

7 Public submissions on draft Council Plan 2017-21 (including the Strategic Resource Plan), proposed Rating Strategy 2017-21 and proposed Budget 2017-18

Abstract

Council resolved on 26 April 2017 to endorse the draft Council Plan 2017-21 (including the Strategic Resource Plan), proposed Rating Strategy 2017-21 and proposed Budget 2017-18 for public notice and exhibition in accordance with section 223 of the *Local Government Act 1989* ("the Act"). Public notice was duly given and the period for submissions concluded on 25 May 2017. In total seven submissions were received; three of the submitters have indicated their intention to be heard in support of their submission.

This report includes details of the submissions and provides for the hearing of submissions in accordance with the Act.

Officers' recommendation

That Council resolve to:

1. Receive and note written and oral submissions in relation to the draft Council Plan 2017-21 (including the Strategic Resource Plan), proposed Rating Strategy 2017-21 and proposed Budget 2017-18 as included in Attachment 1.
2. Note the officer comments provided in relation to the submissions as outlined in Attachment 2.
3. Note the final Council Plan 2017-21 (including the Strategic Resource Plan), Rating Strategy 2017-21 and Budget 2017-18 will be presented for consideration by Council, with or without modification, at the Council Meeting on Monday 26 June 2017 commencing at 6.30pm in the Council Chamber.

**Responsible director: Marilyn Kearney
Corporate Services**

1. Purpose

This report includes details of public submissions received in relation to the draft Council Plan 2017-21 (including the Strategic Resource Plan), proposed Rating Strategy 2017-21 and proposed Budget 2017-18 and provides for the hearing of submissions in accordance with Section 223 of the *Local Government Act 1989* ("the Act").

2. Policy implications and relevance to council plan

The strategies set out in the Council Plan and the activities and initiatives as included in the Budget have determined the allocation of Council's financial resources in the draft Council Plan and proposed Budget including the Strategic Resource Plan.

3. Background

Council Plan

The *Local Government Act 1989* - Section 125 states that:

- Council must prepare and approve a council plan within six months after a general election or by 30 June (whichever is later) and submit its council plan to the Minister for Local Government.
- The council plan must include the strategic objectives, strategies for achieving these for at least the next four years, strategic indicators for monitoring achievement of the strategic objectives and a strategic resource plan.
- Before adopting the plan, a council must give public notice of its intention to adopt the plan and invite public submissions, specifying the date by which submissions are to be submitted that is not less than 28 days after the date on which the public notice is published.
- A copy of the proposed plan must be made available for public inspection at the council office and internet website.
- Members of the public may make written submissions and, if they so desire, request to be heard in support of their submission.
- At least once each financial year a council must consider whether the council plan requires any adjustment in respect to the remaining period of the plan. If a council adjusts the strategic objectives, strategies or strategic indicators it must subject the revised plan to the public submission process.
- Adopt the council plan and submit a copy to the Minister by 30 June each year

Budget

The *Local Government Act 1989* provides that a Council must:

- Prepare a budget for each financial year – Section 127(1);
Containing, a description of services and initiatives and a statement as to how these will contribute to achieving the strategic objectives specified in the Council Plan, major initiatives and any other details required by the regulations– Section 127(2 - 4); and

- Give public notice of a proposed budget and make it available for public inspection for at least 28 days – Section 129
- Adopt the budget by 30 June each year, or other date specified by the Minister, and submit a copy to the Minister within 28 days of adoption - Section 130.
- Council must review and adopt the Strategic Resource Plan not later than 30 June each year - Section 126.
- Part 8A - Section 185A through G provides for the Minister to set a rate cap by General Order which has been set at 2.0% for the 2017-18 financial year.

The proposed Budget has been prepared with a focus on responsible financial management and in accordance with the *Local Government Act 1989* and the *Local Government (Planning and Reporting) Regulations 2014*.

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

Rating Strategy

The proposed Rating Strategy identifies the decisions made by Council with respect to the equitable levying of rates amongst the limited choices made available under the *Local Government Act* Sections 157 to 163. It has been informed by the Ministerial Guidelines for Differential Rating 2013.

4. Outline of key issues/options

In total seven submissions were received, copies of all submissions are included in **Attachment 1**. Three submitters have indicated their intention to speak in support of their submission at the Council Meeting on Tuesday 13 June 2017.

Submissions are summarised in **Attachment 2** along with officer comments on each submission. Where extensive commentary of a general nature has been made this has not been included in officers responses. Each of the submitters will receive a response in writing post the adoption of the Council Plan 2017-21, Rating Strategy 2017-21 and Budget 2017-18.

5. Consultation/communication

Council endorsed the draft Council Plan 2017-21 (including the Strategic Resource Plan), proposed Rating Strategy 2017-21 and proposed Budget 2017-18 for public notice and exhibition in accordance with section 223 of the *Local Government Act 1989* ("the Act") on Wednesday 26 April 2017. Public notice commenced on 27 April and concluded on 25 May 2017.

The Communications Strategy led to a range of activities which have been underway to promote the documents as follows:

- Documents made available to all Council's customer services centres and libraries.
- Electronic versions available on the Boroondara website.
- The Age – statutory notice on Wednesday 27 April 2017.

- Progress Leader - weekly articles.
- Boroondara Bulletin articles.
- Promotion through social media

6. Financial and resource implications

The financial and resource implications of the budget can be found in the proposed 2017-18 Budget document.

7. Governance issues

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

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

8. Social and environmental issues

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

9. Conclusion

The draft Council Plan 2017-21, proposed Rating Strategy 2017-21 and proposed Budget 2017-18 have benefited from the significant level of involvement of the community through the adopted strategies and plans that guide the preparation of the Council Plan and Budget. The public notice period has also provided an opportunity for additional information to be received from the community. Community members may also address Council in support of their submissions.

Manager: Greg Hall, Chief Financial Officer

Report officer: Leanne Brain, Finance and Corporate Planning Administration Coordinator



Attachment 1

Copy of Public Submissions Draft Council Plan 2017-21, Proposed Rating Strategy 2017-21 and Budget 2017-18

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Submission 1

Open for public comment

Filled Saturday, May 13, 2017

Draft Council Plan 2017-21 (including our Strategic Resource Plan 2017-21), proposed Rating Strategy 2017-21 and Budget 2017-18.

Your details

Variable	Response
Your details First name	Vivian
Your details Last name	lp

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

- **Council Plan 2017-2021**

Your submission

Thank you for the opportunity to provide feedback on the draft Council Plan. I understand the Council Plan will be revised following the 10-year Community Plan to be developed with extensive community input, an initiative I commend the Council for. I will therefore keep my comments brief.

While I support the overall directions outlined in the draft plan, I would like to see greater priority given to pedestrians under the theme "Enhanced Amenity." Fundamental to neighbourhood amenity and liveability is "walkability." This is not merely a matter of footpath maintenance (which I note is highlighted in your budget), it is a question of good planning. Walkability is the ease with which people can get around on foot to a variety of specific destinations in the most convenient way possible, including public transport hubs and stops (pedestrians are often public transport users too). This will become increasingly important with a growing population that will inevitably become more reliant on public transport in the future, whether workers commuting to the city or older people no longer able to drive.

It would be good to see a pedestrian audit of key routes from a safety and accessibility perspective. For example, the area around our local train station is a study in non-human centred design. To be fair, the station is highly accessible should you happen to be living on one side of the main road. For others, there is the option of taking a wide detour to wait at the lights to cross at the main junction, or simply taking your chances by crossing the gauntlet of thick traffic, which is particularly bad during morning and afternoon peak hours. If you are in the latter category, should you make it to

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Submission 1

the middle, you are rewarded for your bravery with a tokenistic nod to your safety by a narrow traffic island that you can perch on temporarily before completing your dash to the other side.

