan to Council prior to commencement of development which demonstrates compliance with its requirements.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct.</p> <p>At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%. It is noted that Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
89	<p>I am very concerned about the loss of this car park. Since the council has introduced paid parking for three hours it is not being utilised as much by I suspect students. This timeframe allows people to use it for quick trips to the city medical appointments etc, shopping in Glenferrie and also the Lido - which cannot be supported by the other car parks which are only two hours.</p>	<p>Before paid parking, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Long term parking is available in the precinct at the following locations.</p>

Submission	Copy of submission text	Officer comment
		<ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies).
90	I don't agree with selling land in Serpells Lane, Hawthorn to Swinburne University.	It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.
91	Car parking around the general area of Serpells Lane is ludicrous. During schooling semesters it is near impossible between 10am-2pm to find a car park within 4 blocks, let alone the limited parking time of 1 or 2 hrs making it near impossible for students and employees of adjacent businesses to work without getting fines. Which of, the council takes full advantage of knowing this. To say there are 200 available car spaces in the wider Hawthorn area is irresponsible to the immediate Serpells Lane area. 39~ additional car spaces will NOT be adequate, let alone the increased influx of students Swinburne could then enroll with a new multi-level building. Council employees do not understand the parking issue in the area as they have all day parking permits.	<p>To understand the impact on parking in the precinct, should the Property be sold, Council completed two traffic analysis reports on the usage of Serpells Lane car park.</p> <p>The December 2022 report indicates that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p>

Submission	Copy of submission text	Officer comment
		<p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Long term parking is available in the precinct at the following locations.</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies). <p>Swinburne have offered an additional 37 spaces within the precinct Council are seeking to secure in the proposed Section 173 Agreement.</p> <p>Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
92	<p>I am opposed to the proposed sale. I am a regular user of this car park to access medical clinics and shops around Glenferrie. At peak time, off street parking can be tricky to find and the allowed time limited. This car park is easily accessible, has extended allowed time and at a great location.</p>	<p>It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Long term parking is available in the precinct at the following locations.</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee).

Submission	Copy of submission text	Officer comment
		<ul style="list-style-type: none"> • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies).
93	<p>If this carpark is not here, how are you going to provide accessible parking access to the station? This is the only relatively accessible parking for those with mobility issues. The other carparks are much further away. Would there be a restriction on height and density of what Swinburne erect there? Why not something that really benefits the community like a park?</p>	<p>The provision of rail commuter parking is a State Government responsibility. That said, accessible parking exists in all Council car parks including the Hawthorn Arts Centre car park directly opposite the Serpells Lane car park and the Wakefield Street car park.</p> <p>Density and height are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a S173 Agreement requires Swinburne to submit a concept plan to Council prior to commencement of development which demonstrates compliance with its requirements</p> <p>The precinct currently enjoys nearby access to open space and community space. Community use is available within 100m of the Property at the Hawthorn Arts Centre and within 300m of the Hawthorn Library and Hawthorn Community House. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p>

Submission	Copy of submission text	Officer comment
94	Do not sell the land, leave it as a way for people to shop local. Given our PT is not yet accessible, the carpark allows those who find PT difficult to still access Glenferrie. Adjacent apartments will also suffer if the land is developed.	<p>Opportunities to park remain within the precinct. Council will also consider future car parking as part of the implementation of the Glenferrie Place Plan.</p> <p>The Glenferrie precinct is well serviced by public transport.</p> <p>The interface with adjacent apartments are matters to be considered through the development process and will be addressed at the appropriate time. As part of the proposed sale, a Section 173 Agreement requires Swinburne to submit a concept plan to Council prior to commencement of development which demonstrates compliance with its requirements.</p>
95	I don't think this will add to public amenity and will only increase congestion on our roads. It's hard enough to move around the suburb as it is, the more major developments we have the worse it gets. Things aren't being managed well enough as it is	<p>Amenity is made of a number of elements. The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through amenity improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>In terms of new development, Council is obliged to plan for population and employment growth in Boroondara, consistent with other Councils across Victoria. Glenferrie is a Major Activity Centre with excellent access to shops, services and public transport and is therefore a suitable location for new residential and commercial development.</p>

Submission	Copy of submission text	Officer comment
96	Council are only considering this to make money. The 200 'surplus' carspots is a moment in time snapshot and does not allow for future growth. The retailers in the Glenferrie shopping precinct rely on the carpark for customers, and depend on this future growth. Do not sell off the community assets. They are for community and not Swinburne University who will develop the site.	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.</p> <p>A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p> <p>Council will continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.</p>
97	I am a concerned local resident who understands that you have on previous occasions attempted to obtain support for an underground car park off Liddiard street on the pretext of need for the area, yet you support selling off an asset to an already dominant occupant of the Glenferrie area which will ensure Swinburne's growth and no doubt lead to their increased parking requirements. Is this a ruse to return to attempts to build multi-rise car parking which will ultimately destroy the cottage lined character of Liddiard Street and immediate surrounds?	The Glenferrie Place Plan proposes a new multi-level parking facility on Park Street. This facility will provide replacement parking to enable streetscape upgrades to Glenferrie Road streetscape to provide wider footpaths, safer pedestrian crossings, new street tree planting, public seating and outdoor dining. The Park Street parking facility is not directly related to the Serpells Lane car park.
98	<p>I strongly oppose the sale of this land to Swinburne University. My rationale is as follows:</p> <ul style="list-style-type: none"> - this is accessible to wheelchair/disabled people. There is direct access and a ramp for disabled people from the carpark in question to the railway station. This is not available at any nearby access point to the station. - The safety of our young people, the elderly, the disabled, and all other residents is paramount and has been overlooked. Parking at the station provides a level of security for the elderly, young, diverse and disabled people to park safely and transfer to the station. This in turn encourages the sustainability of public transport, support all 	<p>Objection is noted.</p> <ul style="list-style-type: none"> • The provision of rail commuter parking is a State Government responsibility. That said, accessible parking exist Council car parks including the Hawthorn Arts Centre car park directly opposite the Serpells Lane car park and the Wakefield Street car park. • Prior to the introduction of paid car parking, the car park was at capacity, typically 8am to 9pm with little turnover and high levels of overstaying. With the paid car parking, site inspections on a number of occasions at different times of the

Submission	Copy of submission text	Officer comment
	<p>community to access public transport, and thereby encourages and enables the community to participate and engage in both the community and further afield - eg MCG, City, parks, etc.</p> <p>- you quote that the "majority of carparks are used by Swinburne staff / students". This is because they get there earlier than other people. This space is a Boroondara car park - not that for the staff and students of Swinburne. It is a car parking space for the residents of Boroondara to use - not the Swinburne community. Many, many more local residents would use this space for car parking if it was not monopolised by Swinburne. This space should have time limits to reduce it being used by full time staff/students; and more available to those using it for accessing the railway station.</p>	<p>day have confirmed that parking is readily available. It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies and is not suitable for long term parking.</p> <ul style="list-style-type: none"> • Changing the times allowed may simply result in the car park becoming less attractive to use. Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan.
99	<p>Engage submission</p> <p>I am opposed to the disposal of public land and particularly in this precinct where its disposal will reduce parking options and remove potential use of the land for public purposes</p> <p>In short it should not be sold but retained for public use</p> <p>Email submission</p> <p>I wish to object to this proposed sale</p> <p>The grounds for objection include:</p> <ul style="list-style-type: none"> • Public land is a scarce resource - its disposal should almost never occur and certainly not in a strategic location such as Glenferrie • The loss of this site will preclude future public use options for this site of which many creative uses could be developed • The money proposed to be raise for this site appears to be absorbed by Boroondara with no return whatsoever for Glenferrie - this is a lose-lose for this area 	<p>The objection is noted.</p> <ul style="list-style-type: none"> • It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions. • Council Officers have formed the view that the Property is underutilised and divesting from it can enable investment in new projects to the benefit of the Boroondara Community. • Any revenue received as a result of a sale will add to Council's surplus. How these funds are used would be determined through the development of future budgets, noting that one of the objectives of the Serpells Lane strategic property project is to achieve an optimal commercial return for the Property to enable investment in new projects to the benefit of the Boroondara Community. Glenferrie is a part of the Boroondara Community. • The Glenferrie Place Plan proposes a new multi-level parking facility on Park Street. This facility will provide replacement parking to enable streetscape upgrades to Glenferrie Road streetscape to provide wider footpaths, safer pedestrian

Submission	Copy of submission text	Officer comment
	<ul style="list-style-type: none"> The argument that there is spare parking capacity within the vicinity is disingenuous given the continual argument by Boroondara for the need for more parking capacity and its previous support for a multi deck parking facility behind Glenferrie Road - this use of the reverse argument that parking spaces are in surplus is an embarrassing Pinocchio moment for Council officers to argue this proposition 	<p>crossings, new street tree planting, public seating and outdoor dining. The Park Street parking facility is not directly related to the Serpells Lane car park.</p> <ul style="list-style-type: none"> A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary. In addition to this Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan. For example, to enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking would need to be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future. The former Commuter Car Park proposal focused on long term parking for commuters as distinct to short and medium term parking for shoppers and visitors. The Serpells Lane car park is not a long term car park and is restricted to 3 hours. The parking assessment shows that there is capacity at the peak to absorb the loss of the Serpells Lane car park with at least 200 spaces available in other car parks in the centre. At other times, a greater level of parking is available.
100	Please don't reduce car parks in park st and sell off the other car park. Don't make it harder to shop in glenferrie rd	The Glenferrie Place Plan proposes a new multi-level parking facility on Park Street. This facility will provide replacement parking to enable streetscape upgrades to Glenferrie Road streetscape to provide wider footpaths, safer pedestrian crossings, new street tree planting, public seating and outdoor dining. The Park Street parking facility is not directly related to the Serpells Lane car park.

Submission	Copy of submission text	Officer comment
101	<p>Engage submission</p> <p>No, stop the incidious expansion of Swinburn.</p> <p>Email submission</p> <p>I read in the Herald Sun that negotiations are underway to sell a Boroondara public asset to Swinburne University. I have also read the Council website notes.</p> <p>As a nearby older resident, that uses that car park considerably as my local shopping centre, there is already enough difficulty in getting a car park near where my most visited shops are.</p> <p>Additionally, I strongly suggest to you that such a public asset, used many times during the day by locals, be turned over to students that will have longer term usage. That alone suggests that student convenience limited to a few during the day, is valued higher than the convenience and need of short term resident parkers whilst shopping. Further, while you may well believe that you have the carriage of management and sale assets in the area, can I point out that these are the assets of resident rate payers and should not be sold especially to a university.</p> <p>Swinburne is a poor neighbour in this area. It has been and will continue to be a poor neighbour for years I suspect so it should be your duty to protect resident rate payers rather than compromise them. The University has for years been compromising that corner of Glenferrie with the impact of street closures, the generation of street filth by students, it's complete arrogance towards local residents concerns, insidious transformation of housing from residential to student ghettos and the transformation of shopping and streets capes. I urge you to represent rate payers not capitulate to an institution that has outgrown its site. There are other less intrusive sites in the City that could be better utilised for sale in less intense usage areas.</p>	<p>Swinburne have highlighted that as their student population grows, it will need more spaces for various educational, research, and associated purposes.</p> <p>Other car parking opportunities exist within the precinct. These include:</p> <ul style="list-style-type: none"> • Ticket parking in the Hilda Crescent car park on the corner of Hilda Crescent and Linda Crescent (41 spaces - fee applies). • Lynch Street (168 spaces - no fee). • Swinburne Multi Deck Car Park located in Wakefield Street and open to the public from 6am to 1am all days (564 spaces - fee applies). • Glenferrie Centre rooftop ticketed car park (56 spaces - fee applies). • Rear of the Hawthorn Town Hall ticketed car park (77 spaces - fee applies). • Various on street opportunities. <p>It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i>. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; 2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus.

Submission	Copy of submission text	Officer comment
		<p>and may include:</p> <ul style="list-style-type: none"> 3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate; 4. Retail offerings for students, staff, and visitors. <p>It is also proposed that the Section 173 agreement require the additional 37 public parking spaces proposed by Swinburne be retained and available to the public either at the site or another site as agreed by Council. The 37 spaces proposed is in excess of the 29 parking spaces in the Serpells Lane car park which our surveys reveal are not used in connection with Swinburne University.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision. Land transactions include sales and acquisitions.</p> <p>Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p>
102	<p>I do not agree with the sale of this car park by council . The spin about its usage at present is a carefully structured statement to justify the sale.</p> <p>The council can change the times allowed for parking to better utilise the car park with greater turnover of the parking places .</p>	<p>The objection is noted.</p> <p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities. Information used to inform decisions on the Serpells Lane car park has come from reports undertaken by independent traffic consultants.</p>

Submission	Copy of submission text	Officer comment
	I ask that you vote against this proposal	It is noted that the Serpells Lane car park is a medium term paid car park where a 3-hour limit applies. Changing the times allowed may simply result in the car park becoming less attractive to use. Council will also continue to consider future car parking as part of the implementation of the Glenferrie Place Plan. For example, to enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.
103	I am bewildered that the council would sell the car park, considering there is a shortage of car parks for shoppers in the area, I own the barber shop which leads to the car park which a majority of our clients use when they come to have their hair cuts, after speaking to other traders within the vicinity they also believe this will have a negative impact on business. I understand the council's position but the council should be encouraging business growth rather than placing obstacles in the way and by selling the car park this will have a negative impact to all businesses in the close proximity. I strongly disagree with the sale of the car park.	<p>The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking will be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>A Traffic and Carparking Assessment undertaken on the Serpells Lane property concludes that there is sufficient capacity in public car parking within Glenferrie to absorb the loss of the Serpells Lane car park and its replacement is not necessary.</p>
104	Engage submission Public Land, no need to be sold, needed for Rate payers and traders.	The Serpells Lane car park is owned by Council. This valuable asset is currently underutilised as a carpark. It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.

Submission	Copy of submission text	Officer comment
	<p>Email submission</p> <p>We are writing to express our serious concerns with the proposal that Boroondara Council is currently intending to sell the Serpells Lane car park site to Swinburne University.</p> <p>The Serpells Lane car park is a valuable public asset under the management of the Boroondara Council. It provides important street level parking for the Boroondara residents and those who work, study and shop in the Glenferrie / Burwood Road precinct and to those who access the precinct through Glenferrie Station.</p> <p>The Serpells Lane car park is of vital importance to our members and their businesses.</p> <p>By the early 1960s road access to the public car park was difficult and Glenferrie/Burwood Road traders approached the Council and an arrangement was made under which the traders agreed to fund the acquisition of what is now Serpells Lane through a special rate levied on traders on Glenferrie/Burwood Road Hawthorn, to ensure ongoing road access to the site. Given that Serpells Lane was acquired at the traders' initiative, using their funds, it would appear that while the Council is the registered legal owner of the land, it is not the beneficial owner.</p> <p>Further, having entered into this arrangement with Glenferrie/Burwood Road traders under which traders provided the substantial funding needed to acquire Serpells Lane for the express purpose of ensuring ongoing vehicular access to the car park, we are bewildered that the Council now believes that is entitled unilaterally to essentially withdraw from that arrangement and to sell the car park site.</p> <p>The traders of the day that agreed to fund the acquisition of Serpells Lane entrusted the Council to maintain Serpells Lane and the attached car park for the benefit of traders and businesses and did not encumber the sites with any restrictive covenants. The proposed sale of Serpells Lane car park is a betrayal of trust.</p>	<p>Council's findings relating to the car park show that car parking demand could be accommodated within existing car parking areas in the Glenferrie precinct. Not including the Serpells Lane car park, there are 1551 off-street public car parks in the Glenferrie precinct. At the Glenferrie precinct's most busy period, which is between 11am to 2pm, typically up to 80% of the precinct's entire car parking capacity is filled. That leaves just over 200 spaces available across the precinct - which more than offsets a loss of parking from Serpells Lane car park. At non-peak times, there would be even more available spaces.</p> <p>Before the introduction of paid parking in May 2023, Swinburne University motorists made up 64% of car park users, and after the introduction of paid parking this increased to 68%.</p> <p>The land comprising the Serpells Lane carpark was purchased by Council over time, with all but the laneway access to the site being acquired by Council between 1905-1938. The laneway access land was purchased in 1968 using separate funding provided by traders and is not proposed to be sold. The car park comprises a total of 2,908m² of which the adjoining laneway totals 286m² or 8.9% of the total site. Additionally, there are no parking spaces on the land acquired using trader funds. The traders are claiming they accrue rights through their separate scheme payments which concluded in 1982.</p> <p>Council's legal advice confirms the traders have no proprietary interest in the land and it would be difficult to successfully claim such rights exist. At most, the possibility of a public purpose trust arises which means that Council has no legal liability to traders but any risk is proposed to be mitigated by providing some additional parking in the vicinity. It is considered the offer by Swinburne to make an additional 37 spaces available for community use in its car park will mitigate any risk. Delivery of this outcome is best achieved</p>

Submission	Copy of submission text	Officer comment
	<p>Additionally, in the event that Council disregards the historical commitment to Glenferrie/Burwood Road traders and businesses and pursues the proposed sale of such a valuable public asset directly to Swinburne University, the Council must consider due process. The proposal to sell directly to Swinburne University does not test the market using an open auction or tender process, which seems extraordinary and is hard to reconcile with the duties Council owes to Boroondara rate payers. The Department of Planning and Community Development Best Practice Guideline for the Sale, Exchange and Transfer of Land says (at page 7) that:</p> <p>Councils should ensure that land is offered for sale in a manner that will ensure the maximum price is achieved while protecting both the council and the public interest.</p> <p>The lack of transparency around the current process makes it difficult for rate payers to be confident that the public interest is being properly protected or that the real value of this asset will be realised. We seek your urgent intervention to ensure that the current proposal to sell does not proceed. We hope that the issues we have raised are properly and transparently addressed.</p>	<p>by including the offer made by Swinburne in the proposed Section 173 Agreement.</p> <p>Any direct negotiation offer received from Swinburne needs to be more compelling than what Council could obtain through a market-led sale process. This requirement is consistent with the <i>Local Government Best Practice Guideline for the Sale of Land</i>, dated June 2009 (developed by the State Government).</p> <p>A compelling offer comprises of two elements, price and proposed development outcome.</p> <p>In addition to obtaining the market value and ability of Council to guide the development outcome through the Section 173 is the securing of additional 37 car parking spaces.</p> <p>If we were to apply the square metre value of the Property to the 37 parking spaces offered by Swinburne this equates to \$4,287,317 for the land alone. We have the opportunity to replace the parking used by the public at the Serpells Lane car park, respond to the concerns raised by traders about having funded the access lane and effectively acquire additional public parking without cost to Council. This takes the value proposition for the site from \$16,000,000 to \$20,287,317 if secured by the Section 173 Agreement as a condition of sale.</p> <p>Selling direct to Swinburne would also negate any obligation to pay Windfall Gains Tax ("WGT") as well as remove the need for marketing and agency costs.</p> <p>Council has clearly communicated the offer from Swinburne and has sought feedback from the community to inform its decision making.</p>
105	Thank you for your letter, regarding the sale of Serpells lane car park area to Swinburne University .	Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader

Submission	Copy of submission text	Officer comment
	<p>Will this car parking site at Serpells lane be developed into a building of any kind, with car parking .</p> <p>I'm an owner at 377 Burwood rd Hawthorn, with my balcony facing the Serpells lane car park . I'm hoping there will be no building developed to block me in .</p> <p>I've recently retired and I've been here for only 7 months .</p> <p>I would like your honest comment to my email .</p>	<p>economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.</p> <p>It is proposed to secure the Swinburne development vision by registering on the title to the Property a Section 173 Agreement under the <i>Planning and Environment Act 1987</i>. Notably, the Key Conditions proposed provides that the development outcome must include one or both of the following:</p> <ol style="list-style-type: none"> 1. State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local visiting researchers; 2. Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus. <p>and may include:</p> <ol style="list-style-type: none"> 3. Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate; 4. Retail offerings for students, staff, and visitors. <p>The above Key Conditions would also require that any development must provide car parking in accordance with the provisions of the Boroondara Planning Scheme.</p> <p>The above development proposals would require Swinburne to achieve a planning permit for building and works, as well as for any use other than education.</p>

Submission	Copy of submission text	Officer comment
		<p>Swinburne would also be required to submit a concept plan to Council prior to commencement of development which demonstrates compliance with the requirements of the Section 173 Agreement.</p>
106	<p>No surprise that northern car park going to Swinburne. Council and Swinburne have been in bed together as long as I remember.</p> <p>Swinburne restricts access to the major activity centre and council goes along with this restricted access.</p> <p>Council has done nothing substantial for Glenferrie road. It is in a poor state.</p> <p>Now they are getting rid of all on road parking.</p> <p>Definite NO to sell ioff of any of the Lidiard parking area. Let's see something positive for Glenferrie Road first. Council could have taken the opportunity for better access under rail line but do nothing. They have hare brained ideas like moving the library. Total unnessary. Council just appear to have \$ signs in their eyes!</p> <p>Hopefully the traders can get thru and over ride some Council stupidity. Burwood road should be a major vehicle access to the Activity Centre however Council remains blind to such connnectivity.</p>	<p>Swinburne plays an important role in our municipality, as an employer, an educational facility and also as a landowner. Council has, and will continue to work with Swinburne towards outcomes that are consistent with our Community Plan vision.</p> <p>Traffic is not restricted to the Glenferrie Activity Centre with the exception of part of John Street which was closed to traffic and restricted to pedestrian use in 1997.</p> <p>Council continues to invest in the Glenferrie precinct. The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm, street greenery and community facilities.</p> <p>To enable streetscape upgrades to Glenferrie Road and associated new street tree planting, some on-street parking would be relocated to a new parking facility on Park Street. This facility provides options for additional public carparking in stages should Council decide that this car parking is required for the activity centre in the future.</p> <p>On street parking will remain within the precinct.</p> <p>It is acknowledged that the State-owned land and properties around Glenferrie Station are in great need of renewal. Since 2020, Council has been strongly advocating to the State Government and their agencies (e.g. VicTrack) to address these issues. Although the State has been slow to respond to these issues, Council is</p>

Submission	Copy of submission text	Officer comment
		<p>continuing to actively work with these agencies and other precinct stakeholders to prepare for future improvements to benefit the Glenferrie precinct.</p> <p>Burwood Road continues to provide important vehicle access to the Glenferrie precinct. The recent green right turn arrows from Burwood Road into Glenferrie Road also facilitate vehicle access and improve the level of safety.</p>
107	<p>I do not want council to sell this land. We do not want or need more building.</p> <p>I need, Hawthorn needs, Australia needs more open space with many many trees and shrubs.</p> <p>Please keep this land for our future generations.</p>	<p>The precinct currently enjoys nearby access to open space. It is noted that the Property is within 300m to both Central Gardens and Glenferrie Oval. That said, Swinburne have stated that in addition to various educational uses, the Property would also include publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.</p> <p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p>
108 Late submission	<p>I am writing to appeal to you to retain Serpells Lane car park as Boroondara Council property. I believe the site is a valuable community commodity and selling the site to Swinburne University would be detrimental to the Glenferrie precinct. Council mentioned in its report that Serpells Lane car park was “underutilised”, however, I feel that this is mainly due to its lack of proper integration with near-by Glenferrie Station and surrounding pathways and shopping arcades.</p> <p>Here is a link to a short video showing a 3-D rendered vision for exactly how the car park could be better integrated into the surrounding transport and laneway hub. This design possibility would increase awareness of the car park and encourage more use by</p>	<p>It is necessary for Council to transact property in order to best serve its community and deliver on its Community Plan vision.</p> <p>The State Government is responsible for public transport as well as the provision of commuter parking. They have not identified the Serpells Lane car park as a site for a future transport hub. There are no short term parking bays in the Serpells Lane car park for pick up drop off purposes. Opportunities for train commuter pick up and drop off purposes exist within the precinct, including the short term parking bays on Glenferrie Road and the one hour spaces along Burwood Road.</p>

Submission	Copy of submission text	Officer comment
	<p>customers, traders and visitors to Glenferrie Road, and not merely a space frequented by Swinburne students and staff.</p> <p>There are several reasons why the site should not only remain a car park, but be modified to better integrate Glenferrie Station and surrounding lanes. This car park could perform a significant role in creating a highly functional transport hub, where passengers transfer from different modes of transport. It should be noted that the majority of our state's train stations have adjacent car parks for the purpose of designated pick up and drop off points, as well as commuter parking. Therefore, by selling Serpells Lane, you are depriving Glenferrie of this state-wide adopted service and reducing the functionality of the Glenferrie precinct.</p> <p>Furthermore, the installation of a secure bicycle port would undoubtedly ensure better utilisation of the space and update the car park's function towards a more integrated transport hub. In addition, installing charge ports for electric vehicles would encourage more community engagement with the space. I also propose that the car park could be a suitable new location for the controversial Glenferrie Road toilet block that currently sits beneath the rail bridge.</p> <p>It is my belief that the solution to the car park's 'underutilisation' is through its increased exposure and adaptation into a broader transport hub, not through the sale of the site to Swinburne University or anyone else.</p> <p>Please take a couple of minutes to view a short video envisaging the revival of Serpells Lane car park, integrating the site with the railway walkway and Glenferrie Station.</p>	<p>Bicycle parking is supported throughout the precinct and remains as a consideration with as a part of the Glenferrie Place Plan. The provision of "Parkiteer" secure bicycle parking at train stations is a State Government supported initiative. It is noted that the provision of car parking spaces for emerging electric vehicle charging points is a current consideration within the municipality. Charging stations are typically installed and managed by vendors in appropriate locations.</p> <p>The location of the toilet block will be addresses as part of the broader Glenferrie Road streetscape upgrade project. The streetscape concept design in the Place Plan indicates the toilet block will be moved away from its current location to enable an upgraded tram stop, however new potential location will require negotiations with adjoining landowners, including State agencies.</p> <p>In summary, the proposals presented in this submission which are largely towards a public transport hub are a matter for the State Government.</p> <p>Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders. Swinburne plays an important role in our municipality and arguably offers community benefit beyond that which a private development may create.</p>

Submission	Copy of submission text	Officer comment
109 Late submission	<p>I write in support of the Serpells Lane car park, being reserved for the use of the traders and their customers in particular.</p> <p>I understand the site has been offered for sale to the Swinburne University.</p> <p>While this might be financially attractive to Council, I do not have to remind you of the history of the site, and the contribution to it by the Traders over the years. Suffice to say the traders decades ago financially paid for some of the land.</p> <p>Secondly, car parking is becoming increasingly difficult for customers and traders alike, not only in the Hawthorn area generally but in all areas where strip shopping still exists.</p> <p>Sometimes there are other considerations in life more important than money, in this case the opportunity for the Council to support their small traders who are already struggling under increasing costs, and different shopping trends.</p> <p>I would like to submit, that Council do not sell the land but recognize the history and need of the site. That access to it and usage should be restricted to traders and their customers.</p> <p>This could be done with the appropriate signage to ensure it is not utilized by students and staff of Swinburne, and that it is consistently enforced by Council Officers for a period of time, to ensure it is not so used by Swinburne staff and students.</p> <p>I ask Council to reject the continuing consideration to sell the Serpells Lane car park.</p>	<p>The land comprising the Serpells Lane carpark was purchased by Council over time, with all but the laneway access to the site being acquired by Council between 1905-1938. The laneway access land was purchased in 1968 using separate funding provided by traders and is not proposed to be sold. The car park comprises a total of 2,908m² of which the adjoining laneway totals 286m² or 8.9% of the total site. Additionally, there are no parking spaces on the land acquired using trader funds. The traders are claiming they accrue rights through their separate scheme payments which concluded in 1982.</p> <p>Council's legal advice confirms the traders have no proprietary interest in the land and it would be difficult to successfully claim such rights exist. At most, the possibility of a public purpose trust arises which means that Council has no legal liability to traders but any risk is proposed to be mitigated by providing some additional parking in the vicinity. It is considered the offer by Swinburne to make an additional 37 spaces available for community use in its car park will mitigate any risk. Delivery of this outcome is best achieved by including the offer made by Swinburne in the proposed Section 173 Agreement.</p> <p>Although the new 3-hour ticket parking will discourage longer term parking by students and staff of Swinburne University, it is not possible to restrict the usage of the car park to traders and their customers only. While information signage could be installed, there is simply no way for enforcement to differentiate between different user groups. Parking permits cannot be issued to customers either and as such it does not solve this.</p> <p>Council will continue to support the precinct and local traders. The Glenferrie Place Plan will guide the future revitalising of the Glenferrie precinct through improvements to the public realm,</p>

Submission	Copy of submission text	Officer comment
		street greenery and community facilities. Swinburne's proposal will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.

17 October 2023

City of Boroondara

via email: boroondara@boroondara.vic.gov.au

RE: Submission - Proposed Sale of Serpells Lane

Swinburne University of Technology (Swinburne) appreciates the opportunity to make a submission as part of the community engagement process to buy the Serpells Lane Car Park from Boroondara City Council (Council). Please kindly see Swinburne's submission attached.

Swinburne is committed to delivering a project that will provide a unique and compelling enhancement to the Glenferrie Precinct, enriching the local community and adding value to key stakeholders of the area. Any development of the site will ensure the property is integrated into the existing campus, providing space for valuable education, research, and associated purposes. The site will form part of a broader development of the campus that will consider enhancing continuous and enhanced pedestrian, cycling, and green links as well as improved integration within the Glenferrie business and retail precinct.

Swinburne appreciates the public concerns about parking availability in the Glenferrie Precinct. In line with the proposed Section 173 Agreement, Swinburne commits to:

- Retaining the additional 37 casual carpark spaces recently allocated in our multi deck carpark, taking the total number of casual car parks available to the public in this carpark to 593 spaces,
- Providing car parking for all new uses in accordance with the provisions of the Boroondara Planning Scheme, and
- Retaining car parking prices at modest levels, aligned to similar public car parks in the locality.

Swinburne also requests the following people attend the "Services Delegated Committee" meeting on 13 November 2023 to participate in discussions regarding community responses to the proposed sale:

- Professor Simon Ridings, Acting Vice Chancellor (sridings@swin.edu.au)
- Nancy Collins, Chief Operating Officer (ncollins@swin.edu.au)
- Peter Waite, Director Facilities, Assets and Campus Services (pwaite@swin.edu.au)
- Rhiannon Jones, Director Procurement, Sustainability & Property Services (reJones@swin.edu.au)

We look forward to continuing to work with the Council to complete the sale process and developing the site to provide significant positive benefit to the local community, the Glenferrie business and retail precinct, and stakeholders.

Kind regards,



Nancy Collins
Chief Operating Officer
Swinburne University of Technology



- • • • • • • •
- • • • • • • •
- • • • • • • •



Swinburne University Submission

Compelling and unique offer to purchase 399 Burwood Road, Hawthorn

October 2023

- • • • • • • •
- • • • • • • •
- • • • • • • •
- • • • • • • •
- • • • • • • •
- • • • • • • •
- • • • • • • •
- • • • • • • •

Summary

Swinburne University of Technology is excited to purchase the land at 399 Burwood Road, Hawthorn (the Property) from Boroondara City Council by private treaty.

As purchaser of the Property, Swinburne offers the Council a unique opportunity to extract optimal value for the Glenferrie precinct surrounds and stakeholders. The university plans to use the land for educational, research, and associated purposes, integrating into Swinburne's existing campus and complying with the requirements set out in the Section 173 Agreement.

Key features of the offer:

- Swinburne will realise the best use of the Property for the Council and the broader community.
- Swinburne will ensure the Property is integrated into its Hawthorn campus, allowing for continuing public access to open space and maintaining existing public pedestrian, cycling and green links.
- As a government agency, Swinburne as purchaser will ensure the Council minimises the time and cost to prepare the Property for sale while realising optimal commercial value from the Property.
- Swinburne appreciates the public concerns about parking availability in the Glenferrie Precinct. Swinburne will retain the additional 37 public casual carparks recently allocated in our multi deck carpark and provide car parking for all new uses in accordance with the provisions of the Boroondara Planning Scheme.



About Swinburne and the Hawthorn campus

Swinburne is in the top 1% of universities globally with an international reputation for quality research that connects science and technology with industry and the community. Swinburne has over 30,000 students enrolled worldwide and more than 2,800 staff. The Swinburne Alumni network is over 170,000.

As a dual-sector university of technology, Swinburne provides vocational programs (certificates & diplomas) through to undergraduate degrees and PhDs.



With a new strategic plan, Horizon 2025, Swinburne aspires to be a prototype of a new and different university – one that is truly of Technology, of Innovation and Entrepreneurship, and proud of it. The university is committed to a differentiated proposition in education and research so that: every Swinburne learner gets work experience; every Swinburne graduate gets a job; every Swinburne partner gets a tech solution; and Swinburne is the prototype of global best practice.

Swinburne was established in Hawthorn in 1908, growing and evolving to gain university status in 1992. Swinburne's Hawthorn campus is situated in the heart of the Glenferrie precinct, contained to a 370 metre by 300 metre core around Glenferrie Station bounded by Glenferrie Road, Park Street, William Street and Burwood Road. The total floor area of the Hawthorn Campus buildings is more than 180,000 m².

Swinburne is a crucial ingredient in the success of the iconic Glenferrie precinct. 20,000 students are enrolled at Hawthorn, with over 600 in residence, making it Swinburne's busiest campus. Students, staff, and visitors to the Hawthorn campus contribute to the precinct's vibrant street life, retail, and entertainment activities. The Glenferrie strip is the heart of many students' social activities and lifestyles.

Urban Design Framework

Council is already familiar with Swinburne's Urban Design Framework as the University has shared key elements of the UDF and conducted campus tours with interested Councillors and Council staff.

The UDF aims to deliver on Swinburne's Horizon 2025 vision of people and technology working together to build a better world. Key initiatives are:

- To build Swinburne as a prototype of a new and different university, one that is truly of Technology, of Innovation and of Entrepreneurship, and proud of it;
- Adoption of blended and digital learning across all levels of education supplemented by a well-designed, high-value on-campus experience;
- To respond to climate change by committing to becoming carbon neutral by 2025 while at the same time accommodating forecasted long-term population growth for the campus; and
- To further embed and strengthen reconciliation with First Nation people as detailed within Swinburne's Elevate Reconciliation Action Plan.

Urban Design Framework Principles

The guiding principles of the UDF aspire to achieve:

- 1) A diverse Precinct Experience
- 2) Integrated ESD – Green Connectivity
- 3) Connected Precinct
- 4) Strong Arrival and Entry
- 5) Active Edges to the Campus

The university has completed feasibility work in 2022 for upgrades to the public realm, a new campus heart, a late lab for students and a gateway at Glenferrie Station. Priority works continue this year on the campus heart, late lab and new indigenous learning circle in the northern square.

Discussions continue with the Council about closing Wakefield Street to through traffic so the street can be put to a higher purpose of green public open space.



A Unique offer

As Swinburne's student population grows, the university will need more spaces for various educational, research, and associated purposes. While a detailed assessment on the possible uses from any development is required, in line with the proposed S173 Agreement Swinburne commits to any development including:

- State-of-the-art classrooms, laboratories, and technology-based research facilities for undergraduate and higher degree students and local and visiting researchers, or/and
- Fit-for-purpose spaces for industry partners to work and collaborate with students and academics on campus.

And may also include:

- Student residences to cater for the growing demand for on-campus accommodation, including for students from regional areas and interstate, and/or
- Retail offerings for students, staff, and visitors.

Mixed-use buildings have worked well for Swinburne in the past. Several of Swinburne's buildings include easily accessible, high-use student spaces at lower levels and lower-use facilities such as offices and student residences above. Pictures to the right show examples of such buildings at the Hawthorn campus.

In addition to various educational uses, the Property would also include public open space and have a range of facilities such as car parking, end-of-trip facilities, publicly accessible open space and pedestrian pathways to link to existing green corridors and active transport links.

Following settlement of the property, Swinburne will undertake a detailed feasibility study guided by current opportunities for the university, Horizon 2025 and the guiding principles of the UDF. Any development will comply with the requirements of the Section 173 Agreement, including car parking and alignment with relevant Council plans and strategies. Refer next slide for carparking information.

Swinburne's proposal to develop the Property for educational, research, and associated purposes is unique and only something the university can deliver. This development will support broader economic benefit to the Glenferrie retail precinct through increased interaction from students and staff with local traders.



A better land use outcome for Council and the community

Should Swinburne not be successful with purchasing the Property, Swinburne’s research suggests that the land would likely be developed as residential apartments in private ownership only. The lack of a main road frontage limits the appeal of retail use, and there currently is ample office accommodation available in the area.

While apartments would provide much-needed accommodation, recent examples of private residential apartment developments in the area suggest the Property would only be available for private purposes with no public access to on-site parking, limited to no permeability through the Property and no public access to open space.

Swinburne would deliver a better education-focused outcome for the community than private apartments, an outcome that only Swinburne can deliver for the Property

Supporting cost-effective public car parking for the precinct

Swinburne appreciates the public concerns about parking availability in the Glenferrie Precinct.

In line with the proposed Section 173 Agreement, Swinburne commits to:

- Retaining the additional 37 casual carpark spaces recently allocated away from reserved staff carparking in our multi deck carpark, taking the total number of casual car parks available to the public in this carpark to 593 spaces.
- Providing car parking for all new uses in the Serpells Lane development in accordance with the provisions of the Boroondara Planning Scheme.
- Retaining car parking prices across campus at modest levels, aligned to similar public car parks in the locality.



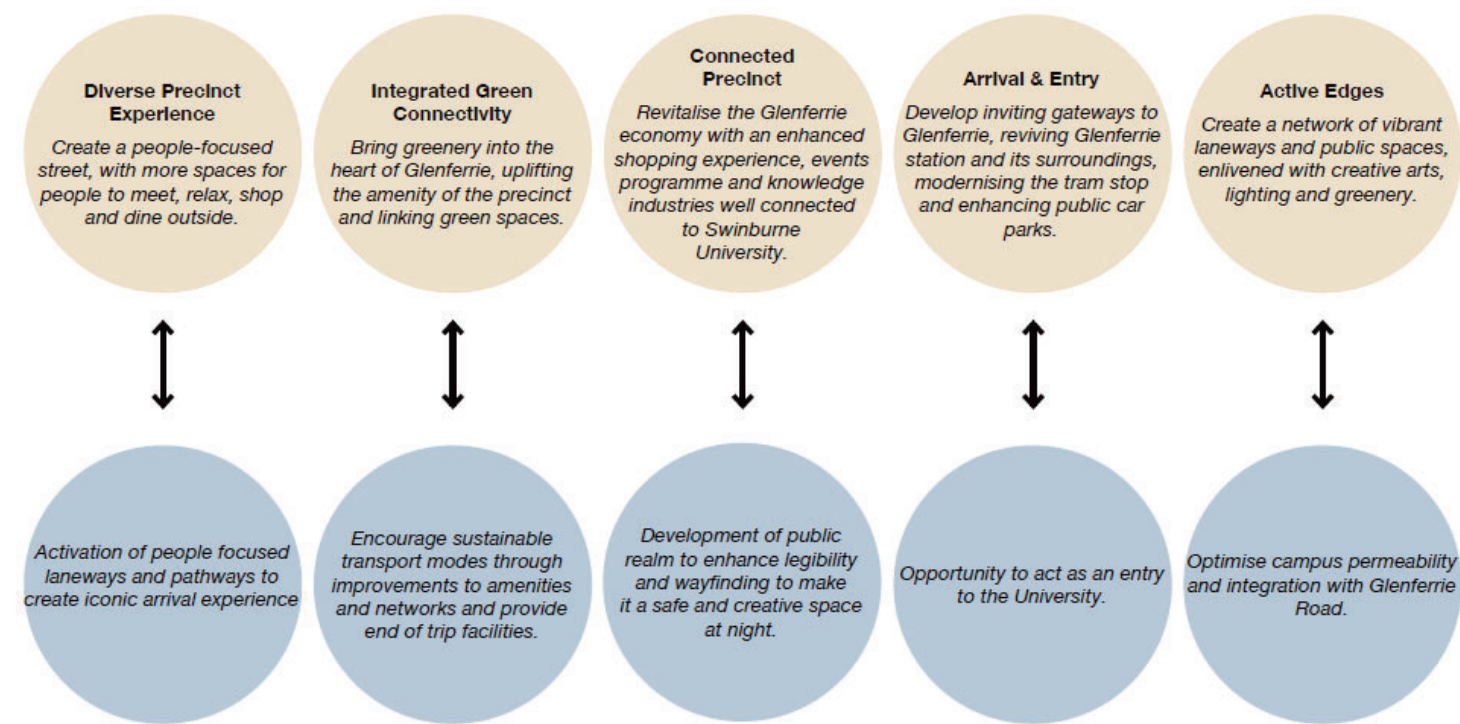
Car park price comparison:

<u>Swinburne:</u>	<u>Public:</u>
0-2 hours: \$4	1 hour: \$3.30-3.60
2-3 hours: \$5	Limit: 3 hours
Full day: \$10	Full day: \$6.50-\$12
Unlimited	

Best alignment with the vision for Glenferrie

Selling the Property for educational, research, and associated uses to Swinburne will best achieve the Council and community's vision for the Glenferrie Precinct

No other potential land use is more closely aligned with the 5 key principles of the Glenferrie Place Vision as illustrated in this graphic showing the alignment to the guiding principles of Swinburne's Urban Design Framework.



The high-quality integrated solution

Swinburne has a reputation for developing high-quality, integrated facilities that are site responsive. Swinburne is committed to achieving these standards for the Property. Examples of Swinburne’s high-quality, site-responsive developments include:

- The Junction: located in the Royal Arcade, the adaptive reuse of an old nightclub offers informal student and events spaces and retail offerings for the Swinburne and the broader community. It has turned an underutilised laneway adjacent to the Glenferrie Station into a lively, vibrant, safe and welcoming space.
- The iconic ATC and AMDC buildings. These architecturally significant buildings set the benchmark for the type of buildings Swinburne aspires to in the future. They speak to Swinburne’s vision of people and technology working together to build a better world. They also align with the objectives of the Innovation Spine theme of the draft Glenferrie Precinct Plan. They house a range of cutting-edge technology that students and researchers use for world-class research, along with spaces for teaching and learning.



Integrated land use

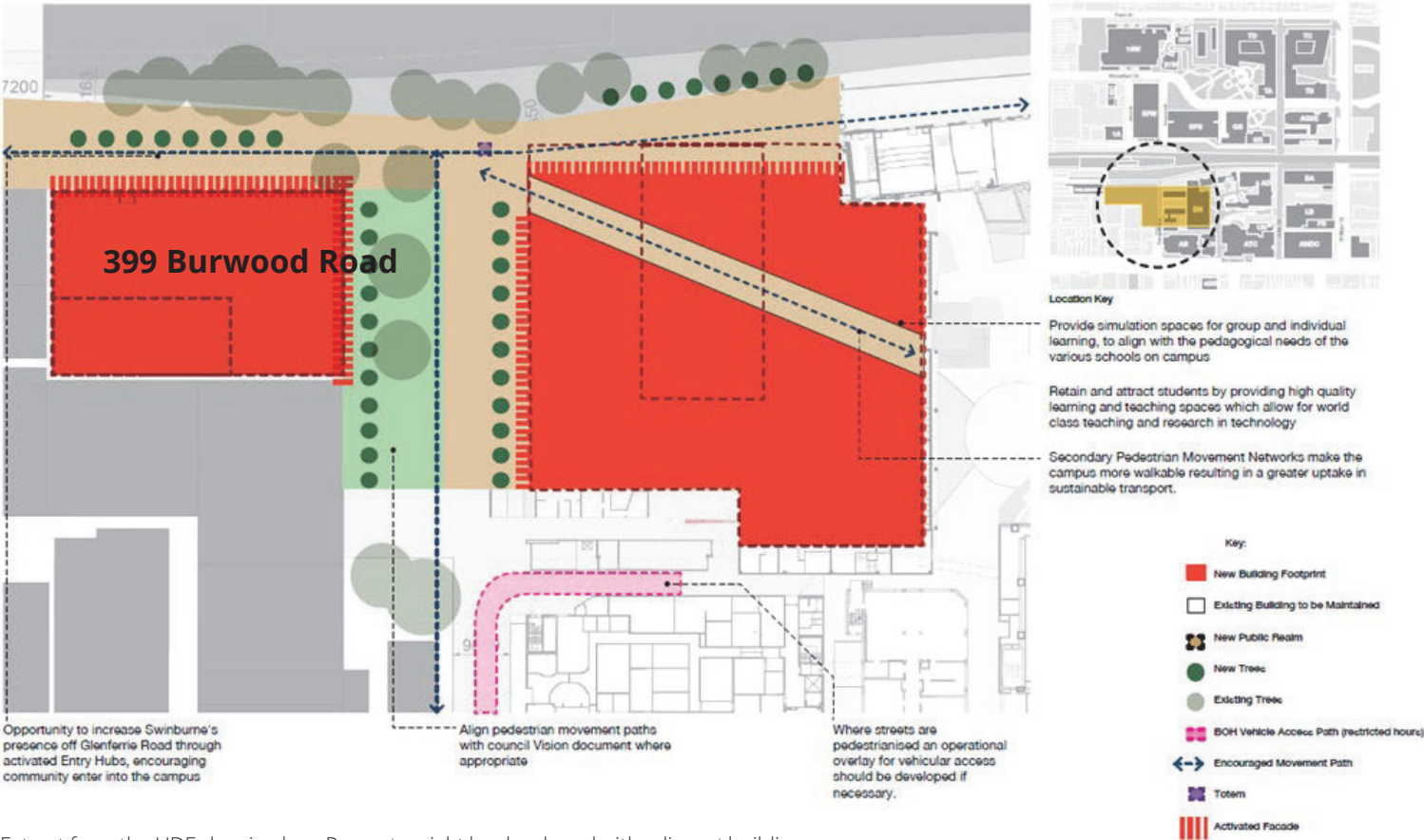
Swinburne will develop the Property with a clear objective of integration with the existing campus. The UDF prioritises purchasing land adjacent to the campus and divesting land more removed. Acquiring adjacent land and incorporating it into the campus has many benefits for the university and the broader community, including:

- It ensures the campus remains compact, keeping walking distance between Swinburne facilities, shops on Glenferrie Road and public transport nodes to a minimum.
- Helps to provide continuous and enhanced pedestrian, cycling and green links in and around the campus.
- Allows Swinburne to take a precinct approach to master planning the campus, allowing for clusters of complementary uses.

For the Property specifically, added benefits include:

- The Property will fill a missing link in the campus between the main campus, the Junction and the Glenferrie Station. The Property will allow Swinburne to achieve better campus integration and provide an active edge for the railway reserve pathway between Royal Arcade and the existing campus.
- Public access through and around the Property will be maintained.

Development Opportunities - New Developments Strategy
Building EW, SA & EN - Surrounding Public Realm

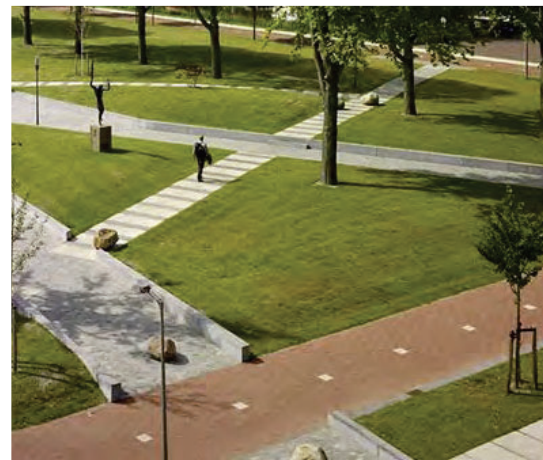


Extract from the UDF showing how Property might be developed with adjacent buildings



Reduce pressure on existing green open space

With the addition of the Property, Swinburne will be less reliant on existing open space to increase building floor area as the university population grows. Instead, Swinburne will be able to continue to enhance the existing open space for Swinburne and the broader community to enjoy.





Map Label	Title	Notes
A	1\TP377944W 6331/101	Land purchased in 1968 through trader special charge scheme
B	1/TP371183D 6262/319	
C	1/TP418986F 3362/247	Proposed to be sold to Swinburne
D	1/TP365258H 6261/119	Proposed to be sold to Swinburne
E	1/TP584361S 2475/947	Proposed to be sold to Swinburne
F	1/TP684954F 4042/269	Proposed to be sold to Swinburne
G	1/TP558676H 8962/969	Swinburne ROW
H		Carriageway Easement on Parcel C
J		Council ROW



The City of Boroondara does not warrant the accuracy or completeness of the information in this document, and does not accept responsibility for any losses or damages (whether direct or consequential) suffered by you or any other person, arising from your use of or reliance on this information. You must not reproduce or communicate this document without the prior permission of the City of Boroondara.

3.2 Climate Action Plan Implementation Plan 2023-24 - 2024-25

Executive Summary

Purpose

To present the results of the consultation on the draft Climate Action Plan Implementation Plan 2023-24 - 2024-25 and put forward the amended plan for adoption.

Background

The Climate Action Plan is supported by a series of implementation plans. The first implementation plan was endorsed in November 2021, and has now come to an end. Officers have prepared the next Climate Action Plan Implementation Plan 2023-24 - 2024-25 and undertaken community consultation.

Key Issues

The draft Climate Action Plan Implementation Plan 2023-24 - 2024-25 includes actions which will be delivered from the Climate Action Plan specific allocation of \$1M. It also includes actions that will be delivered from currently committed or foreshadowed operating and project budgets.

We received responses from 41 community members to the community consultation. Feedback is summarised in **Attachment 3**. The most common themes raised in the feedback were:

- Desire for more detail / specific timelines in actions
- Comments on inadequate budget / more urgency required
- Desire for more reporting and interim targets or targets for individual actions
- Desire for more to be done on active transport
- Desire for more to be done in the biodiversity/tree space
- Desire for more public EV chargers

Minimal changes are proposed to the draft Climate Action Plan Implementation Plan 2023-24 - 2024-25 based on the consultation feedback. The amended draft is shown in **Attachment 2**.

Next Steps

Council to adopt the Climate Action Plan Implementation Plan 2023-24 - 2024-25 and implementation to continue across this financial year and next.

Officers' recommendation

That the Services Delegated Committee resolve to adopt the Climate Action Plan Implementation Plan 2023-24 - 2024-25.

Responsible director: Daniel Freer, Director Places and Spaces

1. Purpose

The purpose of this report is to present the results of the consultation on the draft Climate Action Plan Implementation Plan 2023-24 - 2024-25 and put forward the amended plan for adoption.

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

The recommendations made in this report are consistent with the policy direction and actions within the following Council strategies:

The Boroondara Community Plan (BCP) 2021-2031 sets the strategic direction for the City of Boroondara from 2021-2031. The Climate Action Plan (2021) and the Implementation Plan 2023-24 - 2024-25 support all seven themes of the BCP.

These alignments include:

Theme 2: Parks and Green Spaces

Strategy 2.2 Our sustainable urban forest is preserved and increased through managing and renewing our open space trees and understory growth.

Theme 3: The Environment

Strategy 3.1. Community resilience and capacity to live sustainably is increased through advocacy, education and resources.

Strategy 3.2. The environmental impact of Council facilities and assets is further reduced through implementing sustainable practices.

Strategy 3.3. Municipal and household waste is reduced through initiatives to prevent, reduce, reuse and recycle.

Strategy 3.4. Trees and vegetation on private land are valued through promoting and encouraging our community to retain and enhance greenery.

Strategy 3.5. Our leafy streetscapes are maintained and improved through advocating for careful project planning by government regulatory and project authorities, supported by the increased planting of resilient species.

Strategy 3.6. Our biodiversity is conserved and maintained through improving the way we manage our diverse plants, animals and natural spaces.

Theme 5: Moving Around

Strategy 5.5. Sustainable transport use is encouraged and supported through delivery of green travel programs and advocacy to State and Federal Governments.

Additional Council Strategy and Plan alignments include:

Integrated Water Management Strategy (IWMS) 2014-2024

Urban Biodiversity Strategy (UBS) 2013-2023

Boroondara Open Space Strategy 2013

Council Sustainable Buildings Policy (2016)

3. Background

At a Council meeting on 27 September 2021, Council adopted the Climate Action Plan (CAP). The ten-year CAP sets the strategic plan for Council's response to climate change. The CAP is supported through a series of two-year implementation plans which outline actions that will be taken to deliver on the strategic objectives set out in the CAP. The implementation plans do not set the strategic direction.

The first Implementation Plan as part of the CAP has come to an end. A document summarising the outcomes over the life of this first Plan is included as **Attachment 1**.

Included as **Attachment 2**, the Climate Action Plan Implementation Plan 2023-24 - 2024-25 (draft Implementation Plan) aligns with the actions and direction in the overarching CAP and has been informed by:

- Extensive consultation undertaken in the development of the CAP in 2020/21
- Information resulting from the delivery of the first implementation plan
- Engagement with the Climate Action Plan Advisory Group
- Engagement with expert stakeholders
- Community consultation on the draft Implementation Plan.

It is proposed that the phasing of completion for this draft Implementation Plan is undertaken to bring it in line with the financial year. Consistent with this approach, the third Implementation Plan will be prepared for adoption prior to the end of the 2024-25 financial year.

4. Outline of key issues/options

Proposed Actions

78 actions in the draft Implementation Plan have been proposed to support the strategic direction and objectives of the CAP and include actions from across the organisation.

The draft Implementation Plan includes actions that:

- Will be funded from the \$1M CAP allocation included in the 2023-24 adopted budget. For actions proposed for 2024-25, this funding will be foreshadowed for that financial year.
- Will be fully funded through existing operating and/or project budgets through the annual budget process.

Key actions within the implementation plan are:

1.2 Installation of Solar at Council's community facilities

This action will see solar photovoltaic installations at community tenanted Council facilities such as kindergartens, early childhood centres.

1.11 Introduce a new role of Energy Transitions Officer

A new staff member will support our community's transition to low emissions technology (such as electric vehicles and solar panels), as well as provide strategic guidance and practical implementation of electrification of Council assets.

4.9 Pursue opportunities to partner with commercial providers to install and operate EV charging for community

The Federal Australian Renewable Energy Agency (ARENA) has provided funding to some commercial providers to provide public EV charging. Under this model, these commercial providers could install, own and operate EV charging infrastructure on Council land. This approach will support community access to EV charging.

6.2 Deliver a community education program with a focus on reducing greenhouse emissions

This action identifies enhanced community engagement and outreach about emissions related opportunities such as electrification and sustainable housing. It also includes conducting a feasibility assessment of an onsite demonstration venue with expanded outreach.

The action *Through the Eastern Alliance for Greenhouse Action, provide opportunities for large energy users to switch to renewable energy via a Power Purchase Agreement* (which was action 1.6 in the consultation version) has been removed from the draft Implementation Plan. This action was based on a collaborative opportunity through the Eastern Alliance for Greenhouse Action and changes to the project parameters have resulted in limited value for Boroondara to participate in the agreement.

Outcomes of the community consultation

Consultation to develop the CAP and set the strategic direction has been the subject of previous Council reports. The consultation process on the draft Implementation Plan is described in section 5 below. Responses on the draft Implementation Plan were received from 41 community members. A table of the feedback received is provided as **Attachment 3**.