With more and more people projected to live around main public transport hubs in the future, if current building activity is anything to go by, I anticipate these mobility issues will only get worse if not addressed proactively today. I will therefore close by respectfully urging the Council to consider giving greater focus to pedestrian amenity and safety as a strategic priority over the next four years.

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

Unless indicated otherwise, submissions will be presented to Council including the submitter's name. Details of submissions may also be included within the official Council Agenda and Minutes which are a permanent public document and record and which may also be made available on Council's website.

Yes

Further action on your submission?

Do you wish to speak to Council in support of your submission at the Council meeting on 13 June 2017?

No

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Submission 2

Open for public comment

Filled Sunday, May 14, 2017

Draft Council Plan 2017-21 (including our Strategic Resource Plan 2017-21), proposed Rating Strategy 2017-21 and Budget 2017-18.

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

- Budget 2017-2018 (including Mayoral and Councillor allowances)
- Council Plan 2017-2021

Your submission

The council should work more on infrastructure for bicycles and walking. Better infrastructure and safer facilities will make people more likely to cycle to work, school or to the shops. Cycling is very good for health and wellbeing, there is no pollution caused and the infrastructure is cheaper and easier to maintain. Lots of money can be saved for the council and its citizens and obesity levels can drop to reduce stress on the health system. More money needs to be spent on a consistent network of protected bike lanes, with storage at shopping areas, train stations and other locations to make it easier to ride. Protected lanes and intersections can make the roads safer for children and less confident riders to use the roads without having to avoid cars.

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

Unless indicated otherwise, submissions will be presented to Council including the submitter's name. Details of submissions may also be included within the official Council Agenda and Minutes which are a permanent public document and record and which may also be made available on Council's website.

No

Further action on your submission?

Do you wish to speak to Council in support of your submission at the Council meeting on 13 June 2017?

No

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Ground Floor, 60 Leicester St
Carlton, VIC 3056

Submission 3



Phillip Storer, CEO
City of Boroondara

Dear Mr Storer,

Re: Submission on the proposed 2017 / 2018 budget

The Alliance for Gambling Reform is writing to the Council regarding the budget for the 2017 / 2018 financial year. Our Council organiser Kelvin Thomson was pleased to meet with the Mayor Phillip Healey in March.

The Alliance for Gambling Reform is working with over 20 councils across Victoria, to build public support for stronger state laws that prevent gambling harm and enable councils to better represent their communities when faced with EGM applications.

In 2014-2015, the 213 poker machines in the City of Boroondara took \$21 million from residents. On average, each poker machine in Boroondara takes \$87,000 each year – over 2 times the average income for residents of this city.

Clubs are important part of our culture, but poker machines are not. In Victoria, only 6 cents in every dollar lost on poker machines is returned to the wider community, as gifts, donations, sponsorships, volunteer expenses or support for veterans.

The Alliance works closely with the VLGA and MAV on these issues and would love to partner with the City of Boroondara to strengthen your work, and enhance your capacity to deliver on your Gambling Policy Framework.

With partner organisations, and leaders including Rev Tim Costello, Dr Susan Rennie and Hon. Kelvin Thomson, the Alliance has a strong track record in securing extensive media coverage, public engagement campaigns, and political advocacy.

Our Leadership Group of Local Governments are supporting the work of the Alliance with a contribution of \$25,000 which allows us to increase our impact. The Leadership Group of councils in 2017 / 2018 is currently;

City of Brimbank
City of Darebin
Hume City Council

City of Melbourne
City of Monash
City of Moreland

City of Whittlesea
Wyndham City
City of Yarra

We hope that the City of Boroondara will consider joining the Leadership Group of councils by making a \$25,000 contribution so that we can work closely together in 2017 / 2018. If you have any questions or would like a presentation to council, please contact Kelvin Thomson on 0458 750 700.

Regards

A handwritten signature in black ink, appearing to read "Tony Mohr", is written over a light blue rectangular background.

Tony Mohr
Executive Director
Alliance for Gambling Reform

SUBMISSION IN RESPONSE TO THE CITY OF BOROONDARA PROPOSED BUDGET 2017-18 AND PROPOSED PLAN 2017- 21**Ian Hundley**

25 May 2017

Introduction

This is not an exhaustive review of the draft budget for 2017-18 and forward estimates. The submission primarily highlights areas of significant interest where program changes are indicated and extra spending required and other areas which it is proposed be wound back and cost savings affected. Page numbers quoted in brackets refer to the proposed budget unless otherwise stated.

Communications and engagement

Boroondara Council custom and practice gives the term "community engagement" a bad name and this administrative group should be abolished. The current process is subversive of open and democratic processes of engagement within the City of Boroondara. Its primary modus operandi is one- on- one "consultation" and communication which is inimical to well-informed and thoughtful policy and program development and delivery. Consultative processes should instead be devolved to operating departments on a more intellectually coherent and inclusive basis and should more directly involve elected officials and external sources of advice.

The recent consultations on the proposed Council Plan 2017 -2027 and on the North East Hub are illustrative of the weaknesses in the current consultative processes. Whilst no doubt resource intensive, the consultations on the Council Plan 2017 -2027 were very superficial and did not provide sufficient opportunity to work through any issues of reasonable complexity. Similarly, with the consultations on the North East Hub, which extended over several years, were characterised more by the carnival atmosphere in which they were conducted rather than the necessary seriousness required to address serious issues related to the project. By way of example, no effort was made to deal with transport related issues and especially the prospect of increased numbers of car journeys to Greythorn Village as a consequence of this and other development projects in the precinct. I observed in my submission on the 2015-16 budget that the Council does not even know how many trips are made to the precinct daily and by what mode. This state of ignorance still prevails, and the precinct is likely to be the victim of a traffic snarl as a consequence before too much longer.

Estimated cost saving: \$2.858 million (see Proposed Budget, 2017-18, p. 9)

Lack of face to face grass roots communications

Grass roots communications between the elected councillor and electors of Maranoa ward has been sadly lacking in recent years. As far as I am aware this problem also extends to

other wards. The previous Maranoa ward councillor, Philip Mallis, to my knowledge did not organise and attend any ward meetings in Maranoa in the period 2012 to 2016. Prior to that the incumbent ward councillor, Nicholas Tragas, had organised ward meetings on a reasonably regular basis. The recently elected councillor, Cynthia Watson, has not so far organised a ward meeting.

I asked recently that she do so, specifically to discuss the consequences of the *Plan Melbourne Refresh* process. This she declined to do, on the grounds that the Council was not fully informed of the consequences of the changes. This was despite the fact that the Mayor had earlier urged that residents write to the Minister for Planning to complain about what the Council viewed as adverse consequences of the policy.

The recently reviewed Councillor Code of Conduct should include a commitment by councillors to reporting back and consulting with their electors through the medium of regular ward meetings. I recommend that such meetings should be conducted at least every six months. Regrettably, in another failure of communication inadequate opportunity was provided for members of the public to make submissions on the Code of Conduct, an opportunity which typically only arises once every four years.

Tree protection on private property

Tree protection on private property, which is covered by the Tree Protection Local Law, was reviewed in 2016 after ten years of operation. It has failed comprehensively in its objective to maintain canopy tree cover in the municipality. Proposed expenditure for the program in 2017-18 is \$308,000 with offsetting revenues of \$175,000 (see Proposed Budget, p. 19). The current level of expenditure is self-evidently trivial and needs to be increased to a functional level.

There is inadequate recognition in the draft Council Plan 2017-21 of the important role that the maintenance of canopy tree cover plays in the environment. In fact, it has a solitary reference (p. 37) and is not recognised at all as a performance measure for a sustainable environment. It should be, and in some detail.