A small number of respondents (n=3, 7.3%) expressed the opinion that they disagreed with Council taking action on climate change. This low level of opposition is similar to the previous CAP consultation that found 7% opposition in the open access consultation and 4% in the representative sample.

Community consultation feedback - common themes

The most common themes raised in the feedback are listed below, along with commentary on how this has been addressed.

Desire for more detail / specific timelines in actions

It is not proposed to include additional specific details in the actions as they are designed to allow Council to pivot to emerging opportunities that will deliver better outcomes, if such opportunities arise. The draft Implementation Plan spans a two-year period and providing more specific timelines within that period is not practical.

Therefore, no change to the draft Implementation Plan has been made.

Comments on inadequate budget / more urgency required

Feedback included the view that Council should be investing more on climate action and that Council's budget should prioritise climate focused actions over less urgent projects. The CAP funding allocation was not part of this consultation but was considered through Council's annual budget process.

The budget allocation of \$1M for the CAP represents a small proportion of Council's investment in climate and sustainability action. For example, the majority of funding for sustainability staffing, the inclusion of sustainability features in Council buildings, biodiversity, tree planting and care and sustainable transport infrastructure is funded from other budget allocations.

No change to the draft Implementation Plan has been made.

Desire for more reporting and interim targets or targets for individual actions

It is intended that we will publish data around progress toward the CAP targets and other relevant metrics on the [Climate Action Plan hub](#) in a timely fashion moving forward. This is action 6.6 in the draft. This will provide the community with more information about progress and allow Council to continually assess how its tracking, making adjustments to programs if appropriate and feasible.

Based on this, no change to the draft Implementation Plan has been made.

Desire for more to be done on active transport

Council's Bicycle Strategy is the primary strategy that covers cycling infrastructure. However, actions 4.1 to 4.6 in the draft Implementation Plan are designed to address active transport.

Based on this, no change to the draft Implementation Plan has been made.

Desire for more to be done in the biodiversity/tree space

Feedback indicated a desire to increase the land managed for biodiversity and the number of trees planted. Inadequate regulations and fines associated with tree removal was also a common theme. The upcoming Tree Canopy Strategy (Action 2.11) and next Urban Biodiversity Strategy (Action 2.12) will be the primary strategies to address these issues.

Based on this, no change to the draft Implementation Plan has been made.

Desire for more public EV chargers

Officers note the implementation plan includes the following actions designed to address the need for public EV chargers:

- 4.8 Install EV charging infrastructure at two community sites per annum.
- 4.9 Pursue opportunities to partner with commercial providers to install and operate EV charging for community.
- 4.10 Engage with the Victorian Government and Distribution Businesses to support opportunities for on street EV charging for residents without off street parking addresses this issue.

In addition, the new Energy Transitions Officer role (Action 1.11) will be working to support our community's transition to electric vehicles and will continue to develop our strategic approach to this issue.

Based on this, no change to the draft Implementation Plan has been made.

Community consultation feedback - other suggestions

Council also received suggestions that related to specific actions. Although these suggestions may not have been proposed by multiple people, there is benefit in including some of this feedback in the draft Implementation Plan.

The following alterations to the actions in the draft Implementation Plan have been made based on the suggestions outlined below.

Comment about including batteries (when installing solar PV on Council buildings) for buildings primarily used during off-peak times.

To include this feedback, Actions 1.1 and 1.2 have been edited to include the text: with consideration of battery storage where appropriate.

Comment about the lack of case studies of businesses that have implemented energy efficiency measures.

To include this feedback, Action 1.5 has been edited to state: Continue to provide the Energy Savers service (which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers) and develop case studies to promote through Council's communication channels.

Comment that energy audits for low income residents cannot wait until 2024/25

To include this feedback, Action 1.7 has been brought forward to the 2023/24 year.

Suggestion to include instructions for the loan of sustainability resources at our libraries in multiple languages.

To include this feedback, Action 1.9 has been edited to state: Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. Provide instructions for these in multiple languages, as well as expand the offering to allow borrowing of portable induction cooktops to test induction cooking before purchasing.

Suggestion to run induction cooktop demonstrations.

To include this feedback, Action 6.7 has been edited to state: Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community interest and needs. Example workshops include induction cook top demonstrations and e-bike test rides.

Comment about lack of mention of "cool spaces" to assist locals during heat waves.

To include this feedback, officers propose to include a new action (6.19) to state: Maintain our Municipal Emergency Management Plan, which includes our Heat Health Plan that outlines Council's approach to assist, educate and alert vulnerable community members of a declared heat health alert. This includes promoting the use of "cool places" as an alternative refuge from heat.

Comment about involving the whole of Council in the Climate Action Plan.

To include this feedback, a new action (6.20) has been included to state: Continue to convene the Internal Advisory Committee for the Climate Action Plan (which includes members of the Executive and up to six Councillors) to provide advice and support for the delivery of the Boroondara Climate Action Plan across the organisation.

Attachment 4 provides a summary of all proposed changes made to the draft Implementation Plan following community consultation.

5. Consultation/communication

The development of the draft Implementation Plan was informed by the extensive consultation undertaken during the development of the CAP in 2020/21. The CAP has set the strategic direction for Council's response to climate change, and the draft Implementation Plan outlines actions that will be taken to deliver on the strategic objectives set out in the CAP. The focus of this consultation was the actions within the draft Implementation Plan, not the strategic direction.

The following consultation was undertaken:

External consultation

The Climate Action Plan Councillor Advisory Group has provided advice and feedback during the development of the draft Implementation Plan.

Electrify Boroondara were invited to make a submission for consideration. This submission was shared with members of the Climate Action Plan Councillor Advisory Group.

A community consultation process was also undertaken. The consultation ran for three weeks on the Engage platform and was advertised to the community through social media and an email to the CAP 'keep informed' list. Council previously promoted the consultation opportunity in the July edition of the Boroondara Bulletin.

Internal consultation

Consultation with various departments was undertaken to inform the draft Implementation Plan. These include Environmental Sustainability and Open Space, Traffic and Transport, Strategic and Statutory Planning, Capital Works, Facilities and Waste and Infrastructure.

6. Financial and resource implications

The draft Implementation Plan includes actions which will be delivered from the CAP specific allocation of \$1M. It also includes actions that will be delivered from currently committed or foreshadowed operating and project budgets. These actions, which include substantial expenditure such as ESD standards in Council's building program and Council's Tree and Biodiversity programs represent a large proportion of our financial commitment to the environment.

Delivery of some actions from the previous implementation plan has proven difficult to complete by the end of the relevant financial year. Where projects funded from the \$1M CAP allocation are not completed within the financial year, funding is carried forward to the next financial year. Any carried forward amount is additional to the \$1M allocation. The delivery of capital works associated with the transition to electric vehicles has been a key challenge. The draft Implementation Plan has been informed by the challenges in delivering the first implementation plan. The draft Plan includes the creation of a new position of Energy Transitions Officer which will directly support Boroondara's transition to electric vehicles.

7. Governance issues

No officers involved in the preparation of this report have a general or material conflict of interest requiring disclosure under chapter 5 of the Governance Rules of Boroondara City Council.

The recommendation contained in this report is compatible with the Charter of Human Rights and Responsibilities 2006 as it does not raise any human rights issues.

8. Social and environmental issues

The CAP provides a framework for Council to plan and deliver actions to reduce harmful emissions from Council's operations, encourage the reduction of community emissions by the community and preserve and protect our natural assets to meet the challenges of a changing climate. The draft Implementation Plan identifies actions that will support delivery of the CAP.

The CAP and draft Implementation Plan provide key mechanisms to deliver on Council's Community Plan. The draft Implementation Plan provides a number of social benefits including supporting our community to adapt to the impacts of climate change.

9. Evaluation and review

Council will regularly promote and provide updates on its performance in delivering the CAP and draft Implementation Plan through all its media channels.

It is proposed that the phasing of completion for the draft Implementation Plan 2023-24 - 2024-25 is undertaken to bring it in line with the financial year. Consistent with this approach, the third Implementation Plan will be prepared for adoption prior to the end of the 2024-25 financial year.

The CAP identifies a review at five years which is the mid-point in the ten-year plan. There is an opportunity to bring this review forward to align with development of the third Implementation Plan. This would allow a review of the strategic direction of Council's response to climate change.

10. Conclusion

The draft Climate Action Plan Implementation Plan has been amended following community feedback and is now ready for Council adoption to enable its delivery over this and next financial year.

Manager: David Shepard, Manager Environmental Sustainability & Open Spaces

Report officer: Amy Shaw, Climate Action Plan Lead

Climate Action Plan Implementation Plan 2021/22 and 2022/23 - Update report

The below tables provide project updates against the actions set out in the Climate Action Plan Implementation Plan 21/22 -22/23.

Energy efficiency and renewable energy

No.	Action	Timeframe	Progress at end of implementation plan
1.1	Offset corporate greenhouse gas emissions to meet Council's carbon neutrality commitment.	2021/22 2022/23	Council has achieved net carbon neutrality from 2022. This has been achieved by reducing our energy use, generating onsite solar electricity, purchasing 100% green electricity, and purchasing greenhouse gas offsets for the remaining emissions.
1.2	Install additional solar PV on five-eight buildings and conduct audit of remaining building portfolio to identify future PV sites.	2021/22 2022/23	Solar PV systems have been installed at Greythorn Community Hub and the Camberwell Civic Precinct. While we did not achieve the stated five systems, an audit of the remaining building portfolio was undertaken in 2022 to identify new solar PV prospects and the installation of additional systems is planned for 23-24.
1.3	Implement outstanding actions from audits completed prior to 2022.	2021/22 2022/23	Recent work has included lighting upgrades at the Kew and Riverdale Rd Depots.
1.4	Undertake audits of four-six Council buildings to identify least cost of abatement energy efficiency upgrades	2021/22 2022/23	We have recently audited some of Council's smaller facilities such as Lynden Park Pavilion, Hawthorn Tennis Club, Freeway Golf Course and Boroondara Netball Centre.

No.	Action	Timeframe	Progress at end of implementation plan
	(excluding buildings that have undergone recent renewal).		
1.5	Purchase electric small plant and equipment such as chainsaws and blowers.	2021/22	Electric options are considered for every powered tool purchase. Tools like hedges, blowers, and brush cutters have been replaced, and small plant is now over 50% electric. There are currently some challenges with the weight and size of some electric powered tools. As batteries become smaller and more powerful this will allow us to further expand the purchasing of these items.
1.6	Implement electric upgrades at four sites (natural gas disconnection).	2022/23	<p>While we did not achieve the stated upgrades at four sites, our work to transition Council facilities off natural gas is being undertaken in three parts. Part 1 - We are undertaking feasibility studies of our large facilities (such as aquatic centres) to determine the most feasible way to operate them without natural gas. Part 2 - As part of our buildings program, we are prioritising electric appliances over natural gas. Part 3 - We are retrofitting existing facilities to operate with electric appliances.</p> <p>Electric upgrades have been undertaken at Lynden Park Reserve Pavilion, Hawthorn Tennis Club and the Freeway Golf Clubrooms. However natural gas disconnection has not occurred at these sites.</p>
1.7	Purchase green electricity for Council's small sites (approximately 20% of electricity used by Council).	2021/22	Council has contracted supply of green electricity for small market sites. All Council electricity is now renewable.

No.	Action	Timeframe	Progress at end of implementation plan
1.8	Continue replacing residential streetlights with efficient globes and technology. Over 7000 lights have already been upgraded.	Ongoing	The majority of residential streetlights were upgraded to efficient T5 fluorescent technologies between 2014 and 2016. LED light bulbs were not approved for use in residential streetlights at that time. Through ongoing improvements, now any streetlight requiring replacement is upgraded to LED.
1.9	Purchase 100% renewable energy for Council's main buildings and streetlights via a Power Purchase Agreement. Since July 2020, approximately 80% of Council used electricity is generated at a Victorian wind farm.	Ongoing	Council has continued to purchase 100% renewable energy for Council's main buildings and streetlights via a Power Purchase Agreement.
1.10	Update major road streetlight feasibility study and seek State Government funding to implement.	2021/22	Funding for actual works is not included in 23-24 budget. On this basis an updated feasibility study has been deferred.
1.11	Implement a solar PV bulk buy program for homes and businesses. Subject to feasibility, program will include additional products such as batteries and heat pumps.	2021/22 2022/23	The Solar Savers program was launched in Boroondara on 1 January 2022, offering Boroondara residents and businesses access to quality Solar PV systems. As of June 30, 2023, 31 systems had been installed through this program, equating to 285.35 tCO ₂ e GHG savings.
1.12	Develop and deliver a home and business energy audit program.	2021/22 2022/23	The Australian Energy Foundation was engaged in May 2022 to provide discounted home energy audits for Boroondara residents. Unfortunately, the Australian Energy Foundation closed on August 31st, 2022. During the

No.	Action	Timeframe	Progress at end of implementation plan
			program 40 residents accessed audits. Officers are investigating options for delivering this service in the future.
1.13	Provide sustainability resources for loan via the Boroondara Libraries. Items including: <ul style="list-style-type: none"> • Power monitors for electricity audits • Simple thermal cameras to identify 'leaky' buildings. 	Ongoing	Home energy meters and thermal cameras are available for loan through libraries. Officers are continuing to monitor demand and purchase more equipment due to popularity.
1.14	Provide increased support for community leadership on climate action.	2021/22 2022/23	A Sustainability Leadership Course was delivered in 2022 and 2023. The course is designed to empower participants to deliver meaningful initiatives with tangible results in the local community.
1.15	Develop a natural gas transition plan for Council buildings with a focus on high emission sites including aquatic centres (subject to initial feasibility and analysis).	2021/22	Council is currently undertaking a feasibility study for degasification of two aquatic centres. This work will inform our approach to our transition off natural gas.

Biodiversity and trees

No.	Action	Timeframe	Progress at end of implementation plan
2.1	Develop a plan to increase tree canopy and biodiversity plantings over a two hectare area of the Freeway Golf Course and begin implementation of that plan.	2021/22 2022/23	Environmental Golf Solutions were engaged to develop and implement the plan to increase tree canopy and biodiversity plantings over a two-hectare area. A mix of 104 indigenous trees and 4500 native plants and shrubs have been planted across the course to transform spaces around tees and greens into environmental zones that encourage wildlife. An educational garden out the front of the Pro Shop has also been completed.
2.2	Increase the area managed for biodiversity by one hectare a year and continue maintain existing area (currently 51 hectares).	2021/22 2022/23	The area managed for biodiversity has increased to 59 hectares.
2.3	Undertake annual street tree planting and renewal of 1000 trees per year.	2021/22 2022/23	In 2021/22 there were 700 street trees planted and in 2022/23 there were 1464 planted. Making a total of 2164 street trees planted over the two-year period. With the additional tree planting project budget in 2022/23 Council planted a total of 2350 trees, including street and park tree planting, and planting as part of projects such as playground upgrades.
2.4	Undertake a review of mowing frequencies to align with good turf practices, improved turf health and reduced resource use and increased carbon sequestration. Aim to decrease mowing by approximately 40%.	2021/22	New service levels for mowing of open space turf have been implemented and cutting height has been raised.
2.5	Design and rebuild Maranoa Botanic Garden office space to include an	2021/22	This project has been deferred due to budget restraints.

No.	Action	Timeframe	Progress at end of implementation plan
	environmental education facility (will be completed 2023/24).	2022/23	
2.6	Provide increased support for community groups working in biodiversity areas.	2021/22 2022/23	Friends' groups have been introduced to a new project involving recording micro bats and have been offered opportunities to access biodiversity related training courses.
2.7	Deliver the Backyard Biodiversity Project annually to encourage and support residents to create indigenous habitat gardens.	2021/22 2022/23	The Backyard Biodiversity project has run two programs annually due to extremely high demand.
2.8	Develop a self-guided walking tour for Maranoa Botanic Gardens.	2022/23	A draft version of the self-guided walking tour of this must-see gardens is complete, and we look forward to bringing this to the community in the near future.
2.9	Provide 5,000 indigenous tube stock to schools, community groups and residents.	2021/22 2022/23	Since 1st July 2021, 5327 indigenous tube stock plants have been provided to the community.
2.10	Develop and deliver a weed swap initiative that allows residents to access free indigenous plants in return for removing environmental weeds from their garden.	2021/22	A weed swap initiative was implemented at the beginning of June 2022, with residents being offered indigenous tube stock vouchers to replace environmental weeds in their garden.
2.11	Undertake a comprehensive audit of Council's tree population, including canopy cover, identification of planting opportunities, and assessment of tree	2021/22 2022/23	This project has been completed, providing Council with data on canopy cover, tree health and identification of planting opportunities. This

No.	Action	Timeframe	Progress at end of implementation plan
	health. This information is essential for future renewal and planting, and the development of an effective Urban Greening Strategy for Boroondara.		information is now being used to guide the development of Council's Tree Canopy Strategy.
2.12	Develop an Urban Greening Strategy for Boroondara.	2022/23	A draft Tree Canopy Strategy (note name change) has been developed and will be endorsed by Council for public consultation in the near future.
2.13	Establish tree selection criteria for new and replacement tree planting based on environmental performance, site suitability and adaptation to climate change.	2021/22	This is being considered as part of the Tree Canopy Strategy.
2.14	Review and promote the Naturestrip Guidelines to facilitate use of these spaces to enhance biodiversity.	2021/22	This project is now occurring in conjunction with the development of a new Urban Biodiversity Strategy. Drafts of both the Nature Strip Guidelines and new Strategy will be endorsed by Council for public consultation in the near future.
2.15	Expand our log hollow habitat enhancement for sugar gliders program to include the installation and monitoring of log hollows for hollow dependent birds.	2021/22 2022/23	Installation of 20 log hollows for Pardalotes has occurred across Burke Rd Billabong and South Surrey Park. Three hollows for King Parrots have been installed across Clifford Close Reserve and Greythorn Park. Two hollows for Yellow Tailed Black Cockatoos have been installed at Nettleton Park.
2.16	Engage a Landscape Compliance Officer to audit planting required on private	2021/22 2022/23	Since the role commenced, we have: 1. Developed systems to proactively check on tree protection compliance on all demolition and buildings sites across the municipality.

No.	Action	Timeframe	Progress at end of implementation plan
	property as per conditions of planning permits.		<p>2. Developed an app to collect field notes and a dashboard to monitor inspection sites.</p> <p>3. Developed a process to check on landscape requirements for all planning permits for multi-unit developments.</p>

Water and waterways

No.	Action	Timeframe	Progress at end of implementation plan
3.1	Develop a new Integrated Water Management (IWM) infrastructure program: a prioritised plan to develop and implement new IWM projects (stormwater treatment, harvesting and reuse, litter management).	2022/23	A project database has been developed. Based on internal stakeholder feedback and site visits, a prioritised shortlist of the most viable projects has been developed, together with high level concept plans and project descriptions.
3.2	Construct Councils next priority Water Harvesting Project – nominally at Macleay Park subject to community consultation in 2021/22.	2022/23	This project has been deferred due to budget restraints.
3.3	Conduct an annual program of water efficiency retrofits.	Ongoing	Over the last two years, fifteen community facilities have had water efficiency upgrades. These have primarily consisted of new or upgraded rainwater harvesting systems and tanks and pumps to supply toilet

No.	Action	Timeframe	Progress at end of implementation plan
			flushing and watering of outdoor spaces. This has included a range of facilities including the bowls and tennis clubs at Camberwell Sports Ground, Lynden Park Recreation Facility, Boroondara Netball Centre, North Balwyn Tennis Club and Kew Neighbourhood Learning Centre.
3.4	Develop a program of winter irrigation of parks and open space using surplus water from our current and future raingardens and water harvesting facilities.	2021/22 2022/23	A database of potential projects has been developed and refined. Potential projects have been prioritised. Further information is now being gathered in preparation to commence the implementation of the most viable projects.
3.5	Develop a cleaner building site program, targeting sediment runoff from development sites, and an engagement and enforcement program.	2022/23	Council is currently developing a Litter and Pollution Reduction Plan. The development of a cleaner building site program is being considered as part of this work.

Transport

No.	Action	Timeframe	Progress at end of implementation plan
4.1	Conduct electric vehicle charging feasibility analysis at Council's Camberwell offices and Kew and Riversdale depots.	2021/22	This feasibility analysis has been completed and work has begun to install electric vehicle charging at these facilities.

No.	Action	Timeframe	Progress at end of implementation plan
4.2	Install fast charging stations at two community locations.	2021/22	After delays associated with demand for chargers, we have received four chargers which we are preparing to install at two locations (Burwood Village and the Hawthorn Aquatic and Leisure Centre).
4.3	Develop a fleet transition plan for the transition of Council's and contractor operations fleets to EV.	2021/22 2022/23	Council participated in the Regional Business Case and Transition Plan for Electric Vehicle Fleets led by EAGA. Council fleet EV chargers are already operating at the Hawthorn Arts Centre and Maranoa Botanic Gardens, with others planned at other Council offices.
4.4	Incorporate use of commercial and/or operational EVs into Council's fleet (or contracted waste services).	2021/22	Electric vehicles are considered when leases come up for renewal. Currently Council has 10 electric or hybrid vehicles in the fleet, with this number to rise as vehicles are replaced as required.
4.5	Develop an EV charging plan for Boroondara to support uptake of EV use in Boroondara particularly for: <ul style="list-style-type: none"> • residents unable to access off street parking • residents in multi-unit development • visitors to activity centres. 	2022/23	A new Energy Transitions officer will be focusing on our strategic approach to EV charging infrastructure across the municipality.
4.6	Complete feasibility study on connecting the off-road cycling network through new links (on and off road) including improved crossing facilities on main and local roads	2021/22	A draft concept design and report for a bridge over Back Creek Reserve and a path connection to Somerset Road are being reviewed. Feasibility studies for two sections of the Box Hill to Hawthorn Strategic Cycling Corridor, namely Power Street to Glenferrie Road and Burke Road to

No.	Action	Timeframe	Progress at end of implementation plan
	(e.g. Box Hill to Hawthorn Trail, Back Creek Bridge investigation and design).		Stanhope Grove are underway. These feasibility studies are expected to be completed by end of June 2024.
4.7	Release a bicycle strategy to set a framework to advance the cycling infrastructure and mode share in the Boroondara over the next 10 years.	2021/22	Council formally considered and adopted the Boroondara Bicycle Strategy on Monday 11 July 2022 at the Services Delegated Committee Meeting.
4.8	Develop a policy position about EV and e-bike charging infrastructure in all Council, State and Federal projects in Boroondara.	2021/22	A new Energy Transitions officer will be focusing on our strategic approach to EV charging infrastructure across the municipality.
4.9	Review Council's Car Share Policy and Procedures to identify options to support take up of EV and low emission vehicles by the Boroondara community.	2022/23	Council's Car Share Policy and Procedures are being updated and will be put before Council for consideration in the near future.

Circular economy (waste)

No.	Action	Timeframe	Progress at end of implementation plan
5.1	Continue to implement the FOGO program and identify opportunities to expand the service.	2021/22 2022/23	Council is exploring options to see how we can further expand the FOGO service and support local businesses to compost their food waste. This

No.	Action	Timeframe	Progress at end of implementation plan
			research is being undertaken with the support of grant funding from Sustainability Victoria's Circular Economy Councils Fund.
5.2	When tendering for kerbside recycling collection and processing contract, seek options for the supply of EV as part of the service fleet.	2021/22	Council recently tendered for the kerbside recycling collection service. As part of this work, Council specifically requested options for electric vehicles as part of the collection fleet. Unfortunately, the market response indicated that currently available electric vehicles are unsuitable for use in the kerbside recycling service. However, Council's recycling fleet will transition to the Euro 6 standard which is the highest performing diesel option currently available on the market.
5.3	Review Council's public place waste and recycling infrastructure to identify efficiencies and gaps in service delivery. Implement recommendations from review.	2021/22 2022/23	In 2022 an inspection of all public waste infrastructure in Boroondara was undertaken. A set of draft service standards have been prepared and reference to these new standards has been included in the Public Realm Asset Manual.
5.4	Monitor the market and seek opportunities to continue to expand the use of recycled materials in asphalt roads and path projects (currently approximately 20% recycled asphalt material is used in new asphalt projects).	Ongoing	Council have been working with our asphalt partners to increase the amount of recycled material used in road projects. Moving forward, asphalt maintenance works undertaken will consist of up to 30% of recycled materials, reflecting industry practice to ensure binding and longevity. Council also participated in an Eastern Alliance for Greenhouse Action project on options for increasing the use of recycled materials in capital works.
5.5	Review and deliver additional diversion through hard waste collection service improvements.	2022/23	A tracking system has been installed in hard waste collection vehicles which enables us to track materials collected and helps target materials for recovery otherwise destined for landfill.

No.	Action	Timeframe	Progress at end of implementation plan
5.6	Implement standard recycling bin materials acceptance list (subject to release by State Government).	2022/23	The State Government is expected to release updated recycling standards in early-2024. Once released, Council will develop a new list of materials that can be recycled that align with the standards.
5.7	Participate in an Australian first recycled glass sand trial to determine if it is a suitable growing medium for natural turf.	2021/22	The recycled glass sand trial has concluded, with some promising outcomes which have resulted in moving to a live site trial.
5.8	Develop kerbside recycling/FOGO contamination management program.	2021/22	In February 2023 Council began utilising camera technology to improve our monitoring of bin contamination. We are now able to see contamination trends and hotspots to identify where within our community to provide further support to tackle this together. We have also begun regularly inspecting 500 household bins monthly to help understand contamination issues and provide feedback to the community on the correct bin usage.
5.9	Provide additional community support and advice through a program of circular economy education and initiatives.	2022/23	A program of circular economy events and initiatives has been developed that focuses on building the capacity of the community to get involved and support the transition to the circular economy. Events and workshops include a reusable nappy program, waste avoidance webinars, and the Go Full Circle and Circular Practices Precincts projects targeted at businesses.
5.10	Deliver a Plastic Free Pilot Program in Camberwell to support approx. 15 hospitality traders to reduce and eliminate appropriate single use plastics.	2021/22	Council completed a pilot program with 18 food and hospitality businesses in Camberwell in December 2022. Collectively, the participating businesses eliminated 76,000 single use plastic items during the pilot.

No.	Action	Timeframe	Progress at end of implementation plan
5.11	Develop and trial a modern cloth nappies education program.	2021/22	<p>In 2022, Council conducted a small-scale reusable nappy trial which included the provision of cloth nappy packs and the facilitation of educational workshops.</p> <p>Council is also participating in a cross-council collaboration for a reusable nappy program, aimed at improving our understanding of how we can support the community to reduce disposable nappy waste.</p>
5.12	Develop a Circular Economy Strategy for Boroondara to replace the current Waste Minimisation and Recycling Strategy.	2022/23	Initial background research has been conducted and development of the Strategy has begun. However, work on this strategy has been delayed to allow for significant changes at State level to be finalised.
5.13	Develop Corporate Green Event and Single Use Plastic Minimisation Policy.	2022/23	A draft Green Events Guidelines document has been prepared and is currently being trialled across Council.
5.14	Advocate for Container Deposit Scheme network operator to establish Container Deposit Scheme drop off network locations in Boroondara.	2022/23	The state has appointed three Network Operators to manage the scheme. We are working with our Network Operator to identify suitable return locations.
5.15	Participate in the submission process for the National Construction Code 2025.	2022/23	Council was involved in the preparation of a National Construction Code 2022 joint statement that was submitted by the Eastern Alliance for Greenhouse Action.

Overarching

No.	Action	Timeframe	Progress at end of implementation plan
6.1	Update Council's Sustainable Council Building Policy.	2021/22	A review of the Sustainable Council Building Policy has been undertaken, with an update currently being drafted.
6.2	Engage an officer to increase support for community sustainability education and initiatives.	2021/22 2022/23	A staff member has been engaged in this position and has been working closely with our Friends Groups and well as organising a range of sustainability workshops.
6.3	Develop and implement a Climate Action Plan community engagement strategy.	2021/22	A Climate Action Plan community engagement/education plan has been developed to assist in the planning of education initiatives to support the Climate Action Plan aims.
6.4	Promote and provide updates on performance in delivering the Climate Action Plan.	Ongoing	Our new Climate Action Plan hub was launched in 2023 and provides updates on performance in delivering the Climate Action Plan. It can be found here: https://climateactionplan.boroondara.vic.gov.au Initiatives from the Climate Action Plan have also been promoted through several channels (the Boroondara Bulletin, social media, and department specific e-newsletters).
6.5	Report annually on Council's Climate Action Plan activities.	Ongoing	This document responds to this action. In addition, our new Climate Action Plan hub was launched in 2023 and provides updates on performance in delivering the Climate Action Plan. It can be found here: https://climateactionplan.boroondara.vic.gov.au

No.	Action	Timeframe	Progress at end of implementation plan
6.6	Update Council's staff induction process to include climate change.	2021/22	We have updated our staff induction process to include information on climate change and encourage staff to consider how they can respond to climate change in their role.
6.7	Expand on the Living for Our Future workshop program, covering a diverse range of sustainability topics (circular economy, energy, electric vehicles, water, biodiversity, climate change).	2021/22 2022/23	The Living for Our Future workshop program has been expanded to include new activities such as an annual Sustainability Leadership Course and school holiday sessions for children.
6.8	Develop and roll out a School's sustainability engagement program.	2022/23	Schools can now apply for a Council Sustainability Officer or other expert to deliver incursions on a range of sustainability topics. Schools can also now apply to participate in a Schools for Wildlife program, which helps students design and plant a wildlife-friendly garden on school grounds to increase biodiversity in Boroondara.
6.9	Increase funding for climate action grants as part of Council's grant program.	2022/23	Climate Action Grants were launched in May 2023. These new grants provide financial support up to \$10,000 to eligible not-for-profit community groups for projects, services, and activities that strengthen the community's capacity to reduce emissions, and/or adapt to the impacts of climate change.
6.10	Provide support for Environmentally Sustainable Development (ESD) in private development through a program of advice and support.	2021/22 2022/23	A staff member has been engaged to provide support for ESD in private development. This role has seen the inclusion of a new category in the Urban Design Awards; Best sustainable design – which recognises architecture that is built to last, saves energy resources and minimises impact on the environment.

No.	Action	Timeframe	Progress at end of implementation plan
6.11	Hold a Sustainable Living Festival to engage with the community.	2021/22	The festival was held on November 19th, 2022, and showcased just how easy it is to incorporate sustainable living choices and actions into everyday life. Experts shared advice about: saving energy, urban biodiversity, backyard food production, sustainable transport, saving water, waste reduction, recycling, and the circular economy.
6.12	Support greater sustainability measures through the planning permit assessment process through the recruitment of an Environmentally Sustainable Design (ESD) Officer (EFT 0.4) to implement ESD tools for the assessment of planning applications and contribute to policy development.	2021/22	A staff member has been engaged as an Environmentally Sustainable Design (ESD) Officer.
6.13	Develop a Litter and Pollution Reduction Plan for Boroondara including engagement activities.	2022/23	Initial work on the development of this Plan has occurred.
6.14	Collaborate on a joint research project with twenty-seven other Victorian councils and the Council Alliance for a Sustainable Built Environment (CASBE) that aims to elevate Environmentally Sustainable Development targets for new development. Consider a planning scheme amendment to implement the	2021/22 2022/23	We are continuing to work with CASBE on the Elevate ESD Targets project. The draft policy has been endorsed by Council and work is now proceeding with the planning scheme amendment process.

No.	Action	Timeframe	Progress at end of implementation plan
	planning policy developed as part of the CASBE joint research project.		
6.15	Update Council's Procurement Policy to have a greater emphasis on sustainability.	2021/22	The Procurement Policy was developed in accordance with the Local Government Act 2020 and adopted by the Council on 13 December 2021. Social and Sustainable Procurement Guidelines have been developed as part of the procurement framework documents.
6.16	Provide a submission to the State Government with proposed Environmentally Sustainable Development standards for inclusion in Victorian Planning Schemes.	2021/22	Council was involved in the preparation of a joint submission on Environmentally Sustainable Development standards that was submitted by the Eastern Alliance for Greenhouse Action.

Council targets

Action	Progress at end of 30 June, 2023	Timeframe
Council is net carbon neutral by 2022.	Council has achieved net carbon neutrality from 2022.	2022
90% Council actual emission reduction by 2030 (compared with FY 2007/08).	In FY 2007-08 Council emissions were 26509 tCO ₂ -e. In FY 2021-22 Council emissions were 6,617 tCO ₂ -e. This represents a decrease in emissions of approximately 75%.	2030
100% Council actual emission reduction by 2040.		2040
Council to install 1MW additional solar PV.	Since the adoption of the Climate Action Plan, Council has installed an additional 146kW of Solar PV. Council currently has 910kW of Solar PV installed on Council buildings.	2030
Council harvests 65ML of alternative water per annum.	In 2022-23 Council harvested 6.7ML of alternative water. This is an increase on 2021-22 year's figure of 5.6ML. A recent refurbishment of the Hawthorn Aquatic & Leisure Centre system and a planned upgrade and refurbishment of rainwater harvesting at Ashburton Pool & Recreation Centre should result in a further increase next year.	2030
50% reduction in number of Council buildings using gas.	Planning and feasibility studies are underway to assist Council to meet this target.	2030
Number of street trees increased from 66,000 current to 80,000.	As of June 30, 2023, the number of street trees is estimated at 63,984. The number of trees has declined due to reduced planting during COVID, meaning replacement planting did not keep pace with tree removal and significant tree loss during the major storm in October 2021.	2030

Action	Progress at end of 30 June, 2023	Timeframe
Hectares of land managed for biodiversity increases from 51 to 61.	As of June 30, 2023, the hectares of land managed for biodiversity is 59.	2030
Council fleet is 90% electric (or alternative low emissions option).	Currently our fleet is sitting at 4% electric or alternative low emissions option. This number will increase as leases come up for renewal and electric vehicles are chosen as the replacement.	2030

Community targets

Action	Progress at end of 30 June, 2023	Timeframe
Boroondara is net carbon neutral by 2035.	The Climate Action Plan reported total municipal emissions as 1,804,000 tonnes CO2-e for the 2019 year using the SnapShot community emissions tool. Since the Plan was published, the methodology was refined and the emissions for 2019 were revised to 1,643,000 tonnes CO2-e.	2035
60% Boroondara net emission reduction by 2030 (compared with 2020 emissions).	The most recent data, for FY 20/21 has Boroondara community emissions at 1,466,000 tonnes CO2-e. This downward trajectory represents an approximate 10% decrease in emissions. The impacts of COVID may have influenced this reduction and we will continue to monitor this trend.	2030
100% Boroondara actual emissions reduction by 2040.		2040
50,000 kW additional solar PV (currently 27,000 kW) by tripling the number of buildings with solar energy systems.	From January 2022 to June 2023, the most current data available indicates that approximately 14,893kW of solar PV was installed in	2030

Action	Progress at end of 30 June, 2023	Timeframe
	the Boroondara community (please note data is based on postcodes so is an approximation).	
Residents and schools plant 50,000 new indigenous plants including 10,000 trees.	In reporting on this target Council will report on the number of tube stock plants provided to the community. In doing so we acknowledge that we cannot guarantee that every plant provided has been planted. Since 1st July 2021, 5327 indigenous tube stock plants have been provided to the community.	2030
Canopy cover in Boroondara increased from 28% to 30%.	The baseline of 28% canopy cover was taken from a 2014 study that benchmarked urban tree canopy across councils Australia wide. It is the figure that was used in Council's Tree Strategy 2017. Since adopting the Climate Action Plan, Council has undertaken a highly detailed canopy cover assessment, which put our canopy cover at 25.7%. However, it is important to note that the methodology used in the studies differed (the 2014 study used i-Tree Canopy software whereas our most recent study utilised high-resolution airborne multispectral imagery). Other studies in 2016 provided canopy cover estimates (using different assessment methods) of 25% and 29%.	2030
Access to EV charging within 2km of all activity centres.	According to www.plugshare.com there is currently one EV charger site in Hawthorn, two sites in Camberwell, and one site in Glen Iris. Council is preparing to install chargers at the Hawthorn Aquatic and Leisure Centre in Hawthorn and at Burwood Village in Camberwell. A new Energy Transitions officer will be focusing on our strategic approach to EV charging infrastructure across the municipality.	2030
3,000 annual participants in sustainability workshops/ education opportunities.	In 2021/22, 1296 people participated in Council sustainability education opportunities. In 2022/23 this number was 4807. Making a	2030

Action	Progress at end of 30 June, 2023	Timeframe
	total of 6103 participants in sustainability workshops/education opportunities over the two-year period.	
Target 130 litres of water used per person per day.	The 2020-21 estimate of daily water use per person in Boroondara is 199 litres. We will continue to monitor this data and provide support and education to the community as appropriate.	2030
80% diversion of waste from landfill.	In 2022/23, waste diverted from landfill was 71.61% which is a slight increase from 71.0% in 2020/21.	2030



Climate Action Plan

Implementation Plan 2023/24 and 2024/25



Climate Action Plan

Implementation Plan 2023/24 and 2024/25

Introduction

The Climate Action Plan (2021) sets the direction for Council's response to the challenge of climate change over a ten-year period. This second Implementation Plan continues to define high priority actions for implementation over the next two years. This Implementation Plan does not duplicate background information found in the Climate Action Plan, but presents tangible actions that will be undertaken by Council either alone or in partnership with our community or other organisations over the next two years.

Actions are grouped in tables according to the key themes of the Climate Action Plan. It is acknowledged that actions may support multiple themes and targets identified in the Climate Action Plan, however to avoid duplication actions have been nominally placed against themes they appear to be most aligned with. Where an action has strong links to multiple themes, the action has been included in the Overarching actions section.

Energy efficiency and renewable energy

Aligns with Boroondara Community Plan Theme 3: The Environment

No.	Action	Alignment to Climate Action Plan	Timeframe
1.1	Install solar photovoltaic (PV) systems as part of Council's building and renewal program with consideration of battery storage where appropriate.	Aligns with action 1.2 and supports the target to install 1MW additional solar PV on Council buildings by 2030.	Ongoing
1.2	Undertake a bulk solar install for Council's tenanted community facilities as a retrofit project with consideration of battery storage where appropriate.	Aligns with action 1.2 and supports the target to install 1MW additional solar PV on Council buildings by 2030.	2023/24 2024/25
1.3	Participate in the DECCA Neighbourhood Battery Initiative grant to undertake a feasibility study for the installation of a community battery in Boroondara. Subject to the outcomes of the feasibility study, implement at least one community battery in Boroondara in FY24/25 - <i>tentative action subject to grant funding and outcomes of the study.</i>	Supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25
1.4	Continue to implement a solar PV bulk buy program for homes and businesses.	Aligns with action 1.9 and supports the target of 50,000kW additional solar PV on buildings in the community by 2030.	2023/24 2024/25
1.5	Continue to provide the Energy Savers service (which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers) and develop case studies to promote through Council's channels.	Aligns with action 1.15 and supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25

No.	Action	Alignment to Climate Action Plan	Timeframe
1.6	Collaborate with other councils to develop and deliver an energy efficiency information service for the community. This program is intended to replace the service previously provided by the Australian Energy Foundation that ceased operations in 2022.	Aligns with action 1.15 and supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25
1.7	Develop a subsidised energy audit program with targeted interventions for low-income residents.	Aligns with action 1.15 and 1.19, and supports the target of 60% community emissions reduction by 2030.	2023/24
1.8	Undertake energy upgrades at Council facilities prioritising getting off gas works.	Aligns with action 1.3 and supports the target of a 50% reduction in the number of Council buildings using gas by 2030.	2023/24 2024/25
1.9	Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. Provide instructions for these in multiple languages, as well as expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.	Aligns with action 1.15 and supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25
1.10	Introduce a new Energy Transitions Officer role - to support our community's transition to low emissions technology (such as electric vehicles and solar panels), as well as provide strategic guidance and practical implementation of electrification of Council and community assets, transition to electric vehicles (EV) etc.	Supports the target of 60% community emissions reduction by 2030 and the target of 90% actual emission reduction by 2030.	2023/24 2024/25
1.11	Support the Electrify Boroondara Project through use of the Hawthorn Arts Centre for an Annual Electrification Event.	Supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25

No.	Action	Alignment to Climate Action Plan	Timeframe
1.12	Offset corporate greenhouse gas emissions to meet Council's carbon neutrality commitment.	Aligns with action 1.4 and supports the target of Council being net carbon neutral by 2022.	Ongoing
1.13	Continue to purchase 100% renewable energy for all Council sites.	Supports the target of 90% actual emission reduction by 2030.	Ongoing

Biodiversity and trees

Aligns with Boroondara Community Plan Theme 2: Parks and Green Spaces and Theme 3: The Environment

No.	Action	Alignment to Climate Action Plan	Timeframe
2.1	Increase the area managed for biodiversity by one hectare a year and continue to maintain the existing area.	Aligns with action 2.1 and supports the target to have 61 hectares of land managed for biodiversity by 2030.	Ongoing
2.2	Develop a plan for applying biodiversity management principles to Parks sites adjacent to biodiversity sites.	Aligns with action 2.2.	2023/24 2024/25
2.3	Establish woody meadows at non-biodiversity park sites as a trial.	Aligns with action 2.2.	2023/24 2024/25
2.4	Establish a flowering grassland demonstration site.	Aligns with action 2.2.	2023/24 2024/25
2.5	Undertake annual tree planting and renewal of 1000 trees per year.	Aligns with action 2.3. Supports the targets to increase the number of street trees to 80,000 by 2030 and to increase Canopy cover from 28% to 30%.	Ongoing
2.6	Provide 5,000 indigenous tube stock to schools, community groups, friends groups and residents.	Aligns with action 2.4 and supports the target for residents and schools to plant 50,000 new indigenous plants including 10,000 trees by 2030.	2023/24 2024/25
2.7	Develop a Maranoa Gardens school excursion program.	Aligns with action 2.5.	2023/24
2.8	Develop a planting education resource for the community based on environmental performance, site suitability and adaptation to climate change.	Aligns with action 2.5.	2023/24

No.	Action	Alignment to Climate Action Plan	Timeframe
2.9	Provide incentives for community members to renovate their nature strips to enhance biodiversity. This action will align with an update to the Council Urban Biodiversity Strategy and an update to Council's nature strip renovation guidelines.	Aligns with action 2.10 and supports the target for residents and schools to plant 50,000 new indigenous plants including 10,000 trees by 2030.	2023/24 2024/25
2.10	Assess the climate change vulnerabilities of flora and fauna in Boroondara by undertaking an update to the Inventory and Assessment of Indigenous Flora and Fauna in Boroondara.	Aligns with action 6.25.	2023/24 2024/25
2.11	Adopt and begin implementation of the Tree Canopy Strategy (formerly referred to as Urban Forest/Greening Strategy).	Aligns with action 2.11 and 2.8. Supports the targets to increase the number of street trees to 80,000 by 2030 and to increase Canopy cover from 28% to 30%.	2023/24 2024/25
2.12	Update Council's Urban Biodiversity Strategy.	Aligns with action 2.2.	2023/24
2.13	Continue to engage a Landscape Compliance Officer, and make the role permanent, to ensure its ongoing successes with building relationships with contractors and proactively auditing sites to gain compliance with tree protection and tree planting permit conditions.	Aligns with action 2.12.	Ongoing
2.14	Continue to support community groups working in biodiversity areas.	Aligns with action 2.2.	Ongoing
2.15	Deliver the Backyard Biodiversity Project annually to encourage and support residents to create indigenous habitat gardens.	Aligns with action 2.5 and supports the target for residents and schools to plant 50,000 new indigenous plants including 10,000 trees by 2030.	Ongoing

No.	Action	Alignment to Climate Action Plan	Timeframe
2.16	Monitor and publicly report on Council's log hollow habitat enhancement program for sugar gliders and hollow dependent birds and adjust and expand as appropriate.	Aligns with action 2.7.	Ongoing

Water and waterways

Aligns with Boroondara Community Plan Theme 3: The Environment

No.	Action	Alignment to Climate Action Plan	Timeframe
3.1	Update and implement Council's Integrated Water Management Strategy.	Aligns with action 3.3 and 3.10 and supports the target that Council harvests 65 ML of alternative water per annum.	2023/24
3.2	Trial the implementation of winter irrigation at sites identified in the winter irrigation project database.	Aligns with action 3.13.	2023/24 2024/25
3.3	Finalise the development of a Litter and Pollution Reduction Strategy that includes a cleaner building site program, targeting sediment runoff from development sites, and an engagement and enforcement program.	Aligns with actions 3.6, 3.12 and 6.20.	2023/24 2024/25
3.4	Conduct an annual program of water efficiency retrofits.	Aligns with actions 3.8.	Ongoing
3.5	Participation in the Gardiners Creek (KooyongKoot) Regional Collaboration.	Aligns with action 6.6.	2023/24 2024/25

Transport

Aligns with Boroondara Community Plan Theme 3: The Environment and Theme 5: Moving Around

No.	Action	Alignment to Climate Action Plan	Timeframe
4.1	Provide separated pedestrian and bicycle paths for the Anniversary Trail between Laurel Rail Link and Ryburne Avenue and between Canterbury Road and Myrtle Road.	Aligns with action 4.8.	2023/24 2024/25
4.2	Investigate, design, consult and deliver protected bike lanes along Kilby Road, Willsmere Road (Earl St to Kilby Rd), Robinson Road and Auburn Road.	Aligns with action 4.10.	2023/24 2024/25
4.3	Implement improved T-intersection treatments for bicycle riders.	Aligns with action 4.10.	2023/24 2024/25
4.4	Provision of handrail lighting along Railway walk between Camberwell and East Camberwell stations.	Aligns with action 4.11.	2023/24 2024/25
4.5	Continue to provide energy efficient park lighting along our shared paths including, Anniversary Trail between Whitehorse Rd and Canterbury Rd.	Aligns with action 4.11.	2023/24 2024/25
4.6	Provide sustainable transport initiatives for the community, including schools and businesses. Example initiatives include, the Boroondara Active and Safe program, bike skills courses, and bike repair events.	Aligns with actions 4.6 and 4.12.	2023/24 2024/25
4.7	Adopt Council's Car Share Policy and Procedures.	Aligns with action 4.21.	2023/24

No.	Action	Alignment to Climate Action Plan	Timeframe
4.8	Install EV charging infrastructure at two community sites per annum.	Aligns with action 4.7 and supports the target that there is access to EV charging within 2 km of all activity centres by 2030.	2023/24 2024/25
4.9	Pursue opportunities to partner with commercial providers to install and operate EV charging for community. Chargers may be installed in Council managed car parks under lease agreements.	Aligns with action 4.7 and supports the target that there is access to EV charging within 2 km of all activity centres by 2030.	2023/24
4.10	Engage with the Victorian Government and Distribution Businesses to support opportunities for on street EV charging for residents without off street parking.	Aligns with action 4.7.	2023/24
4.11	Expand EV charging infrastructure for Council fleet and operations.	Supports the target that Council fleet is 90% electric (or alternative low emissions option) by 2030.	2023/24 2024/25
4.12	Prioritise the purchase and lease of EVs for Council fleet and operations.	Aligns with action 4.1 and supports the target that Council fleet is 90% electric (or alternative low emissions option) by 2030.	Ongoing
4.13	Pursue opportunities to include electric vehicle and bicycle charging in all relevant Council building works.	Aligns with action 4.3 and supports the target that there is access to EV charging within 2 km of all activity centres by 2030.	Ongoing

Circular economy (waste)

Aligns with Boroondara Community Plan Theme 3: The Environment and Theme 5: Moving Around

No.	Action	Alignment to Climate Action Plan	Timeframe
5.1	Continue to implement the FOGO program and identify opportunities to expand the service.	Aligns with action 5.5 and supports the target of 80% diversion of waste from landfill by 2030.	Ongoing
5.2	Assess feasibility to commence using compost created from kerbside-collected FOGO in Council's open spaces and parks where appropriate.	Aligns with action 5.4.	2023/24
5.3	Investigate opportunities to provide the compost created from kerbside-collected FOGO to the community for personal use.	Aligns with action 5.6.	2024/25
5.4	Provide education to privately serviced multi-unit dwellings and commercial properties on private food waste recycling options.	Aligns with action 5.7.	2023/24 2024/25
5.5	Plan a trial program to connect businesses with leftover food or other goods with charity organisations in need of the items.	Aligns with action 5.7.	2023/24
5.6	Conduct a waste audit of commercial properties to establish a baseline and identify targeted opportunities to reduce waste.	Aligns with action 5.7.	2023/24
5.7	Deliver circular economy capacity building programs such as Go Full Circle to local businesses.	Aligns with action 5.7.	2023/24 2024/25

No.	Action	Alignment to Climate Action Plan	Timeframe
5.8	Develop a recycling and waste toolkit / educational resource for businesses.	Aligns with action 5.7.	2023/24
5.9	Develop resources to support the community to prioritise local services such as a local repair services directory and local op shop directory.	Aligns with action 5.6.	2023/24
5.10	Develop opportunities to encourage the use of alternatives to Council's hard waste service by providing education and resources on the hard waste booking webpage.	Aligns with action 5.6.	2023/24
5.11	Investigate and educate the community on options available for recycling collection or drop off for Solar PV panels.	Aligns with action 5.1.	2023/24
5.12	Continue to deliver a reusable nappy education program.	Aligns with action 5.6 and supports the target of 80% diversion of waste from landfill by 2030.	2023/24 2024/25

Overarching

Aligns with Boroondara Community Plan Theme 3: The Environment

No.	Action	Alignment to Climate Action Plan	Timeframe
6.1	Provide the community with access to Climate Action Grants, for new projects, services, programs and activities that strengthen the community's capacity to reduce emissions, and/or adapt to the impacts of climate change.	Aligns with action 6.3 and supports target of 60% community emissions reduction by 2030.	2023/24 2024/25
6.2	Deliver an expanded community education and advice program including conducting a feasibility assessment for an onsite demonstration venue.	Aligns with action 1.12 and supports target of 60% community emissions reduction by 2030.	2023/24 2024/25
6.3	Embed climate action into staff roles and responsibilities and performance management.	Aligns with action 6.5.	2024/25
6.4	Participate in the Eastern Alliance for Sustainable Learning to provide teacher engagement and sustainability support for schools.	Aligns with action 6.15.	2023/24 2024/25
6.5	Hold a Sustainable Living Festival engage with the community about sustainable living.	Aligns with action 6.11.	2024/25
6.6	Promote Council action on climate change and the benefits of community action through the Climate Action Plan Hub and other Council communications, such as the Boroondara Bulletin and social media.	Aligns with action 6.4.	Ongoing
6.7	Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community interest and needs.	Aligns with actions 6.11, 6.12, 1.12, 2.5, 3.4, 4.6 and 5.6 and supports the target to have 3,000 annual participants in sustainability workshops or education opportunities.	Ongoing

No.	Action	Alignment to Climate Action Plan	Timeframe
6.8	Continue to engage an officer to increase community sustainability education and initiatives.	Aligns with actions 1.12, 2.5, 3.4, 4.6, 5.6, 6.11 and 6.15 and supports the target to have 3,000 participants each year in sustainability workshops or education opportunities.	2023/24 2024/25
6.9	Roll out a school's sustainability education program for primary and secondary school students.	Aligns with action 6.15 and supports target to have 3,000 annual participants in sustainability workshops or education opportunities.	Ongoing
6.10	Pursue opportunities for enhanced data collection and monitoring for reporting on climate actions and impacts.	Aligns with action 6.25.	Ongoing
6.11	Continue to provide support for community leadership on climate action.	Supports the target of 60% community emissions reduction by 2030.	Ongoing
6.12	Pending the Minister's authorisation, carry out the planning scheme amendment developed as part of the CASBE joint research project. If authorisation isn't given, continue to advocate for increased Environmentally Sustainable Development targets.	Aligns with action 6.23 and supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25
6.13	Continue to provide support for Environmentally Sustainable Development (ESD) in private development through a program of advice and support (includes 0.5 EFT).	Aligns with action 1.11 and supports the target of 60% community emissions reduction by 2030.	2023/24 2024/25
6.14	Include a sustainability category in the Urban Design Awards.	Aligns with action 1.11.	Ongoing

No.	Action	Alignment to Climate Action Plan	Timeframe
6.15	Implement the Sustainable Council Building Policy to progressively enhance the environmental performance of Council buildings.	Aligns with action 1.1 and 3.1. Supports the target of 90% actual emission reduction by 2030.	Ongoing
6.16	Respond to calls for submissions and advocate on matters that align with Climate Action Plan objectives as appropriate.	Aligns with the advocacy actions outlined in each Climate Action Plan theme.	Ongoing
6.17	Continue to participate in the Eastern Alliance for Greenhouse Action.	Aligns with action 6.6.	Ongoing
6.18	Continue to participate in the Council Alliance for a Sustainable Built Environment.	Aligns with action 6.6.	Ongoing
6.19	Maintain our Municipal Emergency Management Plan, which includes our Heat Health Plan that outlines Council's approach to assist, educate and alert vulnerable community members of a declared heat health alert. This includes promoting the use of "cool places" as an alternative refuge from heat.	Aligns with action 1.16.	Ongoing
6.20	Continue to convene the Internal Advisory Committee for the Climate Action Plan (which includes members of the executive and up to six Councillors) to provide advice and support for the delivery of the Boroondara Climate Action Plan across the organisation.	Aligns with actions 6.5 and 6.10.	Ongoing

ATTACHMENT 3 - TABLE OF FEEDBACK - CLIMATE ACTION PLAN IMPLEMENTATION PLAN 2023-24 - 2024-45

This table provides a summary of feedback provided during consultation about the draft Climate Action Plan Implementation Plan 2023-24/2024-25. All feedback has been reviewed and considered.