The following actions should be undertaken to address the crisis of canopy tree loss:

- An immediate audit of the rate of canopy tree loss in the period since the introduction of Local Law. The audit should apply to the whole of the City as well as particular constituent parts characterised by particular built form and other relevant characteristics;
- a comprehensive community consultation to provide an effective regulatory framework, which should include consideration of variations to relevant planning and building regulations and the development of a vegetation overlay to provide appropriate protection for canopy tree cover and other vegetation;
- In light of the fact that enforcement activity under the Local Law by the Council has been very light increase the rate and level of penalties the Council currently levy's

under the Local Law to demonstrate necessary credibility with the State government that the statutory maximum fine should be increased;

- Hire additional qualified arborists to assist with the administration and enforcement of the local law, including the assessment of applications for tree removal, promotion of the value of canopy trees in the urban environment, enforcement of breaches of the local law, and to assist in ongoing analysis and reporting of activity and trends in the program;
- Hire additional full-time administrative and research officer support for the arborists; and
- Publish regular six monthly performance measures on the program which includes measures and targets which address the mitigation of climate change and the urban heat island effect.

Public transport advocacy

Boroondara faces increasing road congestion and declining liveability due to too many road trips being made in the municipality by motor car rather than by public transport and other sustainable means. As is recognised in Council's Integrated Transport Strategy 2006-26 many of these trips are quite short and are highly amenable to modal change through the application of the right policies and programs.

However, Boroondara Council has been ineffective in advocating for increased frequency of public transport services, including trains, trams and route buses (p. 21). Its advocacy for a rail service to Doncaster has been especially weak. The Council has been indifferent towards the urgent need to focus on improvements to north-south route bus services to complement predominately radial train and tram services which terminate in the Melbourne CBD. This was especially evident in Council's lame response to the then - proposed large scale commercial and residential development of the AMCOR site in Alphington and its overenthusiastic support for the Chandler Highway bridge widening project.

Its own policies are inimical to increased patronage on public transport services in circumstances where they have been upgraded. This has included the expansion of free or low priced parking facilities at Council run parks and sporting facilities. The Council is observably indifferent to pursuing increased public transport use in the north-east quadrant of the municipality.

The Council's pre-occupation with engineering "solutions" to mobility challenges reflects the lack of balance in the skill set employed by the Council which is heavily biased in favour of the narrow capabilities of roads engineers.

This is precipitating greater road congestion when there needs to be a much greater concentration on behaviour change and demand management initiatives. This failing has been evident for many years.

One particular area which requires particular attention is travel to and from school, where there are substantial gains to be made by greater commitment to "walking school bus" and like programs.

A dedicated expenditure line for public transport advocacy should also be included in the 2017-18 budget and this should also be reflected in a review of current staffing.

Maintenance of footpaths

The Council's efforts to ensure footpaths remain accessible and safe, especially whilst building works are under way on adjoining properties continues to be woefully inadequate. This is especially the case in suburban areas where there appears to be an unwritten understanding between the Boroondara Council and builders that footpaths will be permitted to deteriorate whilst building works are under way. This is not good enough as footpaths are often left in a dangerous state for extended periods, sometimes for years. The risk is heightened during wet weather and presents as a particular problem for older people and those with disabilities.

Any additional costs incurred in maintaining safe footpaths in a safe condition should in the short term be cost neutral at worst, and perhaps revenue positive, through increased enforcement activity. It would soon be found that the behaviour of builders would change for the better if this approach were to be adopted.

Kew Traffic School

The traffic school is not a mainstream function for the Council and should be abolished with consequent budget savings.

Estimated cost saving: This would include \$250,000 to be incurred in 2020-21 for an office building (p. 157)

Capital projects in connected North Balwyn parks

There have been heavy ongoing expenditures on projects in or in the near vicinity of Jacka Reserve, Gordon Barnard Reserve, Hislop Park, Macleay Park and Myrtle Park in North Balwyn predominately in favour of organised sport. This is degrading space available for passive recreation and is compromising the natural environment.

Both singly and taken together they represent a major threat to the maintenance of the parkland in the area. Those projects under way should be wound up and those not commenced should be abandoned or downscaled.

Projects in prospect include:

- A further redevelopment of the recently completed Macleay Park pavilion;
- Further redevelopment of the recently renovated Myrtle Park pavilion; and
- The threat of the construction of a three metre wide bike path through all these parks as well as through Stradbroke Park, Harrison Reserve and Hays Paddock in East Kew. The primary objective is to provide a major feeder path into the anniversary Trail and the Koonung Trail.

Proposed bike path through North Balwyn and East Kew

The Council has sought to legitimise the latter bike path project, which would be predominately in parkland on the basis of previously endorsed strategy documents which are flawed. The Boroondara Bicycle Strategy (2008) is a case in point, as it unreasonably targets parks for cycling infrastructure. Its negative consequences for parkland were barely perceived as its support has been enlisted to rubber stamp the unthinking degradation of parkland in much of Boroondara, with the parks in North Balwyn and East Kew now targeted.

The 2008 Bicycle Strategy is out of date on several measures, not least because it does not recognise the scope for making local roads safer for cyclists, which have been introduced with profit in many other jurisdictions, nor of the safety benefits which will flow from the introduction of autonomous vehicles into the Australian motor vehicle fleet.

The Gordon Barnard Reserve Masterplan (2001) can be quoted in the same context. It has more recently been referred to by Council spokespersons in support of the construction of a three metre wide "shared" path through the parks in North Balwyn even though it preceded the Bicycle Strategy by seven years and the Council has chosen to dismiss other elements of the Master plan.

It is unsurprising to me that these excesses have gained pace since the Boroondara Council abolished the parks advisory committees in 2013. These committees provided local residents with at least a modicum of insight and an avenue of face to face communication in relation to Council thinking and behaviour on open space.

Even this is now gone. Council now freely operates on a primarily military/ corporate model of communication on these issues which hides much more than it discloses. In particular, it permits Council to treat with special interest groups, including private schools and highly organised sporting interests, whilst isolating most community members in the use of open space.

Maintenance of parkland

The Council provides inadequate funding for the maintenance of parkland, to the point where it still does not even have a regime for watering canopy trees in open space, other than in formal parks, in conditions of drought. The overall condition of these parks has been deteriorating significantly in recent years which are reflected in many cases in the declining condition of vegetation and gravel paths. The budget renewing gravel paths in parks appears too modest for the purpose, at \$117,000 in 2017-18 (p. 161) and \$65,000 for park tree removal (p. 164). The paths in Macleay Park, Myrtle Park and Hays Paddock, in particular, have been permitted by the Council to decline significantly in recent years.

These issues should be reviewed for the purposes of this budget to provide adequate outlays.

Drainage

There is significant expenditure forecast for drainage works of \$20,070,000 for the four year period 2017 - 2021 (p. 44). It is not entirely clear how much these outlays relate to maintenance and repair and how much they relate to increasing the capacity of the drainage network. This is an important distinction. In relation to the latter, it appears that a significant proportion of this work and expense could be the consequence of the continuing reduction in permeable surface area in the municipality, and thus greater run-off, associated with the construction of larger dwellings. Further and better advice needs to be provided on this element of the proposed expenditure on drainage.

Commonwealth Government Roads to Recovery Program

Grants funding of \$398,650 million from this program is identified to cover roads pavement renewal works, (p. 59). Could the Council advise the location and description of the works to which this funding is to be allocated, and especially whether it includes the reinstatement of bluestone kerb and channel, which is a particularly expensive, and for the most part, unnecessary road treatment.