FEEDBACK	RESPONSE
<p>I have emailed a detailed feedback submission as I think that the Draft CAIP requires a lot of revision. The CAIP is well intentioned but there are just too many gaps and very few meaningful KPI's, performance measures, benchmarking and other metrics for a robust and effective Implementation Plan.</p> <p>1.1 Install solar photovoltaic (PV) systems as part of Council's building and renewal program. 1MW by 2030. Good in principle, but 1 MW by 2030 is not ambitious. Should include battery storage for high use / after hours facilities. Additional Kw capacity for the 23-25 FY's?</p> <p>1.2 Undertake a bulk solar install for Council's tenanted community facilities as a retrofit project. Good in principle, but 1MW by 2030 is not ambitious. What is the budget? Is this in the capital works budget? Additional Kw capacity for the 23-25 FY's?</p> <p>1.3 Participate in the DECCA Neighbourhood Battery Initiative grant to develop a feasibility study for the installation of a community battery in Boroondara. Subject to the outcomes of the feasibility study, implement at least one community battery in Boroondara in FY24/25 - tentative action subject to grant funding and outcomes of the study. This should say to "undertake a feasibility study", not "to develop". What is the alternative if funding for the feasibility study is not forth coming, or the feasibility is not favourable?</p> <p>1.4 Continue to implement a solar PV bulk buy program for homes and businesses. Ok in principle, but how much will be made available in 23-25? Currently Solar Savers is suspended according to the enquiry line, pending renewal. What are targets for 23-25?</p> <p>1.5 Continue to provide the Energy Savers service, which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers. Ok in principle, but currently suspended pending renewal. Targets? How many businesses will be engaged? Will high emitters be targeted?</p> <p>1.6 Through the Eastern Alliance for Greenhouse Action, provide opportunities for large energy users to switch to renewable energy via a Power Purchase Agreement. The proposed action needs to be more specific. What target(s) is/are to be achieved by 25?</p> <p>1.7 Collaborate with other councils to develop and deliver an energy efficiency information service for the community. Good in principle. Needs to be more specific. Why not piggy back on the information services that other LGA's already have in place? And then improve/enhance the service.</p> <p>1.8 Develop a subsidised energy audit program with targeted interventions for low-income residents.</p>	<p>We do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes. We do not propose to introduce interim targets, but it is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>We have amended actions 1.1 and 1.2 to include the words <i>with consideration of battery storage where appropriate</i>.</p> <p>The wording in action 1.3 has been changed to <i>undertake</i> rather than 'develop'.</p> <p>We have an induction cooking workshop planned for January. We have also amended Action 6.7 to say Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community</p>

<p>Good initiative in principle, but “develop a program” means that it is not ready to start. What suite of interventions will be prioritised? How many low income households would be targeted in the next 1.75 years? What eligibility criteria would apply.</p> <p>1.9 Undertake energy upgrades at Council facilities prioritising getting off gas works. Great initiative. Should be included in project briefs for current and future building capital works / renewal / upgrade programs? Or is this a separate budget item? How many facilities? What is the budget? Anticipated reduction in energy demand?</p> <p>1.10 Continue to provide power monitors for electricity audits and thermal cameras to identify ‘leaky’ buildings for loan via the Boroondara Libraries. Expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.</p> <p>V. Good. But also include induction cooking demonstrations at Neighbourhood Houses and community centres. Target Nos? How many loans = success?</p> <p>1.11 Introduce a new Energy Transitions Officer role - to support our community's transition to low emissions technology (such as electric vehicles and solar panels), as well as provide strategic guidance and practical implementation of electrification of Council and community assets, transition to electric vehicles (EV) etc.</p> <p>Good initiative. The sustainability team is undermanned. This position requires an experienced project manager with a technical background in environmental engineering, science, Ecologically Sustainable Design/Development, and effective programme management and delivery, supported by experienced project officers and community education/outreach officers. What are specific KPI's for the position? Is the position full time? When will appointee start?</p> <p>1.12 Support the Electrify Boroondara Project through use of the Hawthorn Arts Centre for an Annual Electrification Event.</p> <p>Good community education and engagement initiative. What are the success KPI's? No of attendees. No of volunteers</p> <p>1.13 Offset corporate greenhouse gas emissions to meet Council's carbon neutrality commitment.</p> <p>Not appropriate any more. Where do the off sets come from? This is wasting time and resources, as well as distracting from and avoiding the challenge of real corporate emission reductions. It also confirms that the COB has not achieved its target of being net carbon neutral by 2022, despite off-setting. How many tonnes?</p> <p>1.14 Continue to purchase 100% renewable energy for all Council sites.</p> <p>OK for the very short term. How much additional renewable energy will be purchased in 23-25? Is this more cost/resource effective in the long term than investing now in actual emission reduction interventions and retrofits? Has this analysis been done? What are the success KPI's?</p> <p>Omissions & Other Comments:</p> <ol style="list-style-type: none"> 1. There is no mention of a bulk buy program for heat pump hot water units and heat pump a/c for heating and cooling. A serious omission if getting off gas is a priority. 2. Heat pump hot water and heat pump/split system heating - cooling in council facilities should also be a retro-fit priority. This should be “business as usual” for all council capital works relating to new buildings and facility upgrades. 3. Ecologically sustainable design and development, including regenerative design, of new and refurbished council buildings has not been included in the CAIP. Why is this so? Since council adopted its 5 star Green Star (equivalent) performance rating in operation for significant building projects in 2016, not one (1) building has achieved this performance rating and there is no reporting on individual projects. 4. There is no provision for low-interest/no interest loans for low-income households and pensioners to retrofit electric appliances or rooftop solar. 5. Proposed actions need to be much more specific, measurable, and transparent. 	<p>interest and needs. Example workshops include induction cook top demos and e-bike test rides.</p>
--	--

6. There should be at least annual reporting to the community via a dedicated Climate Action web page, council newsletter etc. with reporting on KPI's, targets, success metrics and benchmarking against best practice LGA's.

7. If council is genuinely aiming to reduce GHG emissions in compliance with stated policy, every action should be accompanied by the anticipated reduction in energy demand and emissions. And annual reporting should demonstrate the level of achievement.

8. To effectively deliver the CAP that the city of Boroondara has committed to requires an organisational culture of excellence and "ecological sustainability" that is integrated into every strategy, plan, programme and activity, so that all council departments share a corporate responsibility in responding to the climate emergency.

9. Council needs to invest in capacity building and an effective professional development program to support and empower staff who are responsible for delivering and implementing projects and programmes.

2.1 Increase the area managed for biodiversity by one hectare a year and continue to maintain the existing area.
Increasing by one hectare a year" is not ambitious enough. Of the 598 hectares of open space managed by COB only 51 hectares is designated as being managed for biodiversity. If only half were to be managed for biodiversity it will take 273 years at the proposed rate. Requires a coherent plan. At least 5ha/an 10ha/an would be a more appropriate KPI

2.2 Develop a plan for applying biodiversity management principles to Parks sites adjacent to biodiversity sites.
Urgent. Complete in 23/24 & action

2.3 Establish woody meadows at non-biodiversity park sites as a trial.
What is the expected reduction in GHG emissions? What is the business case & cost/benefit Success KPI's?

2.4 Establish a flowering grassland demonstration site.
As above. Success KPI's?

2.5 Undertake annual tree planting and renewal of 1000 trees per year.
Support in principle, but not ambitious enough. High priority. Only 700 trees were planted in 21/22. Is there any catch-up program? More funding and resources need to be allocated to expanding tree planting and increasing biodiversity areas. No mention of establishing and expanding wildlife habitat corridors. Penalties for unauthorised tree removal need to increase to reflect the value of trees. 5,000 trees per year till at least 35% cover is achieved. Wildlife – habitat corridors – 5kms/ ann

2.6 Provide 5,000 indigenous tube stock to schools, community groups, friends groups and residents.
V good. How can this be doubled in 2 years? What is the anticipated reduction in GHG emissions over 20 years?

2.7 Develop a Maranoa Botanic Gardens school excursion program.
Good education program. Is this the highest and best use of resources in the short term? Difficult to measure any direct reduction in GHG emissions.

2.8 Develop a planting education resource for the community based on environmental performance, site suitability and adaptation to climate change.
As above. Metrics for success?

2.9 Provide incentives for community members to renovate their nature strips to enhance biodiversity. This action will align with an update to the Council Urban Biodiversity Strategy and an update to Council's nature strip renovation guidelines.
Sounds good. Is this the highest and best use of resources in the short term? Metrics for success?

- 2.10 Assess the climate change vulnerabilities of flora and fauna in Boroondara by undertaking an update to the Inventory and Assessment of Indigenous Flora and Fauna in Boroondara.
Good medium term initiative.
- 2.11 Adopt and begin implementation of the Tree Canopy Strategy (formerly referred to as Urban Forest/Greening Strategy).
V good in principle, needs to be more ambitious. Increase Canopy cover from 28% to at least 35% by 2030.
- 2.12 Update Council's Urban Biodiversity Strategy.
Support provided it is accompanied by an implementation plan with specific, measurable KPI's and target reductions in GHG emissions. 2023/24
- 2.13 Continue to engage a Landscape Compliance Officer, and make the role permanent, to ensure its ongoing successes with building relationships with contractors and proactively auditing sites to gain compliance with tree protection and tree planting permit conditions. Also need enforcement. Penalties for unauthorised tree removal need to reflect the value of trees. Property owners, developers and contractors need to be fined substantial amounts. Where trees are removed illegally at least 2 advanced replacement canopy trees should also be required.
- 2.14 Continue to support community groups working in biodiversity areas.
Support. No metrics.
- 2.15 Deliver the Backyard Biodiversity Project annually to encourage and support residents to create indigenous habitat gardens.
Support. Program needs review to include success KPI's. Needs development to create habitat corridors linking to established corridors & biodiversity areas. Success metrics for 23/25?
- 2.16 Monitor and publicly report on Council's log hollow habitat enhancement program for sugar gliders and hollow dependent birds and adjust and expand as appropriate.
Support in principle. Success metrics for 23/25?
1. Council's planning and development policies, and some local laws, need urgent review and up-dating. With inevitable urban densification Boroondara is losing mature tree canopy and biodiversity with an increasing risk of the "urban heat island" effect becoming worse. Developers should be required to replace every tree removed with at least 2 replacement canopy trees on site. Alternatively, developers can elect to replace lost trees and vegetation with "green" roofs and "green walls" or "green facades" equal to the capacity of the trees and vegetation lost. Such policies are already in place in other cities.
 2. Equally important are permeable pavements and water sensitive techniques, such as "reinforced" grass and "daylighting" storm water, for both urban cooling and maintaining a healthy water table.
 3. The impact of water sensitive design and on-site "greening" [canopy trees, green walls and green facades] on summer energy demand can be significant, reducing ambient summer temperatures around buildings up to 5oC, and a consequent reduction in cooling loads and more comfortable buildings. This also has a significant impact on reduced heat stress and occupant health.
 4. Fines for unauthorised removal of trees on private land should be significantly increased to reflect the \$ value of mature trees. Council can use satellite imagery and technology to monitor tree canopy loss and fine both the land owner and any contractor involved.
 5. Council should invest in a GIS based tree asset data base to monitor its tree assets and to plan replacement of mature declining trees.
- 3.1 Update and implement Council's Integrated Water Management Strategy.
Support, provided it is accompanied by an implementation plan with specific, measurable KPI's and target reductions in GHG emissions.

<p>3.2 Trial the implementation of winter irrigation at sites identified in the winter irrigation project database. Support in principle, provided it is accompanied by an implementation plan with specific, measurable KPI's.</p> <p>3.3 Finalise the development of a Litter and Pollution Reduction Strategy that includes a cleaner building site program, targeting sediment runoff from development sites, and an engagement and enforcement program. Support in principle, provided it is accompanied by an implementation plan with specific, measurable KPI's.</p> <p>3.4 Conduct an annual program of water efficiency retrofits. Support in principle, provided it is accompanied by an implementation plan with specific, measurable KPI's.</p> <p>3.5 Participation in the Gardiners Creek (KooyongKoot) Regional Collaboration. Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.1 Provide separated pedestrian and bicycle paths for the Anniversary Trail between Laurel Rail Link and Ryburne Avenue and between Canterbury Road and Myrtle Road. Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.2 Investigate, design, consult and deliver protected bike lanes along Kilby Road, Willsmere Road (Earl St to Kilby Rd), Robinson Road and Auburn Road. Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.3 Implement improved T intersection treatments for bicycle riders. Support in principle, provided it is accompanied by specific, measurable KPI's.</p> <p>4.4 Provision of handrail lighting along Railway walk between Camberwell and East Camberwell stations. Should this be a Climate Action Plan initiative? Success KPI's for 23/25?</p> <p>4.5 Continue to provide energy efficient park lighting along our shared paths including, Anniversary Trail between Whitehorse Rd and Canterbury Rd. Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.6 Provide sustainable transport initiatives for the community, including schools and businesses. Example initiatives include, the Boroondara Active and Safe program, bike skills courses, and bike repair events. Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.7 Adopt Council's Car Share Policy and Procedures Support in principle, provided it is accompanied by specific, measurable KPI's</p> <p>4.8 Install EV charging infrastructure at two community sites per annum Support in principle, but 2 sites per annum not ambitious. What are anticipated reductions in GHG emissions</p> <p>4.9 Pursue opportunities to partner with commercial providers to install and operate EV charging for community. Chargers may be installed in Council managed car parks under lease agreements. Support in principle, but what are KPI's?</p>	
--	--

4.10 Engage with the Victorian Government and Distribution Businesses to support opportunities for on street EV charging for residents without off street parking.

Support in principle, but what are KPI's?

4.11 Expand EV charging infrastructure for Council fleet and operations.

Support in principle, but what are KPI's? What are anticipated reductions in GHG emissions.

4.12 Prioritise the purchase and lease of EVs for Council fleet and operations.

Support in principle, but what are the KPI's? What are success KPI's for 23/25?

4.13 Pursue opportunities to include electric vehicle and bicycle charging in all relevant Council building works.

Aligns with action 4.3 and supports the target that there is access to EV charging within 2 km of all activity centres by 2030.

Circular Economy and Waste

Other Comments:

1. Support the initiatives in principle, subject to measurable KPI's and identified reductions in GHG emissions.

2. Some of these initiatives are not high priority given the limited resources to deliver high priority initiatives.

3. It is noteworthy that council buildings and infrastructure are not captured in this section of the Plan. Regenerative design and development should be "business as usual" in council's capital works projects to avoid construction waste to landfill and maximise the re-use of reclaimed materials from demolition, with appropriate metrics. Eg; Tonnes of carbon (and \$'s) saved through re-use of bricks, structural timber, steel, etc.

4. There is no mention of professional development and capacity building for key staff and departments. Eg; capital works delivery team and project managers to ensure that they are conversant with the principles of the circular economy, regenerative design and development and how to apply them to project briefs and contract documents. Council officers in other departments also require training.

6.1 Provide the community with access to Climate Action Grants, for new projects, services, programs and activities that strengthen the community's capacity to reduce emissions, and/or adapt to the impacts of climate change.

Support. Very necessary. Grant program should be expanded to target community based projects supporting the CAP emission reduction target.

Anticipated or estimated tonnes of emission reduction.

6.2 Deliver an expanded community education and advice program including conducting a feasibility assessment for an onsite demonstration venue.

Supported. Very necessary. Deliver by April 24.

6.3 Embed climate action into staff roles and responsibilities and performance management.

Highly supported. This is critical top priority. All staff should have training and professional development. June 24.

6.4 Participate in the Eastern Alliance for Sustainable Learning to provide teacher Support.

Add success metrics / KPI's

6.5 Hold a Sustainable Living Festival engage with the community about sustainable living.

Support. Important short term education initiative. Add success metrics / KPI's

6.6 Promote Council action on climate change and the benefits of community action through the Climate Action Plan Hub and other Council communications, such as the Boroondara Bulletin and social media.

<p>Support. Ongoing Add success metrics / KPI's for 23-25.</p> <p>6.7 Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community interest and needs. Support. Important community education initiative. 3,000 annual participants in sustainability workshops & education forums.</p> <p>6.8 Continue to engage an officer to increase community sustainability education and initiatives. Support. Underpins initiative 6.7 above.. Target: 3,000 annual participants in sustainability workshops & education forums.</p> <p>6.9 Roll out a school's sustainability education program for primary and secondary school students. Support. Target: 3,000 annual participants in sustainability workshops & education forums.</p> <p>6.10 Pursue opportunities for enhanced data collection and monitoring for reporting on climate actions and impacts. Support. V important for the community. Has to be related to KPI's and success metrics. At least annual reporting.</p> <p>6.11 Continue to provide support for community leadership on climate action. Support, subject to success metrics. Add min no of participants per annum.</p> <p>6.12 Pending the Minister's authorisation, carry out the planning scheme amendment developed as part of the CASBE joint research project. If authorisation isn't given, continue to advocate for increased Environmentally Sustainable Development targets. Support. Targets and proposed performance measures should focus on evidence based Ecologically [not environmentally] Sustainable Development. Include performance measures & KPI's</p> <p>6.13 Continue to provide support for Environmentally Sustainable Development (ESD) in private development through a program of advice and support (includes 0.5 EFT). Support, subject to more rigorous ESD performance criteria. KPI's and completion date for ESD guide and performance criteria.</p> <p>6.14 Include a sustainability category in the Urban Design Awards. Support, subject to sound ESD and regenerative design criteria. Should involve consultation with expert advisors to ensure appropriate best practice criteria are met. By 23/24</p> <p>6.15 Implement the Sustainable Council Building Policy to progressively enhance the environmental performance of Council buildings. Support, subject to sound best practice ESD and regenerative design performance criteria. By 23/24</p> <p>6.16 Respond to calls for submissions and advocate on matters that align with Climate Action Plan objectives as appropriate. Support, subject to KPI's</p> <p>6.17 Continue to participate in the Eastern Alliance for Greenhouse Action. Support, subject to KPI's.</p> <p>6.18 Continue to participate in the Council Alliance for a Sustainable Built Environment. Support, subject to KPI's.</p>	
<p>There are many worthwhile ideas and projects in this plan but I think a lot more needs to be done.</p> <p>I was dismayed when I received my rate notice from Boroondara to see that \$27.45 million was committed to refurbish the Michael Tuck Stand and Glenferrie Oval, and only 1.75 million on Climate Change measures (environmental sustainability, Biodiversity Strategy, FOGO, and outdoor</p>	<p>No change to the implementation plan has been made.</p>

<p>solar lighting). Boroondara Council has declared a Climate Emergency but does not seem to be taking it seriously enough. This IS a real emergency, viz the burning northern hemisphere, thawing of polar ice, etc. And the quicker we take meaningful action, the more hope we have of diminishing these and worse effects. I am entirely sure that there are many more people within the Boroondara Council area who care more about Climate Change than the Michael Tuck Stand. Perhaps you could cancel this project and put the funds towards Climate Change matters.</p> <p>Your web site says Council emissions have been reduced a great deal by buying Renewable Wind energy. I presume this is by a Power Purchase Agreement - likely a virtual or synthetic PPA, in which the energy is not physically supplied and sold directly from the generator to the purchaser, but is supplied via the NEM. Whilst this is perfectly legal, there are some who do not believe it represents a genuine reduction in emissions, but is more of an accounting practice than a genuine reduction. This 'Emission Reduction' should possibly be removed from your figures. See this link for further explanation: https://www.offsetguide.org/green-power-faq/what-is-a-green-power-purchase/</p> <p>The Boroondara Council area has a lower percentage of homes with solar panels than average. I believe this may be partly due to the heritage restrictions imposed by the Council. Whilst it is good to have attractive heritage houses, I believe in the interest of more homes being able to generate solar energy, these restrictions should be removed.</p> <p>Your web site says that 10,000 street lights have been replaced by 'energy efficient lighting'. Whilst this is admirable it needs to be put in context. Is it 10,000 out of 100,000, or out of 11,000? It is hard to judge progress without this information. And are the new lights LED or something else? Along the same lines, further detail needs to be given on the progress and timelines of a number of other projects.</p>	
<p>We are in full support of the take up of all elements of the CAP. In terms of Council's 'electrification of the community and business' objectives under the CAP, and through our own analysis, we see this as both a massive opportunity and a significant challenge. To achieve the 60% emissions reduction by 2030 in the broad community, led by Council, requires a 6% reduction each year for a decade (from 2020 to 2030). This will require a major, well-resourced, well-funded commitment by Council itself. It would be erroneous to think that Council plays just a minor or support role in delivering on its CAP emissions reduction objective. In a nutshell, we see the job ahead of Council is to:</p> <ul style="list-style-type: none"> a) involve the whole-of-council in the CAP, and b) to dedicate the necessary Council resources <p>This means devolving the Climate Action Plan through the required staff, with position descriptions, KPI's, annual reviews, culture surveys, etc. On the specific issue of 'electrification' of the community (households and business), this can be seen as a whole-of-Council responsibility. Electrification requires all Executives, all Councillors, all staff, to share a common goal – in the same way that OH&S is a whole-of-council responsibility, rather than an HR responsibility. This is but one part of the Climate Action Plan. (An example of where this approach is being undertaken is Mornington Peninsula Council, who manage this culturally under 'The Climate Oversight Group' composed of the Shire executive and key staff.)</p> <p>In addition to Council creating the climate-action culture Council-wide, it appears necessary to take steps to deploy the necessary staffing resources who are dedicated to deliver on the 60% reduction by 2030 target under the CAP. Currently, we see the 'Environmental Sustainability and Open Space Team' has less than 1 full-time equivalent (FTE) dedicated to delivering the CAP Implementation Plan objectives. Existing Department staff are already dedicated to roles and activity that pre-date the CAP, i.e. staff are deployed to circular economy (FOGO, recycling etc.), utilities and water management, community engagement, department management, liaison, etc.</p> <p>The current Boroondara Council Budget 2023/24 has allocated approximately \$1 M to the Climate Action Plan. We estimate the staff resources actually needed to deliver the rolling CAP Implementation Plans (IP) at five FTE's (full-time equivalents), with staff roles such as:</p> <ul style="list-style-type: none"> o 1 FTE - Energy Efficiency, Renewable Energy and Innovation (residential and commercial, policy advocacy, liaise with local, state and federal counterparts) 	<p>Action 6.3 is designed to assist with creating the climate-action culture Council-wide. In addition, we currently convene an Internal Advisory Committee for the Climate Action Plan to provide advice and support for the delivery of the Climate Action Plan across the organisation. We have now reflected this in a new action (6.20).</p> <p>The implementation plan includes resources for a number of staff positions, and we have staff in existing positions delivering actions across all themes of the Climate Action Plan. The level of staff resourcing is at an appropriate level for us to deliver the actions in the implementation plan.</p>

- 1 FTE - Sustainable Transport and Innovation (EV charging for all types of dwellings, e-bike advocacy, active transport, policy advocacy, liaison with local, state and federal counterparts)
- 1 FTE - Monitoring and Evaluation (i.e. CAP Project Management Office, PMO, activity)
- 2 x FTE's for electrification/climate education and communication (internal Council and Community programs); people with expertise in culture change, electrification campaigns, behaviour change campaigns, event planning, communicating with many different demographics as well as various Council stakeholders and across Departments.

These five FTE's would cost around \$500k p.a. This would leave approximately \$500k for other initiatives in the 2023/24 Budget. This resource base could be funded under the existing Budget in 2023/24, then in the next budget cycle, build the specific CAP/IP initiatives into the 2024/25 Budget, maintaining the five (+5) CAP staff. We would like quickly to also note that this challenge is not unique to Boroondara, and there are good examples of Councils forging a strong response to emission reductions targets. Councils such as Stonnington, Yarra, Port Phillip, and Mornington, who already appear to be providing higher budgetary funding than Boroondara.

Snap-shot data (Ironbark) informs that Boroondara's Total Emissions for 2020/21 exceed 1.4 million tonnes per annum, comprising Electricity 56%, Transport 15%, Gas 18%. With Business (including schools, Swinburne, supermarkets, etc.) accounting for 35% of all emissions. Social network theory suggests that we will need to encourage the adoption of electrification and energy efficiency as an 'early adopter' cohort across both the household and business sectors, and then the 'middle majority' will start to move more rapidly, based on the example set by peers. And implicit in this 'electrify everything' strategy is that the Victorian State Government plays its role in increasing renewables in the grid (25% renewables in 2020, to 65% renewables by 2030).

Practical steps in switching to electric, and reducing the quantity of energy include:

- Energy efficiency – insulation and draught proofing, double-glazing etc.
- Rooftop solar – households and businesses
- Energy efficiency – insulation and draft proofing, double-glazing etc.
- Efficient electric heat-pump hot water and reverse cycle air-conditioning heating and cooling – households and business
- Induction cook-tops
- Transport – e.g. switch buses to e-buses, ICE vehicles to E-vehicles, ICE trucks to electric trucks, increase active transport (bikes and walking) – for households, students.

In summary, we think the City of Boroondara's main challenge at this stage is to:

- a) provide a whole-of-council response to the Climate Action Plan, and
- b) to dedicate approximately five additional, experienced FTE's

This will create the capacity to deliver the next detailed, actionable, and measurable CAP Implementation Plan, one that will help to deliver on the 6% reduction per year of community emissions reduction.

The two key actions above can be fully operationalized under the existing 2023/24 Budget. Then the 2024/25 Council Budget can subsequently be developed to align with the more detailed and adequately resourced CAP 'Implementation Plan' 2023/24 and 2024/25, capable of delivering the agreed level of reductions per annum. It can be project managed and tracked by the Council's new CAP in-house team, with oversight by designated executive Council staff, and supported by whole-of council KPI's, supported by whole-of-council cultural alignment. It is clear that volunteers cannot be responsible for major transitions in the way communities work. However, we can together achieve a lot.

<p>Thank you for the community an opportunity to shape Council's Climate Action Plan - Implementation Plan for the next two years. While I support many of the initiatives outlined in the draft implementation plan, I believe there is greater scope for Council action given the urgency of addressing the climate crisis. In my personal submission, I outline some suggestions to further strengthen the Plan:</p> <ul style="list-style-type: none"> • Many actions require further detail to ensure they adequately address Council and community emissions. Without sufficiently outlined goals, measures, funding, or timelines, it is unclear whether Council's actions will meet the scale of local change required to address the impacts of climate change. I would particularly like to see further detail for the following otherwise great actions, though more information would be welcome for most: <ul style="list-style-type: none"> o 1.1 & 1.2 – targets for how much additional solar PV will be installed over the term of the Implementation Plan. o 1.9 – detail on number and type of appliances replaced and estimated emissions reduction. o Most actions under 4. Transport – can include targets for increased ridership or people using active transport. o 4.12 – interim targets for the proportion of the fleet converted to electric between now and 2030. o 5.1 – interim targets and reporting on waste diversion. • Action 1.13 aims to, "Offset corporate greenhouse gas emissions to meet Council's carbon neutrality commitment.". Not much detail is given as to whether this is accreditation of Council's existing emissions-reduction activities or purchasing (often controversial and ineffective) carbon credits. Either way, I don't believe this is an appropriate use of Council's resources. Council should be investing in opportunities to directly reduce emissions, rather than relying on accrediting or purchasing carbon offsets. • An action I would like to see included would be to investigate and trial electric heavy vehicles for use in Council's fleet. While action 4.12 concerns the fleet generally, I believe heavy vehicle electrification should be prioritised. Council's heavy vehicles, such as waste collection trucks, drive enormous distances and have significant power requirements. This presents significant challenges to electrification that likely require extensive research, comparison, and testing. Other councils are also beginning trials of electric heavy vehicles. Given the long lead time required, I believe now is the right time to begin electrification of heavy vehicles in Council's fleet. • Action 6.3 – this may already be done, but including key Climate Action Plan goals in the Key Performance Indicators for Council's CEO will ensure that they are prioritised by officers. 	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>We do not propose to introduce interim targets, but it is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>A KPI around the delivery of the Climate Action Plan for the CEO already exists.</p> <p>No change to the implementation plan has been made.</p>
<p>Energy efficiency and renewable energy</p> <p>1.1 Specific targets, budget, timelines and buildings are not specified.</p> <p>1.2 Synergies that leverage the financial and potential greenhouse gas reduction of rooftop PV - such as full electrification of onsite space heating, hot water heating, cooking and transport plus batteries and smart EV charging are not mentioned.</p> <p>1.3 Yarra Energy Foundation has already done extensive studies on community batteries. Grid level community batteries aren't financially viable unless there is a change to DNSP network charges. Community batteries are however viable as a behind-the-meter asset on a community building with rooftop PV potential and a benefit from load shifting from peak periods (ie full electrification and inflexible peak load)</p> <p>1.4 Solar Savers has no longer been providing a bulk buying service and there isn't a timeline for this to resume. An alternative third party provider such as YEF needs to be implemented ASAP.</p> <p>Boroondara residents and businesses face many barriers to rooftop PV installation - some of them unique to the municipality</p> <p>. Prohibition of visible PV panels in a heritage overlay</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>We do not propose to introduce interim targets, but it is intended that Council</p>

<p>. Export limits by Powercor</p> <p>. Shading from existing buildings and trees</p> <p>. Hilly topography exacerbating shading from buildings and trees</p> <p>1.5 The council website has no case studies of businesses that have implemented energy efficiency measures. Additionally there are no resources for a 'fabric first' approach to energy efficiency. A 'fabric first' approach is a well established approach to reduce overall energy use, expensive peak demand, improve comfort, health and climate extreme resilience. The most cost effective way to reduce energy costs and GHG emissions is to make a holistic plan that includes a 'fabric first' approach, full electrification of space conditioning, hot water heating, cooking and transport plus onsite rooftop PV and smart EV charging. A piecemeal approach is both more expensive and less effective and doesn't have the health, comfort, avoided peak demand and climate extreme resilience benefits</p> <p>1.6 If a major energy user has significant gas and fossil fuel transport use - then an electricity PPA alone is ineffective in reducing GHG emissions</p> <p>1.7 There is an urgent CURRENT need for timely, trustworthy, independent advice on energy efficiency and electrification. Boroondara is currently relying on the volunteer run Electrify Boroondara to provide this service. Leaving this extremely important and urgent service to a volunteer organisation doesn't match the scale, urgency or scope of the threats, barriers and issues residents and businesses face from occupying poorly performing buildings and relying on fossil fuels for energy.</p> <p>The necessary changes are often confusing, complex and costly. Not for profits Energy Consumers Australia have done extensive research on best practice and Renew has a comprehensive Getting Off Gas Toolkit available for councils.</p> <p>"The scale of the change required at the household level is unprecedented. As we decarbonise our economy, the electrification of households will play a significant role. However, how we get from where we are now to an all-electric future requires planning, support, and clear communication with households. Many households will be unable to make their changes on their own and will need support. These changes require a coordinated and proactive approach across Australia."</p> <p>"The plan will require a combination of top-down and structural policies that enable the shift from fossil fuels to electricity, and bottom-up actions to support households when they're making the change.</p> <p>The partnership should include three key elements:</p> <p>Support consumer agency: Households need the right information at the right time from a trusted source that is clear, and in their language, to empower them to make decisions that are right for their situation.</p> <p>Financial support: The transition will be costly for some consumers. At the very least, funding is needed to support electrification of Australia's most vulnerable households.</p> <p>Structural policies to enable change: Government policies are needed that enable, or potentially mandate, the changes required to make sure the necessary infrastructure and processes are in place to help all households electrify. "</p> <p>1.8 Significant numbers of residents will be facing energy poverty and living in housing that is making them sick. The nexus between poorly performing housing, individual vulnerability, financial hardship and poor capacity to change these circumstances is well known. As are the solutions (energy audit and implementation of retrofitted insulation, draft proofing and efficient electric appliances).</p> <p>Energy audits for low income residents cannot wait until 2024/25. This is a low cost action with very high positive benefit for our most vulnerable community members - as the Sustainability Victoria Healthy Homes research showed</p> <p>1.9 There are no details or timelines for improving the energy efficiency and electrification of council buildings. Investing in initial assessments, performance testing, audits and monitoring would allow these measures to both act as case studies and templates to be implemented at scale.</p>	<p>will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>Solar Savers is now operational again.</p> <p>We have amended Action 1.5 to say <i>Continue to provide the Energy Savers service, which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers and develop case studies to promote through Council's channels.</i></p> <p>Action 1.8 has been brought forward to the 23/24 FY.</p> <p>We have amended Action 1.10 (now 1.9) to say <i>Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. Provide instructions for these in multiple languages, as well as expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.</i></p> <p>We have an induction cooking workshop planned for January. We have also amended Action 6.7 to say <i>Continue to evolve the Living for Our Future workshop program, to address emerging</i></p>
---	---

<p>1.10 People struggle to understand how and when to use the existing energy monitors and thermal imaging cameras for loan. Other councils have invested in training their librarians in their use - so that they in turn can help borrowers. It is a good plan to have portable induction cooktops for loan - so that residents can try the technology. Having induction compatible cookware especially woks - would remove further barriers to trying the technology - as would having information printed in multiple languages.</p> <p>In addition to portable induction cooktops for loan - holding regular induction cooking demonstrations at council facilities would give people first hand experience of the technology.</p> <p>Induction cooktops are important because gas cooktops are known to be 'gateway' appliances that often determine the fuel use for other appliances. Indoor gas appliances including gas cooktops cause serious health risks.</p> <p>There are well known barriers to uptake of induction cooktops such as the unfamiliarity of the technology, perception that it is incompatible with wok cooking, cost and complexity of the changeover from gas to induction.</p> <p>1.11 Other councils already have full time energy advisors. The urgency, scale, cost, barriers, complexity and scope of the energy transition we are in - demands that the council dedicate significant resources to providing information and guidance plus timely action.</p> <p>Boroondara STILL doesn't have public EV charging or implemented active transport measures. The municipality is home to the most traffic congested schools in Victoria.</p> <p>The council needs to be URGENTLY investing in EV transport and public charging infrastructure</p> <p>Heavy and light vehicle EV's lower air pollution, running costs and if charged from renewable energy sources - lower GHG emissions</p> <p>Public EV charging (both light vehicles and ebikes/escooters) facilities have many benefits.</p> <p>Public charging attracts visitors to precincts because of the convenience of charging while in a precinct. They also provide a way of EV charging for residents unable to charge at home.</p> <p>And lastly they will be an increasingly important compliment to a renewables dominated grid providing a 'solar soak' for very low cost surplus PV generation in the middle of the day and V2G services at peak demand periods.</p> <p>1.12 Again - it simply isn't good enough that the council 'support' a volunteer run community organisation with such an urgent, huge, costly, complex and important task. Boroondara council should be RUNNING an annual energy efficiency and electrification event.</p> <p>1.13 Carbon offsets should ONLY be used where there is no low emissions alternative and should not be used INSTEAD of implementing a low emissions alternative.</p> <p>Additionally - international and a majority of Australian land based carbon credits have very low integrity</p> <p>1.14 Energy efficiency of buildings, electrification of space conditioning, hot water heating, cooking and transport coupled with PPA's for low emissions electricity and rooftop PV where possible are proven, cost effective measures that also have very short lead times if there are firm goals and definite timeframes for implementation. These are absent throughout the Climate Action Plan.</p> <p>Biodiversity and trees</p> <p>While desirable from an amenity, biodiversity and reducing the heat island effects - vegetation alone is unable to reduce rising greenhouse gas emissions from fossil fuel use for transport and energy in buildings.</p> <p>This category doesn't belong in a Climate Action Plan</p> <p>Well known to the council will be that the largest loss of tree cover in the municipality is from development on private land. The current tree laws, small fines and lack of compliance mean that this trend won't be reversed.</p> <p>Much more significant consequences for illegal tree removal need to be urgently implemented - not only larger monetary fines but consequences for the development of the site - ie the removed tree needs to be replaced and the original tree root zone free from structures to allow</p>	<p><i>sustainability issues and community interest and needs. Example workshops include induction cook top demos and e-bike test rides.</i></p>
---	---

reestablishment of the replacement tree to match the original.

Waste

Waste isn't a significant source of greenhouse gas emissions (6% according to Snapshot) and doesn't belong in a Climate Action Plan.

Transport

"Climate solutions are health solutions — a key link between the two is air quality."

It is extremely frustrating that Boroondara STILL hasn't actioned an integrated transport plan for the municipality nearly 30 years on from the comprehensive 1996 plan - that recommended around \$9.16 million (in today's dollars) be spent over 5 years on active transport infrastructure. The reasons for this investment in safe and accessible active transport options haven't changed.

- . Lowering greenhouse gas emissions from transport
- . Health benefits by improving air quality and encouraging physical activity
- . Lowering transport costs for residents
- . Improving road safety
- . Reducing travel times for trams, buses and on road vehicles by reducing congestion
- . Improving amenity of precincts, roads and streets
- . Attractive activity precincts not dominated by vehicles, roads and car parks

The well known barriers and solutions are also unchanged.

Only the urgency of addressing the worsening of these known harms from fossil fueled transport has changed in the intervening 30 years.

Kew schools are amongst the worst for traffic congestion in the state - yet the simple and low cost solutions of restricting private vehicle access to school zones - while at the same time as improving the quality of the active transport options through measures that include removing car parking in marked bike lanes (very low cost and quick to implement) remain on the to-do list for 8-10 years time!

You would have to wonder how much worse traffic congestion in Boroondara needs to get before investment in active transport occurs.

From the 1996 Bicycle Strategy Plan

"Relatively few trips from Boroondara to the CBD and surrounding municipalities are made by cycling or walking. However these modes will play an increasingly vital role as we move towards reduced dependence on private vehicle travel."

"A survey of cyclists in Boroondara undertaken in the 1990s identified that key barriers to cycling and walking are conflict with traffic, a lack of bicycle routes and poor road surfaces."

2022 Boroondara Bicycle Implementation Plan

Stage 1 2022-2024

Stage 2/3 2024-2028

Stage 4/5 2028-2032

1.5 Work with the State Government to deliver the Surrey Hills to Richmond SCC via Mont Albert Road.

A. Replace the existing northern land bridge of the Walmer Street Bridge (Kew).

C. Deliver protected on-road bicycle facilities along Wellington Street between Glenferrie Road and Denmark Street.

D. Deliver protected on-road bicycle facilities along the corridor. Consider trialling temporary 'pop-up' protected bike lanes to test effectiveness and community sentiment. Deliver strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.

1.6 Work with the State Government to deliver the Kew to Hawthorn East SCC via Auburn Road.

B. Deliver protected on-road bicycle facilities along Auburn Road between Riversdale Road and Toorak Road. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.

<p>C. Deliver protected on-road bicycle facilities along Wrixon Street between Barkers Road and Sackville Street. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times</p> <p>1.7 Work with the State Government to deliver the Canterbury to Balwyn North SCC via Balwyn Road</p> <p>A. Advocate for protected on-road bicycle facilities along Balwyn Road between Doncaster Road and Canterbury Road. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.</p> <p>B. Deliver protected on-road bicycle facilities along Balwyn Road between Doncaster Road and the Koonung Trail. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times</p> <p>1.8 Work with the State Government to deliver the Kew Junction to Anniversary Outer Circle Trail SCC.</p> <p>A. Investigate a potential route along Pakington Street / Union Street including protected on-road bicycle facilities. Consider strategic removal or banning of car parking along the corridor to improve safety, particularly at crests and/or during peak times.</p>	
<p>Overall impression of the action plan: good intentions but underwhelming in terms of proposed actions and pace of implementation</p> <ul style="list-style-type: none"> - not enough planned to start closing the gap on what (some) other Councils are already implementing. - there is no sense of urgency in the planned timing and extent of initiatives. Eg instal 2 EV charging points per annum. - the pace of the actions is not keeping pace with the scale of the emergency Council declared. <p>Where or where is the plan to instal street EV charging? It's implemented across London where there is no off street parking. Meanwhile in Boroondara residents are starting to run extension leads across footpaths as a result of Council inaction. It's not hard: pay by App and penalty if you stay beyond the time the car reaches "full or 80% charge"</p> <p>Please STOP hiding behind the lack of a State Government Planning Scheme Amendment or changes to building codes to justify inaction on ESD requirements. This has gone on for 11+ years. In Stonnington's CAP it intends to strengthen its requirements and Boroondara will be left further behind.</p> <p>The number of trees to be planted and the increase in tree canopy appears inadequate given the loss of canopy over the past decade. The revised Tree Protection Policy needs to be expanded to ensure there is adequate enforcement of canopy tree requirements by developers and home owners who build a property. Too often what is planted does not mature due to a lack of care. Developers don't have a financial interest nor personal motivation to ensure their survival: all they need to do is comply with the permit. And often they challenge the conditions on landscaping they have agreed to at the planning permit stage at VCAT. Eg Rotherwood at 576 Riversdale Road.</p> <p>If Council is committed to green space then there needs to be a rethink of garden requirements outside of Res Code. Individuals are becoming greedy with pool surrounds and hard surfaces to reduce gardening time or costs. A maximum % increase in hard surfacing should be considered and strongly encouraged until able to become mandatory. Generally people are not making the link between the need for population change and making individual sacrifices.</p> <p>Whilst Council may be limited in what it can change in its own Planning Scheme, there are "soft" means to influence designs. Promotion of the downsides of basement garages and accommodation. Flooding in increasingly torrential downpours due to inadequate (non-operational) pumps and drainage. Cumulatively the disturbance to the water table and water flows will have detrimental consequences for run-off. Perhaps knowledge of the challenges some residents already deal with are not reaching Council.</p> <p>Offer some carrot to encourage reuse of building materials. Bricks, roofing and timber should not be going to landfill. Timber in the roofs of places built up to World War II at least are hard wood that can be reused for furniture. It's beautiful timber. Perhaps a levy on the number of truck loads of landfill from a demolition.</p>	<p>In regard to EV charging, the plan includes a number of actions designed to improve the availability of charging infrastructure in Boroondara (Actions 4.8, 4.9, 4.10). We will include a link to a charging station map on our website, but do not propose to include this as an action in the implementation plan.</p> <p>In regard to planning issues, the plan includes a number of actions designed to improve the ESD requirements and tree protection (6.12, 6.13, 6.18, 2.11, 2.13).</p> <p>An action has been added to the implementation plan. Action 6.19 <i>Maintain our Municipal Emergency Management Plan, which includes our Heat Health Plan that outlines Council's approach to assist, educate and alert vulnerable community members of a declared heat health alert. This includes promoting the use of "cool places" as an alternative refuge from heat.</i></p> <p>Council's Bicycle Strategy is the primary strategy that covers cycling infrastructure. However, the CAP implementation plan includes the some</p>

<p>Maroondah CC has an impressive new Tree Management Policy with detailed requirements for issues such as sufficient deep soil provision. Boroondara should follow suit and ensure compliance.</p> <p>Has anyone done a visual audit of the uptake of EVs in Boroondara in the last 2 years? It's huge. Visitors to Boroondara need public charging points. Council should have a link to a map if not its own online map. Publicised by QR codes.</p> <p>Nothing mentioned about creating "cool spaces" to assist locals during heat waves. Libraries, community centres could provide air conditioned environments particularly for older people. Many older homes are not air conditioned and Council should be encouraging retreats to public spaces not individuals installing their own.</p> <p>Initiatives are currently not well publicised. There are plenty of public spaces that could be used in shopping centres. Instead they reach a limited audience via community centres and libraries. Think of bins as public bill boards.</p> <p>Encourage waste collection days for residents and overcome the obstacles. "Clean Up Boroondara" - along train lines and in parks the amount of rubbish is disturbing. Since 7-Eleven vacated the East Camberwell shopping strip Boroondara Park is much cleaner.</p> <p>Lobby businesses to start engaging with TetraCycle and other recycling services. Help those who have started like the group who collect at the Kew Scout Hall each Saturday. Partner (Pressure) with chemists to facilitate recycling of medication packaging. The owners of Chemist Warehouse are Boroondara residents as Council well knows.</p> <p>Has Council replaced public lighting with LED alternatives? Champion the turning off of lights especially in office buildings. Tackle the use of plastic in takeaway meals. Promote recycling of aluminium including wine caps once the internal plastic lid insert has been removed.</p> <p>FOGO was introduced pre-Covid from memory. And rollout to flats is still on the action plan? Goodness me.</p> <p>I cannot suggest a solution but frankly I like many others are too scared to cycle on Boroondara's roads. The traffic is terrifying. Increased housing density makes changing this very hard.</p> <p>The recent introduction of the recycled plastic packaging is appreciated. Thank you. I liked the idea of the energy emission equipment being available at the library. And being able to trial an induction stove.</p> <p>Thank you to the officers who work on climate action. There is much to be done and many challenges beyond your control. What you have and continue to do does not go unnoticed and is appreciated.</p>	<p>actions that address this issue (4.1, 4.2, 4.3)</p>
<p>While the plan provided is full of good intentions, it is very general and lacks clear, specific goals. It is imperative that detailed goals are set in each of the areas, with budgets and who is responsible.</p> <p>Data must be collected in all areas, used to monitor progress and be published for the information of ratepayers. It is not good enough for 6.10 to say "Pursue opportunities for enhanced data collection and monitoring for reporting on climate actions and impacts". Council should already know what data should be collected, how and by whom, and how it will be used. Every section should address how the goals will be monitored. There appears to be no provision for regular periodic reporting of progress made. What can be reported on the 2020/2021 and 2022/2023 Implementation Plans?</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to</p>

<p>The plan appears incomplete with references to 6.25 (in 6.10) and 6.23 (in 6.12) but there are no points listed beyond 6.18.</p>	<p>emerging opportunities that will deliver better outcomes.</p> <p>Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>New and more robust data sources are being developed over time and action 6.10 is designed to reflect that we will continually look for the most appropriate data sources to assist us in tracking our targets and refine projects as appropriate.</p> <p>These numbered references refer back to the overarching actions in the Climate Action Plan, not to the implementation plan.</p> <p>No change to the implementation plan has been made.</p>
<p>The main problem with this plan for the next two years is its lack of urgency. I don't believe it reflects the community's concerns about the state of our environment. Not enough has been achieved in implementing the Climate Action Plan so far; the rate of progress has been too slow, and not enough money has been budgeted to address the problems humanity is facing right now. Tackling climate change must be seen in context of wider environmental problems, and these must now be at the forefront of Council's mind in everything it does, as well as, of course, caring for people in the shire who are struggling because of disadvantage.</p> <p>By now all council's buildings should have solar panels. Why is this 'ongoing'?</p> <p>We need more land set aside to support wildlife. One hectare a year is not ambitious enough. We need areas within parks infilled with low-growing vegetation and grasses to support insects and small animals. This will protect the existing trees, especially our red gums. All around the city there are opportunities within parks to plant more native shrubs and grasses. I would like council to organise community planting in our parks and ask the community where they think more shrubs and grasses could be planted in-between trees.</p>	<p>Council has been engaging with Melbourne University on wildlife friendly lighting solutions and these issues are considered in our lighting projects. It is intended that Wildlife friendly lighting principles will be formally incorporated into the next iteration of Council's Public Lighting Policy.</p> <p>Through our Living for Our Future workshop series, we run session on water sensitive garden design, which</p>

<p>We need council to formulate a policy on light pollution. The collapse in insect populations is linked to light pollution, as are many human health problems. Light pollution also impacts all small animals, such as birds, for instance, and bats, disrupting their reproductive, feeding and navigation. The need for safety must now be balanced against the urgent need to support biodiversity. And Council needs to take into account research showing that artificial light does not, in fact, reduce crime, and may, alternatively, attract those who wish to hurt others. We need to educate people in Boroondara about domestic light pollution, and Council should be replacing existing lights with less damaging ones or with sensor-timed ones. Most of all we need to start prioritising our environment in everything we do.</p> <p>I'd like to see council do more to help householders manage their waste water in a more environmentally sustainable way. For instance, encouraging people to divert their rainwater onto gardens, rather than into sewer systems, where it is no longer available to plants and causes river and creek erosion.</p> <p>There were many good initiatives in the original Climate Action Plan. But where is the Action? Where is the urgency?</p> <p>This is a PS to the previous submission I made. I've not seen any improvements at all to cycling infrastructure in my neighbourhood - Kew, East Kew, Hawthorn. Compared with neighbouring councils, such as Yarra and Darebin, Boroondara's bike network and condition of its paths is poor. We are a wealthy council and we should be leading the way with making cycling safer in our city. There are many good intentions in the Climate Action Plan. But we need ways to measure the progress of the plan (or it's lack of progress).</p>	<p>includes waste water and rain water considerations. We will continue to offer these sessions to the community through Action 6.7</p> <p>Council's Bicycle Strategy is the primary strategy that covers cycling infrastructure. However, the CAP implementation plan includes the some actions that address this issue (4.1, 4.2, 4.3)</p> <p>No change to the implementation plan has been made.</p>
<p>Implement a program to convert all street lights to LED technology.</p> <p>Convert all traffic signals under Council control to LED technology.</p> <p>As part of the Planning Permit and Building Permit processes, require all new apartment buildings to be pre-wired for EV charging in every parking space. Provide financial support for existing apartment buildings to retrofit wiring for EV charging.</p>	<p>No change to the implementation plan has been made.</p>
<p>Congratulations Boroondara. It's a really comprehensive climate action plan.</p> <p>I congratulate you on action 2.13 - Employing a Landscape compliance officer, however I think this needs to be increased further. Every day huge blocks in Camberwell are completely cleared of all vegetation, and the immature trees planted as replacement disappear after about a year. With the rate of development across the municipality, one officer would not be enough to assess compliance over time, and prescecute non-compliance. Boroondara is losing canopy rapidly (according to DELWP figures), and most of this is on private land. A stronger approach needs to be taken if we want to address increasing urban heat under climate change.</p>	<p>No change to the implementation plan has been made.</p>
<p>1.1 Please SPECIFY PV quantity and on top of which council buildings/carparks. And Specify:</p> <ul style="list-style-type: none"> a.the anticipated amount of GHG emissions reduction. b.the current PV amount on which current buildings/space already have on. c. All anticipated spendings will prevent repeating annual budget underspent <p>Community also wants to have the chance to know and to follow Council role modelling.</p> <p>1.2 Please SPECIFY</p> <ul style="list-style-type: none"> a.The quantity of bulk buying and for which tenanted community facilities for 23-24 and 24-25 and which already have on currently. b. The anticipated amount of GHG emissions reduction. <p>1.3 Please SPECIFY</p> <ul style="list-style-type: none"> a.When, Where and How to UNDERTAKE a feasibility study. b.What is the anticipated number of households and area and anticipated cost? c. If a grant is not forthcoming then how to get/raise fund? It is not unreasonable for Boroondara to invest in a set of Community Batteries from 	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>We do not propose to introduce interim targets, but it is intended that Council</p>

<p>our Council Investment fund. The community battery area after having the chance to experience community solar battery might get very motivated and decide to go zero emissions. So buying a community battery is a good investment for Boroondara Council. Please do the feasibility study for the area that has a high chance to work well together for this superb result to follow.</p> <p>1.4 How much planned for bulk buying? Please publicize</p> <p>a. PV bulk buying. How many KW already on people's roofs and How many KW for next goal line 23-24 and then 24-25?</p> <p>b. To motivate the community to electrify please publicise the anticipated GHG emissions reduction when a household has solar on its roof. Our Boroondara people are very good, willing to do the right things and many are financially able.</p> <p>1.5 Good intention but we need to have a credible and capable company to be introduced to the community. Please Specify how Council quality check a company that Council is to introduce to community.</p> <p>1.6 Please SPECIFY what target to be achieved by 23-24 and by 24-25? Please commemorate big users already on . Please specify the anticipated GHG emissions reduction and how much has already been done?</p> <p>1.7 Please seriously consider Yarra Energy Foundation or one that other councils are already using it. Improve the existing one if need to.</p> <p>1.8 To work with EB Qualified Home Energy Auditor volunteers and the Subsidised commercial ones to do home energy auditing for Low income resident households. Please SPECIFY Target how many low income homes by 2025 and specify the anticipated GHG reduction</p> <p>1.9 Off Gas: Please SPECIFY for which buildings and anticipated GHG emissions reduction for these Council facilities. Community needs to see Council role modelling.</p> <p>1.10 Very good plan! Do offer cooking demonstration at Council festivals, neighborhood houses. Shorten the loan period to two instead of three weeks so people won't have to wait too long.</p> <p>1.11 Hooray! Has the job been advertised? When the position starts? Please SPECIFY IF the position full or part time and to whose instruction does this position have to be accountable to?</p> <p>1.12 Very good! And one or two big talks/demo that EB Steering Committee think it very beneficial to have.</p> <p>1.13 Still Offset to meet target set for 2022??? 2022 already passed last year.</p> <p>a. Please WORK ON and SPECIFY which building/facilities to be retrofitted to reduce unnecessary heat gains/losses.</p> <p>b. Please INSTALL PV arrays on all libraries and in each library to display a large monitor screen for the community (including school students) to learn. Please do "teach" all library staff to understand the information on screen so we can learn from them.</p> <p>1.14 a. Council sites continue to be retrofitted and more PV installed where possible to all reach net zero emissions by 2030. Council to use less/waste less/work styles that help reach zero emissions and Council to install more than enough PV to meet its needs and to offset for the Gas Cogeneration for Council operated swimming pools until replacement can take place.</p> <p>Where to install PV? All Council buildings, stadium, tips spaces and car parks Council sites to be fully retrofitted by 2030 to achieve zero or net zero emissions. Retrofitting by adding suitable external, external blinds where needed and adding more roof insulation plus draught proofing. Council to try to modify energy use ways to reduce energy wastes. Council to have more than enough PV to meet its needs and to offset for the Gas Cogeneration for Council operated swimming pools until replacement can take place. Where to install PV? All Council buildings, stadium, tips spaces and car parks</p>	<p>will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>No change to the implementation plan has been made.</p>
<p>The council knows it should be doing a lot more, but its paltry budget allocation to help deal with the climate crisis is totally inadequate. It appears the Council favors carbon intensive capital works over green infrastructure investment and reducing its carbon footprint The plan lacks ambition despite the climate emergency.</p>	<p>No change to the implementation plan has been made.</p>
<p>- The climate action plan is missing significant opportunities related to carbon capture, planting strategies in parks and open spaces and biodynamic alternatives to existing chemical weed management strategies.</p> <p>- Is essential that council's weed management plan is included within the climate action plan to monitor, measure and review the impact on</p>	<p>No change to the implementation plan has been made.</p>

<p>biodiversity, waterways, human health and missed opportunities for contributing positively to soil carbon capture by not using alternatives to chemical weed management strategies (eg. biodynamic approaches)</p> <ul style="list-style-type: none"> - eliminate use of chemicals pollutants in weed management strategy, transition to a carbon capture, biodynamic model - measure biodiversity of soil and surrounding habitats - increase planting in open spaces (biodynamic approach) adjacent parks and playgrounds to reduce reliance on chemical weed management, increase soil carbon capture opportunity, biodiversity and community connection to nature spaces, - consider how to integrate community health as part of the climate action plan (poor health contributes to use of consumables and other emission producing items that contribute to climate change) 	
<p>Great to see Council's ongoing efforts in promoting sustainability.</p> <p>A general impression on the current Climate Action Plan and relevant websites is that key areas and major concerns are addressed properly. However, the progress monitoring should be more measurable. Besides tracking the implementation stages of various tasks, the community would also be interested to see how each action has an impact on reducing emission and/or improving sustainability. The indicator page also needs an update https://climateactionplan.boroondara.vic.gov.au/indicators.</p> <p>I do have a concern over the resources spent on promoting EV-related programs. There have been studies around the EV's effectiveness in reducing climate forcing, with the results being a mixed message where outcomes are subject to factors like tax and policy, electricity sources for local supply, and whole life-cycle hidden carbon etc.. Was the EV programs a decision made based on analysis conducted by Council with adequate considerations, or was it a decision made based on 'EV being a popular sustainability topic'? So far, how has EV program been helping in terms of emission reduction? Before putting in more resources, it may be worth thinking about the above questions. Or if the above were part of the Council's decision-making already, it would be worth to communicate these information to the community.</p>	<p>It is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and make adjustments to our programs if appropriate and feasible.</p> <p>No change to the implementation plan has been made.</p>
<p>My biggest concern is that while the objective of encouraging and supporting the community to reduce emissions is identified, there are very few specific actions that will directly address this objective. More needs to be done to reduce transport emissions within Boroondara. An area that is so well provided with public transport can and should do a lot more to encourage residents to leave their cars at home, for parents to think about not driving their children to school and to generally consider car travel as the exception and not the norm.</p> <p>Another area where emissions could be reduced is through a reduction in gardening maintenance and adopting more sustainable gardens and landscape designs. Emissions from mowers, leaf blowers and trimmers used by community members could also be tackled.</p>	<p>Actions 4.1, 4.2, 4.3, 4.4, 4.5 and 4.6 are designed to help address active and public transport.</p> <p>The first implementation plan included the action to purchase electric small plant and equipment such as chainsaws and blowers. Electric options are considered for every powered tool purchase and small plant is now over 50% electric.</p> <p>No change to the implementation plan has been made.</p>
<p>Leadership</p> <p>The UN Secretary General was speaking to us all but, most importantly, to leaders when he said - "Climate change is here. It is terrifying. And it is just the beginning. The era of global warming has ended; the era of global boiling has arrived. The</p>	<p>Delivery of some actions from the previous implementation plan have proven difficult to complete by the end</p>

air is unbreathable. The heat is unbearable. And the level of fossil fuel profits and climate inaction is unacceptable. Leaders must lead. No more hesitancy. No more excuses. No more waiting for others to move first. There is simply no more time for that."