Boroondara Heritage in the wake of the collapse of the Balwyn and North Balwyn study

The modest process to assess heritage sites in Balwyn and North Balwyn identified in the 2015-16 and earlier budgets collapsed entirely in September 2015 when the Council inexplicably abandoned implementation of the study. The process was contentious as many residents suspected that if properties were to be protected by an overlay it would precipitate reductions in property prices. This is because in recent years land prices in the area have escalated substantially and a large proportion of residences sold in the area are demolished and being replaced with new and larger dwellings, many of which are out of character with the pre-existing stock of housing. They also conflict aggressively with neighbourhood character values which the Council has identified but does little to maintain in its administrative and enforcement activities in a number of building related areas of Council activity.

Many of these sales appear to be to foreign buyers (My representations to the local Federal parliamentary representative, the Honourable Josh Frydenberg, seeking robust data have proved fruitless on this score. Advice provided to me on his behalf advised that the Commonwealth refuses to provide this key information because of "privacy considerations." This fig leaf of an excuse for continued obscurity borders on the contemptible). The situation is exacerbated by the fact that Commonwealth regulation and reporting in the area of foreign ownership of residential real estate continues in disarray. The Council has also expressed its indifference over the issue.

The Council has denied that these price effects are occurring in areas without heritage protection. It seems in these circumstances the proposed five year heritage study at a cost of \$1.3 million to address all areas of Boroondara currently without heritage protection would do little other than further count down the clock on the retention of the positive qualities of the built and natural environment in many areas in Boroondara, and particularly in Balwyn and North Balwyn. It will be interesting to see whether the Council maintains this position in the wake of the recent on - selling of a large property in Kew following failed attempts to secure heritage protection of the (now demolished) residence on the site. (See <https://www.domain.com.au/news/developer-demolishes-kew-mansion-advertises-block-for-almost-double-the-price-20170524-gwc40z/>)

Any prospect of maintaining built heritage in Balwyn, Balwyn North and Deepdene was further undermined, perhaps fatally so, on 20 March 2017 when the Council determined, via a motion moved by the Maranoa ward councillor, Cynthia Watson and seconded by the Mayor, Phillip Healey, to abandon any effort to secure heritage protection for properties built in the area after WW2. See <https://www.boroondara.vic.gov.au/sites/default/files/2017-05/Urban-Planning-Special-Committee-20Mar17-Minutes.pdf>

In particular, property development interests at play in Balwyn and North Balwyn would be comforted by the fact that these suburbs would have land prices maximised and the whole area irredeemably reduced to wall-to-wall McMansions by the time the Council gets around to taking positive action.

These are not particularly new phenomena. I discussed the most important of these issues and the measures that should be addressed in previous submissions to Council over the last decade or so, and more recently in response to the "McMansions" letter addressed to residents and ratepayers by the former Mayor in February 2016.

Financial principles and resource allocation

Generally speaking, the Council overspends on fixed infrastructure for sporting activity in particular. It may also be doing so in other areas which I have not examined. There is strong evidence that the standard and scale of build is far greater than required particularly given other competing uses. It constitutes a profligate use of public funds.

Submission 4

The Victorian government capped local government rates from 2016-17. Given the nature and quantum of Boroondara's overspending in recent years this has come as a relief to many of us. The idea that this may lead to a review of services that are provided to the community, as intimated in the proposed budget, seems to be an exaggeration in the circumstances. That is, unless the Council intends to continue with gross overspending in particular area on unnecessary infrastructure, especially as it relates to organised sporting activity.

The fact that the Council funds such a large proportion of capital expenditure from current revenue is also a source of considerable concern. It means in effect that current ratepayers are bearing the cost burden of long life facilities that largely benefit future generations rather than the current generation. Accordingly, in the interests of intergenerational equity the Council should provide for more debt financing of capital projects. This matter should be addressed in response. In this regard, there are such things as good and bad debt.

It was intimated for the 2016-17 budget that the Council is seeking to increase reliance on non-rate sources of revenue. I asked on an earlier occasion what these measures might be, but I have no record of a response from the Council.

Submission 5

Open for public comment

Filled Thursday, May 25, 2017

Draft Council Plan 2017-21 (including our Strategic Resource Plan 2017-21), proposed Rating Strategy 2017-21 and Budget 2017-18.

Your details

Variable	Response
Your details First name	Glennys
Your details Last name	Jones

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

- Budget 2017-2018 (including Mayoral and Councillor allowances)
- Council Plan 2017-2021

Type your submission

Boroondara has continued to be the target of developers and the resulting increase in housing / population density is creating a scarcity of car parking and increased traffic congestion

Providing improved infrastructure that encourages Active Transport (walking and cycling) to destinations or to public transport has the potential to reduce parking demand and traffic congestion. With the uptake of technologies such as e-bikes cycling is no longer limited by fitness.

Bicycle Network established a Bicycle Expenditure Index (BiXE) which in 2007 set a minimum spending threshold at \$5 per person. Ten years on, without indexation Boroondara has failed to meet the minimum spend with a short fall of \$107,500 with a BiXE of just \$4.39 per person.

The 2008 Boroondara Bicycle Strategy (which is not readily found on council's website) is far from being completed and additional funds should be allocated in 2017/18 to achieve goals set within the strategy.

There is plenty of potential for improved facilities in Boroondara such as Parkiteer cages (secure bike parking facilities) at shopping centres such as Hawthorn. Converting a few car spaces into a parkiteer has the potential to significantly leverage the number of available parking spaces and likely to benefit retail staff and patrons alike who are seeking a parking option which allows them

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Submission 5

to remain for longer than two hours without generating traffic by cruising to look for another parking space.

Improving safe walking and cycling links to schools and universities, such as Balwyn HS and Swinburne University would improve local amenity and fits within Boroondara's Integrated Transport Strategy. "To provide improved public transport, walking and cycling provision and manage private car travel more effectively, as part of overall Council goals to pursue social, environmental and economic well-being and to protect and improve the built and natural environment.'

Boroondara Council has been pro-active in carrying out Annual Trail Safety Audits of the shared path network on a three year rotation basis. During the Audit process hazards are recorded and rated according to danger. Issues that aren't critical one year may be rated considerably higher in subsequent audits due to changing conditions, such as drainage, tree roots damage, changing safety standards and increases in user demand during that three year period. Whilst council has been diligent in addressing the worst of these issues, they are far from complete and it is very concerning that there is no provision for this process in the 2021/22 Council Plan, whereas the preceding years has seen in excess of \$400,000 budgeted for this process.

The audit is not purely in respect of cycling but takes into account issues such as tripping hazard and lighting which sees these valued community assets being used by older residents on zimmer frames through to parents going for a jog after work when the kids have been put to bed or simply taking the dog for walk.

I request that council increase the investment in cycling infrastructure in the 2017/18 budget and reinstate the \$400,000 safety audit works in the Council plan for 2021/22.

(No response)

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

Unless indicated otherwise, submissions will be presented to Council including the submitter's name. Details of submissions may also be included within the official Council Agenda and Minutes which are a permanent public document and record and which may also be made available on Council's website.

Yes

Further action on your submission?

Do you wish to speak to Council in support of your submission at the Council meeting on 13 June 2017?

Yes

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Submission 6

Open for public comment

Filled Thursday, May 25, 2017

Page 1

**Draft Council Plan 2017-21 (including our Strategic Resource Plan 2017-21),
proposed Rating Strategy 2017-21 and Budget 2017-18.**

Your details

Variable	Response
Your details First name	Paul
Your details Last name	Lourey

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

- Budget 2017-2018 (including Mayoral and Councillor allowances)

Type your submission

Hi,

I am submitting this on behalf of the Glen Iris Cricket Club.

Attached is a proposal, for the 'Recreational, leisure and community facilities' section of the Capital Works Renewal section in Appendix D of the City of Boroondara's 2017/18 budget.