In 2021 the City of Boroondara (CoB) declared a Climate Emergency and allocated \$1m per annum in funding in support of its Climate Action Plan (CAP). In our 2023/24 Budget submission to Council on 6 June this year we argued that more needed to be allocated. No change was made then.

In 2022/23 the organisation that collectively you lead spent \$226.6m on Operational Expenditure, \$23.248m on Project Expenditure and \$78.89m on Capital Expenditure, making Total Expenditure \$328.64m.

At the end of the financial year, \$0.612m of CAP expenditure was carried forward. We infer that 2022/23 CAP expenditure was \$0.388m, or 0.12% of total CoB expenditure. We note that in the 2023/24 budget it was foreshadowed that \$0.3m would be carried forward. This has now increased.

We acknowledge that the Federal and State Governments have greater roles in eliminating carbon emissions. However, spending only 0.12% of total CoB expenditure on the CAP is a failure of leadership and does not meet community expectations.

Process

We have several concerns regarding the process associated with this Implementation Plan –

- The Implementation Plan covers the 2 years to 30 June 2025 and won't be finalized until late 2023, the first of the two years that it relates to. Normal commercial practice is for a new Plan to be completed before the start of the period to which it relates.
- There are numerous action items in both this and the previous Implementation Plan. At a minimum, budget allocations, specific completion dates (not general timeframes), and a person accountable for each action would be basic information provided for each item. None are included in this Implementation Plan.
- Ideally, CoB should have prepared a report towards the conclusion of the initial Implementation Plan period that summarized what was achieved, assessed if any factors had changed since the initial plan was prepared, and explained how these and other factors are taken into account in the development of the new plan. This was not done here.
- No indicators are used to measure and report progress for this Implementation Plan. The CAP Hub has a page for indicators, but only population is listed, which is not a Plan indicator and is out of date. The draft Implementation Plan says that CoB will pursue opportunities to collect and monitor relevant data (no. 6.10). However, if no opportunities arise, there will continue to be no indicators, hampering reporting, accountability, and evaluation. The Implementation Plan should include specific, measurable targets alongside actions, such as:
 - o Additional kW capacity of solar PV systems installed in 2023-25 (no. 1.1, 1.2)
 - o Use of active and sustainable transport (e.g. number of cycle journeys within Boroondara, primary school children walking to school) (no. 4.1-4.6)
 - o Use of EVs by Council and community (no. 4.8-4.13)
 - o Estimated reduction in CO₂-e emissions from action (where relevant)

Climate adaption and other actions

Speaking about climate adaptation, the UN Secretary General said –

"Extreme weather is becoming the new normal. All countries must respond and protect their people from the searing heat, fatal floods, storms, droughts, and raging fires that result... It is time for a global surge in adaptation investment to save millions of lives from climate [carnage]."

The CoB doesn't have a separate Climate Adaptation Plan and while some actions in the Implementation Plan address adaptation issues, because of the importance of this activity and significant potential for Council action we recommend that a separate Plan be developed, as the City of Melbourne and Shire of Cardinia have done.

Council has a very important role to play in limiting the consequences of extreme heat on our community. We are sure that the UN Secretary

of the relevant financial year. Where projects funded from the \$1M Climate Action Plan allocation are not completed within the financial year, funding is carried forward to the next financial year. Any carried forward amount is additional to the \$1M allocation. The delivery of capital works associated with the transition to electric vehicles has been a key challenge. The implementation plan has been informed by challenges in delivering the first implementation plan. This includes the creation of a new position of Energy Transitions Officer which will directly support Boroondara's transition to electric vehicles.

It is proposed that the phasing of completion for the Climate Action Plan Implementation Plan 2023-24 - 2024-25 is undertaken to bring it in line with the financial year. Consistent with this approach, the third implementation plan will be prepared for adoption prior to the end of the 2024-25 FY.

It is intended that we will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan hub in a timelier fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust programs if appropriate and feasible.

Various actions in this implementation plan have an adaptation element. In

<p>General would support us in saying that the consequences of your actions– or inactions–will result in the lives of community members being either saved or lost.</p> <p>Some suggestions for climate adaptation and other action items to be included in this Implementation Plan are –</p> <ul style="list-style-type: none"> • Greater targets and funding for biodiversity management (no. 2.1). Currently only 51 hectares out of 598 hectares of open space managed by CoB are designated as being managed for biodiversity, with an ambition of increasing this by 1 hectare a year. This is vastly inadequate. Furthermore, extra funding is needed for council-employed biodiversity officers to manage biodiversity areas, as well as to support community Friends of Parks groups and grow biodiversity corridors. Without maintaining and enhancing biodiversity within Boroondara, what remains will be under threat e.g. red gums overwhelmed by insects, such as lerps, and no small birds in the environment to control them. • Increasing annual tree planting (no. 2.5). CoB has a stated ambition of planting and renewing 1,000 new street trees each year, yet in 2021/22 only 700 were planted (attributed to COVID-19 disruption). The Implementation Plan has no provision to catch up. We suggest increasing this target and introducing real time reporting of planted trees, as well as yearly public reporting of canopy cover and overall tree health. This can be communicated to community members through the Boroondara Bulletin. The 2017 Boroondara Tree Strategy recorded 75% of Boroondara's approx. 64,000 street trees as being mature and in need of managed replacement. 1,000 new street trees annually clearly is insufficient to address this need, barely mitigating the urban heat island effect. • Increasing penalties for illegal removal of trees and requiring similar trees be replanted and allowed to grow in areas previously occupied by illegally removed trees. We note that Council has advocated for much higher penalties than currently permitted in law. Unfortunately, it will only consider amending its Local Laws to bring the current penalty up to that limit. <p>Conclusion</p> <p>Boroondara City Council has declared a Climate Emergency, but its commitments are inadequate. Our Council is one of the most prosperous in the country –allocating \$1m and then spending a fraction of that shows the world that its priorities are elsewhere.</p> <p>Some Councillors will be comfortable with this funding allocation and the lack of urgency. However, for those who are not so certain, are you really happy to spend only one eighth of one percent of all expenditure to address climate change in the era of global boiling? With an election at the end of 2024, we will see if the community believes this is good enough and holds you to account. There is still time to do better than one eighth of one percent.</p>	<p>addition, we have added an additional action:</p> <p>6.19 Maintain our Municipal Emergency Management Plan, which includes our Heat Health Plan that outlines Council's approach to assist, educate and alert vulnerable community members of a declared heat health alert. This includes promoting the use of “cool places” as an alternative refuge from heat.</p>
<p>It is concerning to see that the City of Boroondara (COB) has not even spent all of the small amount of money it allocated to implementation change over the past year.</p> <p>I suggest that COB significantly increases the annual allocation of money to the implementation plan.</p> <p>Sufficient funds need to be allocated to employ extra council officers to implement the plan and increase COB'S capacity to lead and assist the community within Boroondara reduce their emissions.</p> <p>Every COB rooftop needs to have solar panels installed over the next 12 months, all new COB buildings need to be certified sustainable buildings. The COB should be assisting residents and businesses to ensure that their buildings are energy efficient. The COB needs to work with community organisations such as Electrify Boroondara to achieve its CO2 emission reduction goals. A permanent hub for the Electrify Boroondara program should be provided by council and a full time council officer employed to work with the alliance.</p> <p>The COB needs to measure the mix of transport modes that currently occur throughout Boroondara and then set ambitious targets for active and public transport journeys that occur in Boroondara. A suggested target be that in 12 months time 20 % of all journeys within Boroondara that are less than 3km be by bicycle or foot. The COB could support all primary schools within Boroondara develop walking school bus programs.</p> <p>The COB needs to increase its target of open space being as biodiversity areas to 5 hectare a year rather than the current low target of 1 hectare a year especially given the loss of areas previously biodiversity due to the freeway building. There needs to be increased funding for biodiversity</p>	<p>Delivery of some actions from the previous implementation plan have proven difficult to complete by the end of the relevant financial year. Where projects funded from the \$1M Climate Action Plan allocation are not completed within the financial year, funding is carried forward to the next financial year. Any carried forward amount is additional to the \$1M allocation. The delivery of capital works associated with the transition to electric vehicles has been a key challenge. The draft Implementation Plan has been informed by challenges in delivering the first</p>

<p>maintenance and development so that extra council officers can be employed and also allow the council officers support Friends groups of biodiversity and open space areas. Biodiversity corridors need to be developed along the creeks within Boroondara to the existing biodiversity areas along the Yarra. The COB needs to contribute funds to The Kooyong Koot project.</p> <p>The tree canopy in Boroondara needs to be increased. There needs to be an acceleration of younger trees being planted given that approximately 75% of trees within Boroondara are approaching the end of their life span. A target of planting 1000 new street trees a year is too low.</p> <p>The COB needs to be reporting to the community in every Boroondara bulletin Climate plan implementation actions undertaken in the interval from the last bulletin eg trees planted, home energy use audits undertaken, solar panels installed and distance of bike lanes installed.</p> <p>The current climate action plan is almost tokenistic and is pitiful considering the urgent challenge that the COB and all of its citizens face to mitigate and adapt to climate change.</p>	<p>implementation plan. This includes the creation of a new position of Energy Transitions Officer which will directly support Boroondara's transition to electric vehicles.</p> <p>No change to the implementation plan has been made.</p>
<p>Compliments on the breadth of your plan; it needs more detail to reflect the urgency of the climate emergency you have declared: SMART goals</p> <p>1.7 Collaborate with other councils on providing effective energy transition programs - perhaps you can provide a comparison of Boroondara to neighboring councils - gas disconnections, solar PV uptake in kW, residential & business emissions reduction etc. What programs work best for other councils?</p> <p>1.8 Subsidies for low income residents - good initiative. Can it include subsidies for draughtproofing, insulation, replacing gas appliances? Please include measures of success in terms of emissions reduction.</p> <p>1.10 Apparently the energy monitors and thermal cameras are very popular, waiting lists are long. Perhaps you can increase the number of units and/or reduce the borrowing time to make them more available. Great idea to include induction cooking units for short term loan.</p> <p>1.11 Energy transition officer role - Please ensure this individual has project management skills in engineering and sustainability.</p> <p>1.12 Electrify Boroondara event - as the community becomes more aware of the urgency and challenges of electrification, this event should be repeated in part or in full at least annually until emissions across Boroondara are significantly reduced. Please include measures of success and timing.</p> <p>2.1 Increase biodiversity areas - good initiative, can it be more ambitious? What are the measurable indicators of success? How many additional bird species are noted in surveys, how many 'friends' groups are involved? Please include mulch application to protect soil moisture of young plants.</p> <p>2.5 Tree planting - please include regular reporting of progress, as well as measures of overall health of trees. We are going into another extended dry period; trees will be under stress again. 1000 trees is not enough; perhaps you can include 'adopt-a-tree' strategies w/ schools, kinders etc. Will you make up for shortfalls in tree planting over the last few years?</p> <p>2.6 5000 Indigenous tubestock - this could be integrated into the biodiversity goal 2.1; however 5000 tubes is a very low number. Planting should be planned for winter months and supplemented with mulch.</p> <p>2.9 Nature strips for biodiversity - great idea; please include targets and measurable indicators of improved biodiversity.</p> <p>2.11 Tree canopy - please include effective penalties for unauthorised tree removal</p> <p>3.5 Kooyongkoot alliance - good to see this in the plan; what are the measurable goals?</p> <p>4.6 Sustainable transport - please include measures i.e. increased number of active transport trips, reduced car trips.</p> <p>4.12 EVs for council fleet - good initiative; please include measures in terms of % of fleet replaced. Can you include a trial of an EV heavy vehicle?</p> <p>6.10 You can do better than 'pursue opportunities' - the technology is available, this should be standard practice and reported regularly.</p> <p>Thank you for the opportunity to comment. Boroondara is a great community to live in, with many people committed to making it even better. I would like to see more leadership on effective climate initiatives including relevant measurable criteria and timing, so that it reflects the urgency</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>We do not propose to introduce interim targets, but it is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>No change to the implementation plan has been made.</p>

<p>of the climate emergency. Boroondara should be at least as effective as neighboring councils in reducing emissions and moving away from gas and other fossil fuels. A bit of friendly competition would be a welcome.</p>	
<p>The plan has a comprehensive coverage of areas to target, but need tighter timeframes and regular reporting of emissions reduction.</p> <p>Energy efficiency and renewable energy</p> <p>1.1 Installation of 1MW additional solar on council buildings by 2030 Good initiative; would like to see more ambition and tighter timeframe. Batteries could be included for buildings used primarily during off-peak times.</p> <p>1.2 Retrofit 1MW solar PV installation for council tenanted facilities Welcome initiative; should also include replacing gas appliances with efficient electrics. Include measurable timing, energy use and/or emissions reduction.</p> <p>1.4 Solar bulk buy for homes and businesses Please include target installation rates and progress report against plan.</p> <p>1.7 Collaborate with other councils on providing effective energy efficiency information to the community Council should leverage existing successful programs in neighbouring councils; goal should include specific emissions reduction and tracking. Continue to leverage community initiatives such as Electrify Boroondara</p> <p>1.8 Subsidised home energy audit program for low income residents Great initiative; should include subsidies for draught proofing, insulation and replacing gas appliances.</p> <p>1.9 Energy upgrades in council buildings including replacing gas appliances Good objective; please include budget, timing and energy use reduction.</p> <p>1.11 Energy transition officer role A well qualified individual with engineering and project management skills will be able to tighten the plan with specific and measurable implementation.</p> <p>1.12 Electrify Boroondara event at Hawthorn Arts Centre This initial event should be repeated, in part or in full, regularly as the community becomes more aware of the needs and challenges of electrification.</p> <p>Biodiversity and trees</p> <p>2.1 Increase biodiversity areas by 1 hectare/year to 61 hectares by 2030 Local parkways can include biodiversity pockets which are looked after by local 'friends' groups.</p> <p>2.5 Tree planting - 1000 trees/year Regular reporting of tree planting against target. Include overall health of trees due to age, environmental stress, etc. Please include a plan for making up the shortfall of trees planted in 2021/22. We will need far in excess of 1000 trees/year to maintain canopy cover.</p> <p>2.6 5000 indigenous tubestock provided to schools, community groups etc. This needs to be much more ambitious, and include timing to coincide with ideal planting conditions - autumn and winter, and as well as providing mulch to maintain soil moisture for young plants.</p> <p>2.8 Develop a planting education resource for the community</p> <p>2.9 Incentives to develop nature strips for biodiversity Good initiatives - include measures and timing</p> <p>2.11 Tree Canopy strategy</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. It is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>New and more robust data sources are being developed over time and action 6.10 is designed to reflect that we will continually look for the most appropriate data sources to assist us in tracking our targets and refine projects as appropriate.</p> <p>No change to the implementation plan has been made.</p>

<p>Include effective penalties for unauthorised tree removal</p> <p>Transport</p> <p>4.1, 4.2 Bike lane treatments</p> <p>Include targets for increased bike usage</p> <p>4.6 Sustainable transport initiatives</p> <p>Include targets for active transport trips/reduced car trips and emissions reduction</p> <p>4.8 EV charging public infrastructure</p> <p>Initial installation should be based on a proportion of EVs in Boroondara, and increased proportionally based on EV uptake in the community.</p> <p>4.12 EVs for council and fleet operations</p> <p>Include metrics; percentage increase of council fleet and emissions reduced as well as cost savings. The plan should include the trial of one or more electric heavy vehicles.</p> <p>Overarching</p> <p>6.10 Pursue opportunities for enhanced data collection for monitoring and reporting on climate action and impacts</p> <p>Would like to see more than 'pursue opportunities'. This should be standard practice and reported regularly.</p> <p>Circular economy - well done on recent Mend/reuse events, clothes swaps. Need to be regular.</p>	
<p>Need specifics on solar PV goals, clear criteria for low-income aid, and community engagement plans. More focus on biodiversity, water mgmt.</p> <p>1. Energy Efficiency & Renewable Energy</p> <p>1. Solar Photovoltaic (PV) Systems</p> <p>Specify the number or percentage of Council's buildings that will have solar PV systems installed. Is the goal to equip all buildings or just a subset? Provide a timeline for these installations, broken down by fiscal year. What is the anticipated kWh production and the expected reduction in GHG emissions?</p> <p>2. Criteria for Low-Income Residents</p> <p>Clearly define what constitutes a "low-income resident" in the context of the plan. Outline the criteria and process for low-income residents to qualify for subsidized energy audits or other benefits. Consider partnerships with local organizations to identify and reach out to eligible residents.</p> <p>3. Community Engagement</p> <p>Describe how the Council plans to involve the community in the implementation and ongoing evaluation of the Climate Action Plan. Suggest specific methods of engagement, such as community forums, surveys, or partnerships with local organizations. How many residents is council seeking to engage? What is the critical mass?</p> <p>2. Biodiversity and Trees</p> <p>1. Incorporating Permaculture Principles</p> <p>The Council should consider incorporating permaculture principles into its biodiversity strategy. This approach can help transition the community towards a more sustainable and regenerative way of living. The "Backyard Biodiversity Project" (point 2.15) could be an excellent platform to introduce these principles.</p> <p>2. Community Grants and Financial Support</p> <p>The Council should offer small grants or financial incentives or discount on rates to encourage local community members to undertake small-scale biodiversity projects. This could range from planting native species in their gardens to creating small habitats for local fauna. This aligns well with</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>We do not propose to introduce interim targets, but it is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p>

<p>the support already given to community groups working in biodiversity areas (point 2.14).</p> <p>3. Local Supervisory Groups The Council should consider organizing local groups to supervise and manage biodiversity projects. These groups can serve as a liaison between the Council and the community, ensuring that projects are effectively implemented and maintained. This could be an extension of the support mentioned in point 2.14 and should be aligned to a reduction target in GHG emissions.</p> <p>4. Role of Local Businesses Local businesses should be encouraged to participate in biodiversity projects, either through sponsorships or by adopting sustainable practices that contribute to local biodiversity. This could include things like planting trees around their premises or sponsoring local biodiversity events.</p> <p>3. Water and waterways</p> <p>1. Community Education and Involvement The Council should consider implementing educational programs to inform the community about water conservation and pollution prevention. This could be integrated into the Litter and Pollution Reduction Strategy (point 3.3).</p> <p>2. Transparency in Water Management Strategy While updating and implementing the Integrated Water Management Strategy is crucial (point 3.1), the Council should also provide regular updates on the progress and effectiveness of this strategy to the community.</p> <p>3. Incentives for Water Efficiency The Council could offer incentives or rebates for residents and local businesses who adopt water-efficient appliances or systems. This could be a part of the annual program of water efficiency retrofits (point 3.4).</p> <p>4. Transport</p> <p>1. Bicycle promoting Promoting cycling through incentives like free coffee is a creative and engaging way to encourage more sustainable transportation. Here's how you could articulate this idea in your review: Bike Day Promotion: "Cycle for a Sip" To ensure the "Cycle for a Sip" initiative is effectively managed, a verification system needs to be in place. This could be a digital tracking system via a mobile app or physical stamp cards available at local businesses and community centers. Once a participant reaches the cycling milestone, they would receive a coffee voucher, either digitally or physically, redeemable at participating local cafes.</p> <p>2. Last-Mile Solutions The Council should investigate partnerships with e-scooter and bike-sharing companies to provide "last-mile" solutions that can help people get from public transport stops to their final destinations.</p> <p>3. Business Partnerships for EV Charging The plan mentions pursuing opportunities to partner with commercial providers for EV charging (point 4.9). The Council should specify which types of businesses it aims to partner with and how many additional charging stations this could result in.</p> <p>4. Night-Time Charging at Public Parks To optimize the use of renewable energy and reduce grid congestion, I suggest installing EV charging stations near public parks with the capability to charge only during nighttime hours. This would encourage residents to make use of renewable energy sources, which are often more abundant during off-peak hours. It would also alleviate any potential strain on the electrical grid during peak hours.</p> <p>5. Circular economy (waste)</p> <p>1. Repair Cafés and Workshops Organize regular community repair cafés where people can bring broken items to be fixed by volunteers, reducing waste and promoting a culture</p>	<p>No change to the implementation plan has been made.</p>
--	--

<p>of repair.</p> <p>2. Zero-Waste Initiatives Encourage local businesses to adopt zero-waste practices and offer incentives for those that do. This could include tax breaks or promotional features on a council-run website or newsletter.</p> <p>"5.4 Provide education to privately serviced multi-unit dwellings and commercial properties on private food waste recycling options". While education is essential, I believe we should go a step further by implementing a mandatory food waste collection system for all multi-unit dwellings. This includes providing FOGO bins and establishing special collection points for food waste. This proactive approach would not only educate but also facilitate actual waste reduction.</p> <p>"5.5 Plan a trial program to connect businesses with leftover food or other goods with charity organisations in need of the items". The trial program is a great initiative, but I suggest that the Council collaborate with established food waste organizations like OzHarvest. Such partnerships could serve dual purposes: redistributing leftover food to charities and educating the community on how to minimize food waste effectively. This would amplify the impact of the program and make it more sustainable in the long run.</p> <p>6. Overarching "6.1 Provide the community with greater access to Climate Action Grants, for new projects, services, programs and activities that strengthen the community's capacity to reduce emissions, and/or adapt to the impacts of climate change". Grants applications should be made available at least twice a year to accelerate community programmes and respond more promptly to community lead initiatives that support council's emission reduction plan. While grants are a great way to encourage community action, it would be beneficial to provide a clear framework or criteria for what kinds of projects will be prioritized. This could include a focus on projects that have a measurable impact on emissions reduction or community education.</p> <p>"6.5 Hold a Sustainable Living Festival engage with the community about sustainable living". The festival could include a "Sustainability Awards" segment to recognize "excellence" and reward local businesses and individuals who have made significant contributions to sustainability.</p> <p>"6.10 Pursue opportunities for enhanced data collection and monitoring for reporting on climate actions and impacts". Data collection should not only focus on the outcomes but also on the effectiveness of the methods used. This will help in refining future initiatives for better results.</p>	
<p>**Budget Allocation:** The Council initially allocated \$1 million for the plan in each of its first two years but underspent by \$300,000 in both years. This is not sufficient given the extensive work required. However, this does mean that there should be at least \$1.6 million available for expenditure in this financial year, allowing for ambitious initiatives. Urgency in implementation is needed to align with the Council's declaration of a climate emergency and ensure the full budget is spent effectively.</p> <p>**Process Concerns:** Several concerns are associated with the process of this Implementation Plan: - There are numerous action items in both this and the previous Implementation Plan. At a minimum, each item should include budget allocations, specific completion dates (not just general timeframes), and a person accountable. None of this information is included in this Implementation Plan. - Ideally, the Council should have prepared a report summarizing achievements and assessing any changes since the initial plan. It should explain how these changes, among other factors, influenced the development of the new plan. -The Implementation Plan lacks indicators to measure and report progress. While the CAP Hub has an indicator page, it only lists population data,</p>	<p>Delivery of some actions from the previous implementation plan have proven difficult to complete by the end of the relevant financial year. Where projects funded from the \$1M Climate Action Plan allocation are not completed within the financial year, funding is carried forward to the next financial year. Any carried forward amount is additional to the \$1M allocation. The delivery of capital works associated with the transition to electric vehicles has been a key challenge. The draft Implementation Plan has been informed</p>

<p>which is not relevant to the plan. The draft Implementation Plan mentions CoB's intention to collect and monitor relevant data (no. 6.10). However, a lack of indicators hampers reporting, accountability, and evaluation. The Implementation Plan should include specific, measurable targets alongside actions.</p> <p>**Specific, Measurable Targets:**</p> <p>**Energy Efficiency and Renewable Energy:**</p> <ul style="list-style-type: none"> - Additional kW capacity of solar PV systems installed in 2023-25 (no. 1.1, 1.2). This includes batteries for buildings primarily used during off-peak times. - Retrofit 1MW solar PV installation for council tenanted facilities, including replacing gas appliances with efficient electrics. - Solar bulk buy for homes and businesses, including target installation rates and progress reports. - Subsidized home energy audit program for low-income residents, covering draught proofing, insulation, and replacing gas appliances. - Energy upgrades in council buildings, specifying budget, timing, and energy use reduction. - Introduce the role of an Energy Transition Officer with engineering and project management skills. - Regularly repeat the "Electrify Boroondara" event at Hawthorn Arts Centre as community awareness grows. <p>**Transport:**</p> <ul style="list-style-type: none"> - Bike lane treatments should include targets for increased bike usage, e.g., the number of cycle journeys within Boroondara and primary school children walking to school (no. 4.1-4.6). - Sustainable transport initiatives should include targets for active transport trips, reduced car trips, and emissions reduction. - EV charging public infrastructure should be installed proportionally based on EV adoption in Boroondara. - For EVs in council and fleet operations, include metrics such as the percentage increase in council fleet EVs, emissions reduction, and cost savings. Trial one or more electric heavy vehicles. <p>**Biodiversity and Trees:**</p> <ul style="list-style-type: none"> - Aim to increase biodiversity areas by 1 hectare/year to reach 61 hectares by 2030. - Implement a tree planting goal of 1000 trees/year with regular reporting. Include an assessment of overall tree health. - Develop incentives to encourage nature strip biodiversity, with clear measures and timing. - Implement an effective Tree Canopy strategy with penalties for unauthorized tree removal. <p>**Water and Waterways:**</p> <ul style="list-style-type: none"> - While participating in the Kooyongkoot (Gardiners Creek) regional alliance is commendable, measurable goals should be established. <p>By incorporating these specific, measurable targets and addressing the process concerns, the Implementation Plan will become more robust and effective in achieving its climate-related objectives.</p>	<p>by challenges in delivering the first implementation plan. This includes the creation of a new position of Energy Transitions Officer which will directly support Boroondara's transition to electric vehicles.</p> <p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p> <p>A progress report is provided with the release of the 23/24-24/25 implementation plan. It is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and adjust our programs if appropriate and feasible.</p> <p>We have amended actions 1.1 and 1.2 to include the words <i>with consideration of battery storage where appropriate</i>.</p>
<p>Whilst we are pleased that the City of Boroondara appears to be committed to doing its share to deal with climate change through its existing initiatives we feel that a sense of urgency should prevail. The sums allocated in the budget are woefully short, if you as a Council are to try and do your bit to address this declared crisis. Sports pavilion upgrades and developments can wait the climate is a critical and urgent treat. We have declared a climate emergency. We must walk the talk. Embodied carbon neutral All developments must stack up from a carbon accounting perspective, every effort must be made to reduce the climate impact of the building materials that we use.</p>	<p>No change to the implementation plan has been made.</p>

Biodiversity and Trees:

We need to increase green spaces and re-wild those that we have, to create a landscape that is resilient to the impacts of a hotter, dryer climate. These values will have the dual effect of lessening the impact of the urban heat island effect and also provide a refuge for many of our native plants and animals. A number of these are under threat such as Gang Gang Cockatoos, which are endangered in Australia, but are found in increasing numbers in Boroondara.

We also need to increase our green spaces, we recently lost a significant slab of green open space to a council car park near the Hawthorn Velodrome and as far as I am aware there have been few, if any, new purchases of new public open space with the monies collected through the development levy. This must change.

- We must mandate that we must protect remnant habitats, no exceptions.
- Adopting urban planning strategies that promote biodiversity. Lobby the Victorian Government to introduce stricter controls over illegal tree removal (require a developer to replant a tree in the exact spot the original was removed and exclude development in the area previously covered by the tree canopy) and increase the fine to the true value of the tree. We also need to lobby government to protect our narrow green corridors/parks from the canyoning effect of new developments closely abutting our green spaces.
- We need to support, through increased staff resources, the development of a Strategic Plan for the KooyongKoot Catchment. Through the Gardiners Creek Regional Collaboration where Boroondara Council have shown leadership. This critical piece of green infrastructure is in urgent need of revitalisation and the development of a holistic Strategic Plan is the perfect medium to do this. With significant public and political interest in the project it is believed that the Strategic Plan will unlock significant State and Federal funding opportunities.
- We need to aggressively build our canopy to lessen the serious and life-threatening impacts of the heat island effect.

In relation to specifics

- 2.1 The current trajectory of adding 1Ha of biodiversity each year is very disappointing. Our managed biodiversity area is well under 1% of Boroondara's total area. We need to invest in increasing staffing levels to be able to effectively manage our existing biodiversity areas, but also to unlock the potential army of volunteers who are increasingly keen to help repair what is left of our landscape. Our experience is that volunteers are ultra local so areas need to be near the volunteer base. Most volunteers walk to the sites they maintain.
- 2.2 We need to map not just our canopy but our understory and groundcovers to gauge the quality of our biodiversity areas and the resilience of our landscape. The current policy of removing understory is effectively removing our small birds from our suburbs to the detriment of our tree canopy and biodiversity.
- 2.3 Agree.
- 2.4 The Hawthorn Velodrome will be the perfect site.
- 2.5 Is this benchmarked against other councils? Are we leaders?
- 2.6 Agree.
- 2.7 Agree.
- 2.8 Unsure what this is.
- 2.9 Agree i.e. 10 free plants and 30% discount on plants from VINC.
- 2.10 Agree.
- 2.11 Agree, but should be 35%. We need to aggressively build our canopy to lessen the serious and life threatening impact of the heat island effect, this is literally a life and death issue.
- 2.12 Agree.
- 2.13 Agree and we need to adopt urban planning strategies that promote biodiversity, lobby the Victorian Government to introduce stricter controls over illegal tree removal (require a developer to replant a tree in the exact spot the original was removed and exclude development in the area previously covered by the tree canopy) and increase the fine to the true value of the tree. We need to lobby government to protect our

<p>narrow green corridors from canyoning effect of new developments closely abutting our green spaces.</p> <ul style="list-style-type: none"> • 2.14 Agree 100% but this is difficult when council want to direct volunteers to areas away from their patch! Our experience is that volunteers are ultra local so areas need to be near the volunteer base. Most volunteers walk to the sites they maintain. • 2.15 Agree • 2.16 Agree, but also leave fallen trees as habitat to increase habitat and to store carbon. <p>We must move away from the policy of removing groundcover 1m either side of footpaths it leads to weed growth and the need to spray weedkiller. We need a policy to gradually reduce the use of glyphosate.</p> <p>Water and Waterways:</p> <p>DELWP anticipate we could be in water poverty by 2027.</p> <ul style="list-style-type: none"> • 3.1 Agree. Incentives to have leaky tanks and water gardens, new developments should be keeping all water on site and not be discharging into our waterways. We recommend the integration of measures to improve water conservation, manage stormwater runoff, and protect local waterways. Implementing green infrastructure projects and promoting sustainable water practices will contribute to the city's resilience against climate impacts. • 3.2 In the face of climate change we need to conserve and protect. Water harvesting on site, we should not be adding any additional water to the super stressed Gardiners Creek. With Melbourne Water there should be incentives to have leaky tanks and water gardens. on new developments. They should be keeping all water on site and not be discharging into our waterways. Sports fields should be 80% collected water. • 3.3 Agree could even be a profit centre. Needs public education and support. • 3.4 Agree...does this include households? • 3.5 Agree, Waterways keep coming up top in peoples concerns. 84% in the first CAP survey. Again, a strategic plan for the Gardiners Creek Catchment will be critical in supporting the many values that we need to protect/enhance over the area. <p>Sustainable Transportation: Expanding public transportation networks, creating safe cycling lanes, and promoting pedestrian-friendly infrastructure is so important. We are not in favor of concrete shared paths going through parks where they encourage scooters and some cyclists to travel at dangerous speeds around small children prams and dogs. This is a big liability issue. Putting (effectively) concrete roads through parks and biodiversity areas isn't solving the problem real infrastructure in the shape of separated bike lanes on roads is the answer.</p>	
<p>It would be good if the Council could facilitate the meeting of people who are passionate about climate change advocacy and empower them to put pressure on manufacturers and large businesses who are responsible for significant emissions and fast consumption with no end of life for their products. There still needs to be education directed to individuals about what they can do, but it's really hard for individual people to create significant change without big businesses coming to the party.</p>	<p>No change to the implementation plan has been made.</p>
<p>As it stands, the CAP/IP will not deliver Council's or State Government objectives on decarbonisation.</p> <p>The Environmental Sustainability and Open Spaces team capacity and funding applied to CAIP appears inadequate and needs urgent attention. Climate action needs to be appropriately resourced and prioritised. Professional project/program management and engineering capability appears inadequate.</p> <p>All Council senior management staff and Councillors need to have climate action accountabilities that can be traced back to key elements of the CAP/IP. Several Councillors and senior staff should be allocated as sponsors of climate action and responsible to facilitate the Environmental Sustainability and Open Spaces team's success in delivering the program. Within the program, initiatives need to be reprioritised to reflect the climate emergency – several initiatives may look attractive but do not contribute to decarbonising the community.</p> <p>In general, the CAP/IP lacks:</p>	<p>The implementation plan spans a two-year period, officers feel that providing more specific timelines within that period is not optimal, given the difficulty in forecasting end dates for projects. We also do not propose to include additional specific details in the actions, as they are designed to allow us to pivot to emerging opportunities that will deliver better outcomes.</p>

<ul style="list-style-type: none"> - detail on delivery (timing, outcomes) that are necessary to hold Council accountable to the community - ambition – not enough, not fast enough - clarity (initiatives are vague) - resourcing and funding. <p>This submission provides feedback on energy, efficiency and transport sections that would allow Council to revise the plan and allocate additional resources to make it more ambitious and accountable. This is not a plan just for the Environmental Sustainability and Open Spaces team, all Council staff and Councillors need to feel responsible to the community for urgently and effectively delivering climate action.</p> <p>This response focuses on emissions and hence energy, energy efficiency and transport are the focus areas. This is not to discount the importance of waterways, waste, and flora (although some initiatives seem tokenistic and will have little if any on climate and do not realistically belong in a climate action/implementation plan).</p> <p>Snapshot report¹ shows that most gains in GHG emissions reductions can be made through getting off gas (household end business electrification), electrifying and reducing vehicular transport emissions (EVs and e-bikes) and decarbonising the electricity supply (including uplift in distributed solar generation).</p> <p>Actions need to be more tangible to ensure Council can be held to account for delivery with stringent metrics (detailed deliverables, times, budgets, responsibilities) and regular transparent reporting on progress. Councillors and applicable Council roles need to be nominated as accountable to ensure that this implementation plan is delivered on time, on budget and delivering proposed gains. Actions need to be measured and traceable to impact on emissions.</p> <p>Benchmarking and reporting of emissions by sector and climate actions against neighbouring LGAs is recommended.</p> <p>Residents are eager for action and need leadership and assistance from Council – CAP should be a major priority for the Council, reflected by reporting and debate in every meeting. Progress tracking should be published quarterly on Council web page.</p> <p>1.1 Install solar photovoltaic (PV) systems as part of Council's building and renewal program.</p> <p>Fully supportive but this program needs to be more ambitious with quantification/tracking/reporting of annual targets. Council has many sites with ample roof space that could readily be utilised with low cost solar (including potential for some innovative solutions to be co-funded by ARENA). Where site daytime self-consumption is significantly lower than the potential PV production (ie significant export to grid expected), behind the meter battery solutions should be considered. Battery capacity could be utilised as part of a council wide Virtual Power Plant (VPP) in conjunction with an innovative retailer or 3rd party VPP aggregator.</p> <p>1.2 Undertake a bulk solar install for Council's tenanted community facilities as a retrofit project.</p> <p>Supportive. This program should be part of a broader initiative to fully electrify these facilities to get them off gas by transitioning water and space heating to efficient electric heat pumps. Target capacities need to be set, tracked, and reported.</p> <p>1.3 Participate in the DECCA Neighbourhood Battery Initiative grant to develop a feasibility study for the installation of a community battery in Boroondara. Subject to the outcomes of the feasibility study, implement at least one community battery in Boroondara in FY24/25 – tentative action subject to grant funding and outcomes of the study.</p> <p>Cautious. Council should approach this cautiously as most neighbourhood battery programs are not economically feasible. High capital costs, complex operations and uncertain savings may mean that there are better uses of funds and effort. Joint planning and funding with electricity distributors (Citipower, United Energy) with the distributor taking the lead operational role is likely to achieve better outcomes (specifically network capacity uplift for significant community electrification – PV, EV, heat pump uptake)</p> <p>1.4 Continue to implement a solar PV bulk buy program for homes and businesses.</p>	<p>We do not propose to introduce interim targets, but it is intended that Council will publish data around progress toward the Climate Action Plan targets and other relevant metrics on the Climate Action Plan Hub in a more timely fashion moving forward. This will provide the community with more information about progress and allow us to continually assess how we are tracking and make adjustments to our programs if appropriate and feasible.</p> <p>We currently convene an Internal Advisory Committee for the Climate Action Plan to provide advice and support for the delivery of the Climate Action Plan across the organisation. We have now reflected this in a new action (6.20).</p> <p>The implementation plan includes resources for a number of staff positions, and we have staff in existing positions delivering actions across all themes of the Climate Action Plan. The level of staff resourcing is at an appropriate level for us to deliver the actions in the implementation plan.</p>
---	--

<p>Supportive but alternatives need to be investigated. This needs to be in conjunction with other PV enablement and motivation initiatives, specifically:</p> <ul style="list-style-type: none"> - stronger promotion of the scheme - Council encouragement for home owners to install solar - Review of onerous planning restrictions of PVs on buildings (eg heritage) - Work with local installers to overcome concerns with terracotta tile roof installations - Develop strategies to encourage landlords to install solar on rented houses (which typically benefits tenants more than landlords) - Target capacities need to be set, tracked, and reported <p>System should be extended to cover a range of heat pump hot water systems (small, medium, and large configurations with high COP efficiency and low GWP refrigerants). It may be that bulk buy schemes are not the most effective mechanism and other referral systems should be investigated.</p> <p>1.5 Continue to provide the Energy Savers service, which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers. Supportive. This service needs to be better promoted and revised to better cater for tenanted businesses where landlords typically bear most expense for tenant benefit. Geelong Sustainability model of supplier referrals should be considered</p> <p>1.6 Through the Eastern Alliance for Greenhouse Action, provide opportunities for large energy users to switch to renewable energy via a Power Purchase Agreement. Extension and improvement required. This PPA program needs to be promoted more heavily and offered to smaller business energy users. - Target capacities need to be set, tracked, and reported PPAs are now available with half hourly supply-demand matching. That is instead of buying a PPA based on annual or monthly MWh consumption (which allows the PPA to provide unfirmed MWh relying on fossil fuels when cheap renewables are not available), PPAs can match firmed renewables to the business hour by hour demand. This provides PPA certainty for investment in decarbonised storage. Such stringent PPAs should be negotiated for future Council contracts with options to extend this capability to businesses to do likewise.</p> <p>1.7 Collaborate with other councils to develop and deliver an energy efficiency information service for the community. This program is intended to replace the service previously provided by the Australian Energy Foundation that ceased operations in 2022. Highly supportive. The Electrify Boroondara alliance should be part of this process as some effective programs are run by Council affiliated community groups (eg Yarra Energy Foundation, Geelong Sustainability). Boroondara should leverage existing successful capabilities rather than reinventing for scratch.</p> <p>1.8 Develop a subsidised energy audit program with targeted interventions for low-income residents. Highly supportive. This program could be developed in conjunction with the Electrify Boroondara alliance. Details, timelines, budgets need to be clearly articulated and tracked. Program metrics need to be set, tracked, and reported</p> <p>1.9 Undertake energy upgrades at Council facilities prioritising getting off gas works. Insufficient. This initiative must have its priority raised. High emitting facilities must be prioritised. In particular, swimming pool facility alternatives to gas need to be accelerated.</p> <p>1.10 Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. Expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.</p>	
---	--

Improvement required. Waiting lists for FLIR cameras and energy monitors are currently too long. Additional equipment and shorter loan periods are required (a 3week loan for a FLIR camera is excessive and should be reduced to 10 days). Supporting documentation is inadequate and needs refreshing with links to external information sites – as such on-line versions of the manual via prominent QR codes on the equipment and packaging is recommended. Loan induction cooktops are a great initiative if supported by sufficient information to ensure good outcomes and guidance for purchase of permanent units. Community groups should be leveraged to demonstrate cooking with induction.

1.11 Introduce a new Energy Transitions Officer role - to support our community's transition to low emissions technology (such as electric vehicles and solar panels), as well as provide strategic guidance and practical implementation of electrification of Council and community assets, transition to electric vehicles (EV) etc.

Critical but insufficient. This is an important initiative to ensure this program is delivered. One position is likely to be insufficient so additional roles in the future should be budgeted. This should be part of making the Environmental Sustainability and Open Spaces team more prominent.

1.12 Support the Electrify Boroondara Project through use of the Hawthorn Arts Centre for an Annual Electrification Event.

Support of annual major events is a good start. Support of flow on smaller events is also required (twice yearly EV, PV and heat pump showcases) as technology evolves and industry capability ramps up.

1.13 Offset corporate greenhouse gas emissions to meet Council's carbon neutrality commitment.

Temporary solution only. Quality offsets must be purchased with full transparency to the community. A transition plan to phase out offsets while still achieving net zero is necessary (2040 plan)

1.14 Continue to purchase 100% renewable energy for all Council sites.

As above, Council should look to transition to half hour matched PPAs behind electricity purchases

Other comments on energy efficiency and renewable energy

- Council needs to lead by example with electrification, energy efficiency and gas abolishment at all Council sites – showcasing to residents and local businesses.

- Low PV penetration within the LGA (compared with peers) needs to be understood and addressed. Tracking and publishing (electricity distributor and Clean Energy Regulator statistics) vs peers will help highlight

- A range of Council grants and subsidies need to be introduced to incentivise resident and local business behaviour changes.

- Council needs to help residents and businesses become more aware of Government rebates, grants and incentives that are available to electrify and become energy efficient. FAQs on eligibility and application process are required.

- Need overt Council action to address inequities – renters and apartment dwellers (55% of dwellings) cannot easily take action to improve their comfort levels and climate impact compared with house owner-occupiers.

4.6 Provide sustainable transport initiatives for the community, including schools and businesses. Example initiatives include, the Boroondara Active and Safe program, bike skills courses, and bike repair events.

Supportive. Needs to be substantial

4.7 Adopt Council's Car Share Policy and Procedures.

Council should consider implications as car share organisations transition to EVs (charging) when allocating parking spaces.

4.8 Install EV charging infrastructure at two community sites per annum.

Important but insufficient. This target should be increased (2 per year is insufficient) given the huge uptake in EV purchases in Boroondara and the high level of dwellings without off-street parking suitable for home charging. Even if these are to be free to use, over-stay penalties need to be implemented to prevent abuse. Regular policing to ensure only EVs actively charging are occupying these parking spots.

4.9 Pursue opportunities to partner with commercial providers to install and operate EV charging for community. Chargers may be installed in Council managed car parks under lease agreements.

Agree with this concept with some provisos:

- Council must be able to dictate stringent rollout and operational parameters (reliability, time to repair, over-stay penalties, availability tracking via app)
- Council must make sufficient car spaces available and help facilitate infrastructure approvals
- Council should develop a plan and approach electricity distributors with a whole of LGA plan
- Innovative commercial models should be investigated for retail precinct charging (eg 2 hours free charging if over \$200 spent at the precinct)
- Where possible, charging infrastructure should be linked to solar and batteries installed at the site (minimise grid impact)

4.10 Engage with the Victorian Government and Distribution Businesses to support opportunities for on street EV charging for residents without off street parking.

Agree. Council relationship with Citipower/United Energy must be more cooperative and interactive. Council needs to develop planning permit processes to allow faster implementation leveraging progress already made in City of Port Philip

4.11 Expand EV charging infrastructure for Council fleet and operations.

Action needs to be more tangible. A holistic Council fleet (direct and indirect) electrification strategy needs to be developed, published, and tracked. This should consider implications of 100% electrification by 2030

4.12 Prioritise the purchase and lease of EVs for Council fleet and operations.

An aggressive timeline should be published and tracked to demonstrate leadership to the community.

4.13 Pursue opportunities to include electric vehicle and bicycle charging in all relevant Council building works.

A timeline should be published and tracked

Other comments on transport

- A significant level of transport emissions are transit users (ie non-resident vehicles that use Boroondara roads). Much of this is out of Council control but Council could lobby state government on early electrification of buses using Boroondara roads.
- Council needs to develop a strategy on hire scooters and bicycles.

6.1 Provide the community with access to Climate Action Grants, for new projects, services, programs and activities that strengthen the community's capacity to reduce emissions, and/or adapt to the impacts of climate change.

Inadequate detail. Grants should be awarded where alternatives do not exist (eg State and Federal Government incentives/grants) and must provide transparent reporting of results vs proposed outcomes in applications

6.10 Pursue opportunities for enhanced data collection and monitoring for reporting on climate actions and impacts.

Mandatory. As above, transparent reporting for Boroondara against targets, neighbouring LGAs and other leading LGAs is required.

6.11 Continue to provide support for community leadership on climate action.

This needs to be much more tangible with responsibilities, outcomes, metrics

<p>6.15 Implement the Sustainable Council Building Policy to progressively enhance the environmental performance of Council buildings. More tangible detail required. Council needs to lead by example setting a high standard in energy efficiency designs and implementations. The range of Council property types provides opportunities for many approaches to energy efficiency to be showcased and documented (approaches, business cases, economics)</p> <p>6.16 Respond to calls for submissions and advocate on matters that align with Climate Action Plan objectives as appropriate. Details and metrics around this action need to be clearly articulated – currently too ambiguous.</p> <p>6.18 Continue to participate in the Council Alliance for a Sustainable Built Environment. This is too vague and nebulous.</p>	
<p>2.1 Increase the area managed for biodiversity by one hectare a year and continue to maintain the existing area. Comment: 1 hectare is not ambitious enough. There are large areas in parks that are in and around existing treed areas that could be planted out with ground and mid storey plants creating bio diverse habitat without losing open grassed areas. Council to use indigenous plants for public spaces to demonstrate diversity and versatility of local plants. Eg Ashburton library landscape does not demonstrate Council own commitment to biodiversity.</p> <p>2.14 Continue to support community groups working in biodiversity areas. Formally Encourage / Coordinate / Support and Resource Friends Of Groups or Council lead and setup and run regular programs of community planting / maintenance. Not just information and education but action on the ground on a regular basis. Have aspirational target area # hectares for habitat creation to be planted out with ground and mid storey plants. "Bringing small birds back to Boroondara Program"!</p>	No change to the implementation plan has been made.
<p>I hope Council will take this plea as a very serious one.. With the never ending cycle of loss of indigenous fauna and flora I must advocate for , not just trees, but Habitat trees! In an attempt to not save what we have, but engender a small increase in that most precious gift of all, our wildlife! I also ask Council to combine with their neighbours in employing the best of knowledge, skill and entrepreneurship. Please consider very seriously, when tree cover is documented. Any tree is NO tree. With the serious decline of once common species of indi</p>	No change to the implementation plan has been made.
<p>What can be done to stop removing beautiful old houses from blocks and replacing most of the block with a very ugly French Provincial House that leaves little soil that can absorb the rain and prevent it running off the concrete and into the gutters? I notice that the State Government is planning to take power to overrule local councils as they wish to create more housing density in middle suburbs.</p>	<p>Actions 6.12 and 6.18 are designed to help address these issues.</p> <p>No change to the implementation plan has been made.</p>
<p>you should implement a rule that all new builds must plant at least one tree (semi mature - eg over 2 metres per house they build on the block. Too many sites that are now all concrete and it's a disgrace. Also more trees on nature strips. Furthermore why dont you encourage all residents to plant a tree on their property or have a community tree planting day on council lands all over Boroondara?</p>	No change to the implementation plan has been made.
<p>Solar energy grid for community. Our house cannot get solar panels (the solar panel company has come out multiple times and says it's not possible). However we really want to be completely renewable. If there was a solar grid we could be connected to that would be amazing and I think really helpful for the transition.</p>	No change to the implementation plan has been made.
<p>Climate change is the responsibility of the Federal government. Council should stick to concerning itself with its own responsibilities such as building regulations and development, local roads and footpaths, parks and playing fields, libraries, waste disposal, and providing various community services as required. As a ratepayer of more than 20 years it has not been my experience that Council is managing these areas sufficiently well that it should seek to concern itself with the Federal issue and indeed global issue of climate change. Basically, the more time and</p>	No change to the implementation plan has been made.

money Council spends on things it cannot control such as the global temperature and the weather, the higher our rates and lower our services. If individual ratepayers wish to be activists on this matter that is their choice but Council should not be engaging in activism on behalf of ratepayers.	
<p>I first congratulate and thank the Boroondara Council for updating the climate and environmental action plan. Given that we are in a climate emergency, however, more emphasis on big emissions reductions solutions and less on smaller sustainability projects would seem appropriate.</p> <p>As an example, item 4.8 installing just 2 EV chargers per year in a community with high EV uptake is too few. Many people that I have spoken to are not purchasing an EV because there are no local community chargers in shopping centres to enable them to charge their car. Chargers are needed at the carparks off Glenferrie Road, at Kew Junction, and at Camberwell Junction, just to name a few.</p> <p>Item 1.13 is also concerning. Council should have opportunities to install clean energy and build in energy better energy efficiency measures. Offsetting emissions should be an absolute last resort. It is not appropriate for council to claim carbon neutrality via use of offsets.</p> <p>Item 2.5 Planting 1000 new trees per annum is terribly insufficient. There are plenty of green open spaces that are not sports fields that could accomodate far more trees. I live near Victoria Park. There is open space there that could accomodate a considerable number more canopy trees. As our climate warms these trees offer a cooling and calming impact on the community.</p> <p>Further, the issue of residential tree removal must be reined in. See the letters pages in the Age on Saturday 19th and Sunday 20th August. Regulations to ensure a larger percentage of each block is covered with actual foliage would be a most welcome addition.</p> <p>In addition, upping the ante from providing education to actually incentivising community actions would be greatly appreciated. As an example suggestion, at the upcoming Electrify Boroondara Expo, the council could offer 5 % rates discounts for those who follow up and replace their gas appliances with electric, or those who install rooftop solar. We really must stop tinkering around the edges and find ways to ensure that community is engaging with major solutions to the climate problem.</p>	No change to the implementation plan has been made.
<p>More focus on bike/micro mobility, more bike paths, safe bike trails.</p> <p>More support for local schools to run sustainable initiatives.</p> <p>More local waste recycling eduction needed and info on where to drop off soft plastics, clothes, blister packs, and how to reduce waste on daily basis. Clean up actions need at the Gardiners creek!!</p>	<p>Actions addressing many of these suggestions are included in the implementation plan.</p> <p>No change to the implementation plan has been made.</p>
I am a Hawthorn resident who is concerned about increasing temperatures and lower rainfall. I urge Council to expand and action the CAP.	No change to the implementation plan has been made.
Council decisions to consider the climate impacts, achieving zero emissions if at all possible. Audits to ensure zero emissions achieved.	No change to the implementation plan has been made.
<p>More EV charging</p> <p>More recycling for hard to recycle packaging (ie blister packs, soft plastic)</p> <p>Council led reuse program hard rubbish</p>	<p>Actions addressing many of these suggestions are included in the implementation plan. No change to the implementation plan has been made.</p>
Woodfires as a source of heating in homes need to be prohibited. They produce toxic smoke, a lot of carbon emissions; are a health hazard	No change to the implementation plan has been made.
We have one chance at this. Council has a serious role to play...more embodied carbon through construction or real action on climate change.	No change to the implementation plan has been made.

Meaningful action is needed on EV charging infrastructure. All council buildings, parks need to have public charging stations.	<p>Actions 4.8, 4.9 and 4.10 are designed to address the need for public EV chargers. In addition, the new Energy Transitions Officer role (Action 1.11) will be working to support our community's transition to electric vehicles and will continue to develop our strategic approach to this issue.</p> <p>No change to the implementation plan has been made.</p>
It's not local council's responsibility to "tackle climate change". Stop wasting ratepayer money on federal/global issues; fix local issues.	No change to the implementation plan has been made.
Stop wasting our rates. Focus on your core duties.	No change to the implementation plan has been made.
You could stop pulling things down just to rebuild again. Like Kew rec centre. It's a disgrace and an example of council excess in extreme	No change to the implementation plan has been made.

ATTACHMENT 4 -

SUMMARY OF CHANGES TO CLIMATE ACTION PLAN IMPLEMENTATION PLAN 2023-24 - 2024-45

Original Action	Changed to
1.1 Install solar photovoltaic (PV) systems as part of Council's building and renewal program.	Install solar photovoltaic (PV) systems as part of Council's building and renewal program <i>with consideration of battery storage where appropriate.</i>
1.2 Undertake a bulk solar install for Council's tenanted community facilities as a retrofit project.	Undertake a bulk solar install for Council's tenanted community facilities as a retrofit project <i>with consideration of battery storage where appropriate.</i>
1.5 Continue to provide the Energy Savers service, which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers.	Continue to provide the Energy Savers service (which provides free advice to businesses about how to become more energy efficient and connects businesses with a selected panel of accredited and trustworthy suppliers) <i>and develop case studies to promote through Council's channels.</i>
1.6 Through the Eastern Alliance for Greenhouse Action, provide opportunities for large energy users to switch to renewable energy via a Power Purchase Agreement.	This action has been removed.
1.7 Develop a subsidised energy audit program with targeted interventions for low-income residents.	This action has been brought forward to the 23/24 FY.
1.10 Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. Expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.	Continue to provide power monitors for electricity audits and thermal cameras to identify 'leaky' buildings for loan via the Boroondara Libraries. <i>Provide instructions for these in multiple languages, as well as expand the offering to make portable induction cooktops available to borrow to try induction cooking before purchasing.</i>
6.7 Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community interest and needs.	Continue to evolve the Living for Our Future workshop program, to address emerging sustainability issues and community interest and needs. <i>Example workshops include induction cook top demonstrations and e-bike test rides.</i>
New action 6.19	Maintain our Municipal Emergency Management Plan, which includes our Heat Health Plan that outlines Council's approach to assist, educate and alert vulnerable community members of a declared heat health alert. This includes promoting the use of "cool places" as an alternative refuge from heat.
New action 6.20	Continue to convene the Internal Advisory Committee for the Climate Action Plan (which includes members or the executive and up to six Councillors) to provide advice and support for the delivery of the Boroondara Climate Action Plan across the organisation.