Glen Iris Cricket Club is one of the larger community cricket clubs in the City of Boroondara and our capacity to retain and develop our junior cricketers is very dependent on providing them satisfactory turf cricket facilities. The renewal of the Turf table at Eric Raven Reserve would certainly promote this.

I believe our arguments covered in the attached submission support this submission.

Please feel free in contacting us at anytime if you wish to discuss this further.

Many Thanks

Paul Lourey(Glen Iris CC club secretary)

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Submission 6

Submission document

assets/survey-uploads/1725470/88202839-RuoFAty717/Glen Iris Cricket Club Annual Budget Submission 2017 18 Turf Wicket Renewal.pdf

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

Unless indicated otherwise, submissions will be presented to Council including the submitter's name. Details of submissions may also be included within the official Council Agenda and Minutes which are a permanent public document and record and which may also be made available on Council's website.

Yes

Further action on your submission?

Do you wish to speak to Council in support of your submission at the Council meeting on 13 June 2017?

Yes

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Glen Iris Cricket Club

Submission 6

Incorporating Glen Iris Cricket Club (founded 1923)
and Glen Iris United Cricket Club (founded 1937)
Registration No. A0027279F
AFFILIATED WITH THE EASTERN CRICKET ASSOCIATION (INC.)

2017/18 Annual Budget Submission

Eric Raven Reserve – Turf Wicket Renewal

Proposal

Based on our observed condition of the turf wicket and the feedback from our players over the last two seasons we are seeking funding for the renewal of the Eric Raven Reserve turf wicket to provide a fit for purpose turf wicket table which will support the Glen Iris Cricket club continue to provide a fantastic community cricket experience.

Background

The Glen Iris Cricket Club continues to provide opportunities for local cricketers to enjoy a game of cricket and the social benefits of being part of club and building networks within the local community. Our junior program continues to provide a stream of young cricketers who are keen to join our senior club and play on turf. The turf wicket has been well maintained with every effort to provide the best possible 'wicket' each Saturday and Sunday during the cricket season and to a lesser extent part of the field for our co-tenant the Camberwell Lacrosse club.

Despite a sound maintenance and wicket preparation program the turf wicket is showing signs of needing work to maintain a soil profile and healthy turf grass stand that will enable the curators to produce good quality wickets for 160 overs of cricket each weekend.

We have observed the following issues with the wicket table that we believe an allocation of Capital Works funding will be able to address and provide a wicket table that will be able to provide a fantastic venue to play cricket. The following list outlines the issues:

- Change of height from outfield to wicket following years of required topdressing between seasons
- Crumbling soil surface which breaks up significantly due mainly to contamination by sand and soil trafficked onto the table by players.
- Increased amounts of irrigation required to prepare wickets resulting in games being cancelled due to over watering.
- Decreasing population of desirable turf grass species to produce quality turf wickets.
- Increasing population of 'weeds' taking over from desirable turf species (Santa ana couch grass)
- Width and level of table does not allow for 5 full wickets which requires more cricket to be played on each wicket which results in 'over use'.

Secretary: Paul Lourey

Home Ground: Eric Raven Reserve, Estella Street, Glen Iris, VIC

3146

www.gleniriscc.com.au

Page 17 of 21

Project Description:

The renewal of the turf wicket could include but not be limited to based on a detailed assessment by councils:

- removal of top layer of turf cricket wicket soil (depth of removal specified by soil testing to remove contaminated soil)
- replace and compact merri creek soil to desired levels to tie in with playing surface surrounds.
- incorporate soil amendments as per soil test result recommendations.
- install washed santa ana and establish prior to use.
- audit and adjust irrigation system as required to improve irrigation efficiency.

The ideal timing of the works would be to commence following the completion of the Lacrosse season (early August) and implement the project over the following 8 weeks including establishment to be ready for the opening of the cricket season (early October).



Eric Raven Reserve turf wicket table

Submission 6

We look forward to discussing this project to determine whether this project can be prioritized for funding from either the Minor Sportsground Improvement Program (\$250k) or the Sportsgrounds Reconstruction (\$760k) budgets in the 2017/18 Capital Works program.

Kind Regards,

Toby Tribe

President, Glen Iris Cricket Club

From: andrew.port
Sent: Thursday, 25 May 2017 6:08 PM
To: Budget Boroondara
Subject: Submission - Council Budget 2017-2018

In response to Council's invitation for public submissions on the draft Budget 2017-2018, I submit the following items for consideration and funding. Having reviewed the capital works program in the budget, it would seem that there are sufficient bulk allocations for the relevant programs to be able to accommodate the relatively minor cost of these items.

1. Derby Street, Kew - streetscape improvements and parking

The 'nature strip' in Derby Street (adjacent to the Kew Recreation Centre) is in very poor condition. Council is the adjoining landowner but does not undertake any maintenance. The area is either dirt or weeds, and becomes muddy in winter. Given the high amount of usage by pedestrians/parkers it would seem unlikely that grass will grow successfully. Please arrange for it to be paved in concrete or asphalt.

On a related matter, the major apartment development which is currently underway adjacent to the Kew Recreation Centre is likely to place significant extra demand on parking in this vicinity. I ask that Council conducts a before-and-after assessment of parking available to users of the Kew Recreation Centre and Kew Neighbourhood House to monitor this impact.

Finally, the northern section of Derby Street (north of Eglinton Street) requires asphalt resurfacing. There were utility works undertaken in this area some months ago, and the temporary patching provides a very poor quality, bumpy surface for drivers. The condition of this road is worse than any other that I have observed in Boroondara, and I request that it be addressed as a priority.

2. Willsmere Village streetscape works

Council commenced some welcome improvements this year in the Willsmere Village shopping centre, however only the eastern part of the centre has been completed. Upon calling Council some months ago, I was advised that the remaining works were scheduled for 2017-2018 however I could not find a specific allocation in the budget. Please ensure that funding is available to complete this long overdue work to this small neighbourhood centre. Please also confirm that funding is sufficient to renew the road pavement to the south of the pedestrian crossing.

3. Kew Junction Shopping Centre - safety works

I request Council to allocate funding to rectify a long-standing pedestrian safety issue at Kew Junction shopping centre. In Brougham Street, at the entry to the car park adjoining Leo's Supermarket, there is no pedestrian connection through to the Bakers' Delight or butcher stores (see photo). This is a short but significant gap in the footpath network. The narrowness of Brougham Street, the lack of a pedestrian footpath connection between Brougham Street and these shops, and the very tightly designed parking spaces within the car park all contribute to a dangerous situation with many conflicts between pedestrians and drivers. I did request Council many years ago to rectify this issue, and it was listed as an action in the Kew Junction Structure Plan at that time, however there has been no progress. Given the extensive budget allocations for footpath works in the budget, I request Council to devote some funding to this small but important project.

Submission 7

I do not wish to attend the Council meeting to speak to my submission, however I do ask that a written response be provided in due course advising of Council's decision on these matters.

Kind Regards

Andrew Port





Public submissions Draft Council Plan 2017-21, Proposed Budget 2017-18 and Rating Strategy 2017-21

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Submission reference and name	Document submissions refer to	Page number
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3. Tony Mohr on behalf of Alliance for Gambling Reform	Budget 2017-18	4
4. Ian Hundley	Council Plan 2017-21 and Budget 2017-18	5
5. Glennys Jones	Council Plan 2017-21 and Budget 2017-18	18
6. Paul Lourey on behalf of Glen Iris Cricket Club	Budget 2017-18	20
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Attachment 2

Submission number and name	Summary of submission	Submissions relates to	Directorate	Director comments and proposed impact (subject to hearing of submissions)
<p>1. Vivian Ip</p> <p>(ECM Ref: 9510432)</p>	<p>Pedestrian amenity and safety</p> <p>The submitter would like to see greater priority given to pedestrians under the theme "Enhanced Amenity." Fundamental to neighbourhood amenity and liveability is "walkability." Not merely footpath maintenance (which is highlighted in the budget) it is a question of good planning.</p> <p>It would be good to see a pedestrian audit of key routes from a safety and accessibility perspective. For example, the area around our local train station is a study in non-human centred design. To be fair, the station is highly accessible should you happen to be living on one side of the main road. For others, there is the option of taking a wide detour to wait at the lights to cross at the main junction, or simply taking your chances by crossing the gauntlet of thick traffic, which is particularly bad during morning and afternoon peak hours. If you are in the latter category, should you make it to the middle, you are rewarded for your bravery with a tokenistic nod to your safety by a narrow traffic island that you can perch on temporarily before completing your dash to the other side.</p> <p>With more and more people projected to live around main public transport hubs in the future, I anticipate these mobility issues will only get worse if not addressed proactively today. I will therefore urge Council to consider giving greater focus to pedestrian amenity and safety as a strategic priority over the next four years.</p>	Council Plan	DEI	<p>Officers agree that pedestrian routes should be safe and accessible. Walkability and Access studies have previously been undertaken for the Kew Junction Shopping Centre, Glenferrie Precinct, Camberwell Junction Precinct and the Balwyn Shopping Centre.</p> <p>These studies focus on improving safety and access for pedestrians including disability access. Council has been progressively implementing recommendations from these studies in line with funding allocations. Access improvements and safety initiatives are also undertaken in other centres.</p> <p>The proposed 2017-18 Budget allocates the following funding for pedestrian and safety initiatives:</p> <ul style="list-style-type: none"> • \$410,000: Bicycle and pedestrian trails - implementation of the Safety Audit action plan • \$159,000: Bicycle Strategy implementation • \$700,000: Yerrin Street pedestrianisation • \$51,250: Integrated Transport Strategy implementation • \$102,500: Crossing facilities • \$154,000: Access and Parking Plan implementation • \$23,000: Road Safety Strategy <p>For Auburn Village, Council's detailed funding application to reduce the speed limit from 60 km/h to 40 km/h through the shopping strip has been approved by VicRoads and is due to be implemented by mid-2017. The reduced speed limit has been specifically proposed to improve the level of safety and access for pedestrians crossing the road. Coupled with the existing median in Auburn Road, improved access to either side of the shopping strip and the railway station can be expected.</p> <p>The alternative of a pedestrian overpass is not practical for Auburn Village given the land constraints,</p>

Attachment 2

Submission number and name	Summary of submission	Submissions relates to	Directorate	Director comments and proposed impact (subject to hearing of submissions)
				<p>size of the structure and the length of the connecting ramps and the intended destinations for pedestrians. Pedestrian signals were also examined however there were concerns with the visibility of the signals due to the proximity of the railway bridge and the associated loss of parking in an area where parking is at a premium.</p> <p>No change proposed to the Council Plan.</p>
<p>2. Submitter (ECM Ref: 9510433)</p>	<p>Cycling and walking infrastructure</p> <p>The submitter suggests that Council should work more on infrastructure for bicycles and walking. Better infrastructure and safer facilities will make people more likely to cycle to work, school or to the shops. Lots of money can be saved for the council and it citizens, and obesity levels can drop to reduce stress on the health system.</p> <p>More money needs to be spent on a consistent network of protected bike lanes, with storage at shopping areas, train stations and other locations to make it easier to ride. Protected lanes and intersections can make the roads safer for children and less confident riders to use the roads without having to avoid cars.</p>	<p>Council Plan and Budget</p>	<p>DEI</p>	<p>The proposed 2017-18 Budget allocates the following funding specifically to walking and bicycle related projects:</p> <ul style="list-style-type: none"> • \$410,000: Bicycle and pedestrian trails - implementation of the Safety Audit action plan • \$159,000: Bicycle Strategy implementation • \$700,000: Yerrin Street pedestrianisation • \$51,250: Integrated Transport Strategy implementation • \$102,500: Crossing facilities • \$154,000: Access and Parking Plan implementation • \$23,000: Road Safety Strategy <p>Council officers will continue to actively seek external funding and grant opportunities for walking and bicycle related projects including working with Active Transport Victoria and VicRoads for on-road bicycle facility opportunities.</p> <p>Advocacy for improvements to the bicycle network is an action in 2017-18. The proposed budget also includes a commitment to ensure appropriate opportunities for on and off road cycling and improvement of Boroondara's bicycle network by commencing the review of the Boroondara Bicycle Strategy. While Council has continued to be supportive of on-road bicycle facilities since it considered and adopted the Principal Bicycle Network in 2004, it did so on the basis that parking for the different types of on-</p>

Attachment 2

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				<p>road bicycle lanes would be retained. The on-road facilities that have been progressively installed over the years, reflect this condition.</p> <p>Council is committed to the efficient movement of all modes of transport across the network.</p> <p>No change proposed to the Budget and Council Plan.</p>
<p>3. Tony Mohr on behalf of Alliance for Gambling Reform (ECM Ref: 9531285)</p>	<p>Gambling Policy Framework</p> <p>The submission advises that The Alliance for Gambling Reform is working with over 20 councils across Victoria, to build public support for stronger state laws that prevent gambling harm and enable councils to better represent their communities when faced with EGM applications.</p> <p>In 2014-2015, the 213 poker machines in the City of Boroondara took \$21 million from residents. On average, each poker machine in Boroondara takes \$87,000 each year – over 2 times the average income for residents of this city.</p> <p>The Alliance works closely with the VLGA and MAV on these issues and would love to partner with the City of Boroondara to strengthen your work, and enhance your capacity to deliver on your Gambling Policy Framework.</p> <p>The Alliance hopes that the City of Boroondara will consider joining the Leadership Group of councils by making a \$25,000 contribution so that we can work closely together in 2017/2018.</p>	<p>Budget</p>	<p>DCD</p>	<p>The City of Boroondara continues to be concerned about gambling-related harm caused by all forms of gambling, particularly poker machines and online gambling in our community. Council's current Responsible Gambling Policy 2013-18 ensures that Council has a platform to raise awareness in our community of the risks associated to minimise and reduce gambling-related harm.</p> <p>Council's Responsible Gambling Policy 2013-18 has also prioritised actions across Council in both the Boroondara Public Health and Wellbeing Action Plan 2016-17 and our Children and Young People's Strategy. In March this year, Council delivered a professional development session for professionals who work with young people, exploring the emerging issue of Sports Betting and Young People. This issue is particularly relevant to Boroondara, as young people 0-25 years living in Boroondara make up 34 per cent of the population. Thirty-one professionals and leaders in our community attended this workshop, and Council will continue to work with a range of key stakeholders in response to this growing issue.</p> <p>Council also participates with the Local Government Working Group on Gambling convened by VLGA and the Local Government Gambling Alcohol and Other Drugs Issues Forum convened by MAV.</p> <p>Direct contributions are not provided for within Council policy, however Council will continue to work actively</p>

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				<p>within the City of Boroondara and with our local and regional partners to respond to gambling related harm. As the sector peak body Council continues to support the work of the MAV as an issue of state wide significance.</p> <p>No change proposed to the Budget.</p>
<p>4. Ian Hundley (ECM Ref: 9536655)</p>	<p>The submission primarily highlights areas of significant interest where program changes are indicated and extra spending required and other areas which it is proposed be wound back and cost savings affected.</p> <p>Communications and Engagement</p> <p>Boroondara Council custom and practice gives the term "community engagement" a bad name and this administrative group should be abolished. Its primary modus operandi is one-on-one "consultation" and communication which is inimical to well-informed and thoughtful policy and program development and delivery. Consultative processes should instead be devolved to operating departments on a more intellectually coherent and inclusive basis and should more directly involve elected officials and external sources of advice.</p> <p>The recent consultations on the proposed Council Plan 2017-2027 and on the North East Hub are illustrative of the weaknesses in the current consultative processes. Whilst no doubt resource intensive, the consultations on the Council Plan 2017-2027 were very superficial and did not provide sufficient opportunity to work through any issues of reasonable complexity.</p> <p>Similarly, with the consultations on the North East Hub, which extended over several years, were characterised more by the carnival atmosphere in which they were conducted rather than the necessary seriousness</p>	<p>Budget</p>	<p>EMC&CE</p>	<p>The City of Boroondara has a robust framework for community engagement developed with its community which is regularly reviewed to ensure its relevance.</p> <p>This policy framework allows the Engagement and Research unit to support all departments in the delivery of inclusive and flexible engagement practices i.e. a devolved model is currently practised.</p> <p>The Victorian Government measures community satisfaction with local government annually. Boroondara's community consultation performance has rated significantly higher than both state and inner-metro averages for the past four years (2013 - 2016).</p> <p>The estimated staff cost saving suggested in the submission is flawed. That figure relates to the several business units including communications, creative services, online services, research and engagement. One EFT is allocated to the engagement and research service.</p> <p>No change proposed to the Budget.</p>

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	<p>required to address serious issues related to the project. By way of example, no effort was made to deal with transport related issues and especially the prospect of increased numbers of car journeys to Greythorn Village as a consequence of this and other development projects in the precinct.</p> <p>Estimated cost saving: \$2.858 million (see Proposed Budget, 2017-18, p. 9)</p>			
	<p>Lack of face to face grass roots communications</p> <p>Grass roots communications between the elected councillor and electors of Maranoa ward has been sadly lacking in recent years. As far as I am aware this problem also extends to other wards. The previous Maranoa ward councillor, Philip Mallis, to my knowledge did not organise and attend any ward meetings in Maranoa in the period 2012 to 2016. Prior to that the incumbent ward councillor, Nicholas Tragas, had organised ward meetings on a reasonably regular basis. The recently elected councillor, Cynthia Watson, has not so far organised a ward meeting.</p> <p>I asked recently that she do so, specifically to discuss the consequences of the Plan Melbourne Refresh process. This she declined to do, on the grounds that the Council was not fully informed of the consequences of the changes. This was despite the fact that the Mayor had earlier urged that residents write to the Minister for Planning to complain about what the Council viewed as adverse consequences of the policy.</p> <p>The recently reviewed Councillor Code of Conduct should include a commitment by councillors to reporting back and consulting with their electors through the medium of regular ward meetings. I recommend that such meetings should be conducted at least every six months. Regrettably, in another</p>	Budget	Governance	<p>The option to conduct ward meetings is available to all Councillors. Whether ward meetings are considered the most appropriate or efficient means of engaging and communicating with their constituents is a matter for each councillor to determine.</p> <p>However it should be noted that all Councillors actively participated in the recent extensive consultation to develop The Boroondara Community Plan. This activity provided an opportunity for all members of the community to participate through various channels and mediums with more than 11,500 members of our community engaging with Council on a wide variety of issues covering immediate local issues as well as more strategic issues to be addressed through the development of the plan.</p> <p>Councillors' participation in a range of committees and forums throughout their term provides a variety of opportunities for the community to meet with Councillors. Council officers prepare regular monthly and quarterly performance reports and the audited annual report which Council adopts. These reports provide comprehensive information with regard to performance of Council and are published in advance of Council meetings enabling all members of the community to ask questions of Council.</p> <p>No change is proposed to Budget.</p>

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	<p>failure of communication inadequate opportunity was provided for members of the public to make submissions on the Code of Conduct, an opportunity which typically only arises once every four years.</p>			
	<p>Tree protection on private property</p> <p>Tree protection on private property, which is covered by the Tree Protection Local Law, was reviewed in 2016 after ten years of operation. It has failed comprehensively in its objective to maintain canopy tree cover in the municipality. Proposed expenditure for the program in 2017-18 is \$308,000 with offsetting revenues of \$175,000 (see Proposed Budget, p. 19). The current level of expenditure is self-evidently trivial and needs to be increased to a functional level.</p> <p>There is inadequate recognition in the draft Council Plan 2017-21 of the important role that the maintenance of canopy tree cover plays in the environment. In fact, it has a solitary reference (p. 37) and is not recognised at all as a performance measure for a sustainable environment. It should be, and in some detail.</p> <p>The following actions should be undertaken to address the crisis of canopy tree loss:</p> <ul style="list-style-type: none"> • An immediate audit of the rate of canopy tree loss in the period since the introduction of Local Law. The audit should apply to the whole of the City as well as particular constituent parts characterised by particular built form and other relevant characteristics; • A comprehensive community consultation to provide an effective regulatory framework, which should include consideration of variations to relevant planning and building regulations and the development of a vegetation overlay to provide appropriate protection for canopy tree cover and other vegetation; 	<p>Budget/ Council Plan</p>	<p>DCP</p>	<p>Council officers constantly monitor whether the resources allocation to the administration and enforcement of the Tree Protection Local law are sufficient. Changes in resource allocation will occur if and when they are required. It is noted that funding to undertake a study of canopy tree cover in each suburb in the municipality over the last 10 years has been allocated for the 2017-18 financial year. The results of this study are expected by the middle of 2018.</p> <p>In regard to other matters raised, it is noted that Council has just completed a major public consultation in respect to a regulatory framework for tree control during the process of creating a new Local Law.</p> <p>Setting and reporting on targets every six months in respect to mitigation of the heat island effect and climate change based on tree permits approved or refused would not be particularly meaningful at a municipal level and not an effective use of Council resources.</p> <p>No change proposed to Budget and Council Plan.</p>

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	<ul style="list-style-type: none"> In light of the fact that enforcement activity under the Local Law by the Council has been very light increase the rate and level of penalties the Council currently levy's under the Local Law to demonstrate necessary credibility with the state government that the statutory maximum fine should be increased; Hire additional qualified arborists to assist with the administration and enforcement of the local law, including the assessment of applications for tree removal, promotion of the value of canopy trees in the urban environment, enforcement of breaches of the local law, and to assist in ongoing analysis and reporting of activity and trends in the program; Hire additional full-time administrative and research officer support for the arborists; and Publish regular six monthly performance measures on the program which includes measures and targets which address the mitigation of climate change and the urban heat island effect. 			
	<p>Public transport advocacy</p> <p>Boroondara faces increasing road congestion and declining liveability due to too many road trips being made in the municipality by motor car rather than by public transport and other sustainable means. As is recognised in Council's Integrated Transport Strategy 2006-26 many of these trips are quite short and are highly amenable to modal change through the application of the right policies and programs.</p> <p>However, Boroondara Council has been ineffective in advocating for increased frequency of public transport services, including trains, trams and route buses (p. 21). Its advocacy for a rail service to Doncaster has been especially weak. The Council has been indifferent towards the urgent need to focus on improvements to north-south route bus services to</p>	Budget	DEI	<p>Council continues to advocate to the Victorian Government for improved public transport services. This advocacy includes trains, trams and buses.</p> <p>Council's advocacy has focused on improved service frequencies for all modes. This has included bus services and an extension to operating hours to include the evenings and weekends, including the need for a north south bus service linking the Amcor Development (and beyond) through to Kew Junction and beyond.</p> <p>Council has also advocated for an extension to tram services, both north-south and east-west and included initiatives in its adopted Balwyn Access Plan and Camberwell Junction Access Plan.</p> <p>Access improvements within VicTrack land to railway stations also forms part of Council's advocacy.</p>

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	<p>complement predominately radial train and tram services which terminate in the Melbourne CBD. This was especially evident in Council's lame response to the then - proposed large scale commercial and residential development of the AMCOR site in Alphington and its overenthusiastic support for the Chandler Highway bridge widening project.</p> <p>Its own policies are inimical to increased patronage on public transport services in circumstances where they have been upgraded. This has included the expansion of free or low priced parking facilities at Council run parks and sporting facilities. The Council is observably indifferent to pursuing increased public transport use in the north-east quadrant of the municipality.</p> <p>The Council's pre-occupation with engineering "solutions" to mobility challenges reflects the lack of balance in the skill set employed by the Council which is heavily biased in favour of the narrow capabilities of roads engineers.</p> <p>This is precipitating greater road congestion when there needs to be a much greater concentration on behaviour change and demand management initiatives. This failing has been evident for many years.</p> <p>One particular area which requires particular attention is travel to and from school, where there are substantial gains to be made by greater commitment to "walking school bus" and like programs.</p> <p>A dedicated expenditure line for public transport advocacy should also be included in the 2017-18 budget and this should also be reflected in a review of current staffing.</p>			<p>Council has also previously advocated for the Doncaster Rail and actively contributed to the study.</p> <p>The advocacy efforts are guided by Council's Integrated Transport Strategy, and will continue in the coming year.</p> <p>For the Chandler Highway Upgrade Project, Council at its meeting of 16 November 2015 resolved to request the introduction of additional on-road public transport services, specifically services to better connect Darebin, Banyule, Yarra and Boroondara. Council officers continue to work with Public Transport Victoria, VicRoads and adjoining Councils in this regard.</p> <p>Council has a sustainable transport officer whose duties include behavioural change programs for the community including businesses, schools, Swinburne University and Council staff.</p> <p>As part of a successful grant application, Council also has a dedicated officer working on the Boroondara Active and Safe Schools program with three schools. The program helps primary school students, their families and staff travel to school in a safe and active way including encouraging more active travel such as walking and cycling.</p> <p>No change proposed to the Budget</p>

Attachment 2

Submission number and name	Summary of submission	Submissions relates to	Directorate	Director comments and proposed impact (subject to hearing of submissions)
	<p>Maintenance of footpaths</p> <p>The Council's efforts to ensure footpaths remain accessible and safe, especially whilst building works are under way on adjoining properties continues to be woefully inadequate. This is especially the case in suburban areas where there appears to be an unwritten understanding between the Boroondara Council and builders that footpaths will be permitted to deteriorate whilst building works are under way. This is not good enough as footpaths are often left in a dangerous state for extended periods, sometimes for years. The risk is heightened during wet weather and presents as a particular problem for older people and those with disabilities.</p> <p>Any additional costs incurred in maintaining safe footpaths in a safe condition should in the short term be cost neutral at worst, and perhaps revenue positive, through increased enforcement activity. It would soon be found that the behaviour of builders would change for the better if this approach were to be adopted.</p>	Budget	DEI	<p>Builders are required to maintain safe footpath access adjacent to their building sites at all times. This requirement is enforced via the Asset Protection Local Law and Asset Protection Permits issued for the building works. The permit holder is required to lodge a bond to cover damage to Council's infrastructure during the building works.</p> <p>Where footpaths are damaged during building works, the builder is required to maintain the path in a safe and reasonable condition until permanent repairs can be undertaken at the end of the building construction. This is normally achieved through temporary repairs using crushed rock or cold mix asphalt.</p> <p>Asset Protection officers undertake the monitoring of active building sites and the investigation of customer complaints regarding damage to Council infrastructure, although with over 1,000 active building sites at any one time there is a limit to the number of proactive inspections that can be carried out.</p> <p>In recognition of the importance of footpath and asset protection, a new permanent staff position has been included in the proposed 2017-18 Budget. This position within Council's asset protection team will allow an increased proactive focus on damage to public infrastructure through building works, and appropriate reinstatement of assets by other authorities when they work within roads and footpaths.</p> <p>No change proposed to the Budget.</p>
	<p>Kew Traffic School</p> <p>The traffic school is not a mainstream function for the Council and should be abolished with consequent budget savings.</p> <p>Estimated cost saving: This would include \$250,000 to be incurred in 2020-21 for an office building (p. 157)</p>	Budget	DCD	<p>The Kew Traffic School has been operating in Boroondara for over 60 years and has a significant place in the history of the area. The traffic school is highly regarded by many members of the community for the programs it runs as well as the role it has played in many children's lives.</p>

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				<p>The Kew Traffic School facilitates safety education for children and encourages sustainable transport. Road safety was a key issue for both children and families during the consultation for the development of Boroondara’s Children and Young People’s Strategy. The traffic school supports families in the education and awareness of road safety. More than 22,000 children have accessed the Kew Traffic School over the past 12 months. The Kew Traffic School provides vital education to children on road and bike safety.</p> <p>The safety education sessions are available to all primary schools, kindergartens and preschools. The sessions include a road safety lesson facilitated by a safety education officer followed by a practical session for the children to practice what they have learned about pedestrian safety. An average of 7,000 children attend a safety session per annum. Children often attend these classes with their parents who learn valuable information on keeping their children safe in the car and while riding their bikes.</p> <p>School holiday sessions operate for two weeks during each school holiday period. An average of 1,500 children attend per annum. These sessions provide children with the opportunity to practice their skills and provide the opportunity for people to make links within their community.</p> <p>Private bookings are available on weekends and after hours, offering a unique birthday party or private function opportunity. This is very popular with over 14,000 children accessing the space over the calendar year.</p> <p>The funds earmarked for the renewal of the office building in 2020-21 will ensure that the safety education sessions can continue to provide an important learning opportunity for young children who can then apply their understanding of road safety in a controlled environment.</p>

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				<p>The traffic school is a well-known throughout Boroondara for providing high quality, up to date safety education programs for children ensuring the youngest members of our community stay safe.</p> <p>No change proposed to the Budget.</p>
	<p>Capital projects in connected North Balwyn parks</p> <p>There have been heavy ongoing expenditures on projects in or in the near vicinity of Jacka Reserve, Gordon Barnard Reserve, Hislop Park, Macleay Park and Myrtle Park in North Balwyn predominately in favour of organised sport. This is degrading space available for passive recreation and is compromising the natural environment.</p> <p>Both singly and taken together they represent a major threat to the maintenance of the parkland in the area. Those projects under way should be wound up and those not commenced should be abandoned or downscaled.</p> <p>Projects in prospect include:</p> <ul style="list-style-type: none"> • A further redevelopment of the recently completed Macleay Park pavilion; • Further redevelopment of the recently renovated Myrtle Park pavilion; and • The threat of the construction of a three metre wide bike path through all these parks as well as through Stradbroke Park, Harrison Reserve and Hays Paddock in East Kew. The primary objective is to provide a major feeder path into the anniversary Trail and the Koonung Trail. 	Budget	DEI	<p>Council recognises the needs of different park users. Decisions around works and use are guided by a number of adopted strategies including the Boroondara Open Space Strategy and the Sport and Recreation Strategy. Renewal planning also guides expenditure on existing facilities such as pavilions, driven by asset condition and service needs.</p> <p>The shared path in Gordon Barnard Reserve is being constructed as part of the approved Gordon Barnard Reserve Master Plan. The shared path is also reflected in Council's Bicycle Strategy where it forms part of a longer term strategy to link Myrtle Park, Macleay Park, Hislop Park and Gordon Barnard Reserve. With the use of the street network, access could also be provided to the Anniversary Trail and the Koonung Trail.</p> <p>Similarly, there are no proposals for changing the paths in Stradbroke Park, Harrison Reserve and Hays Paddock.</p> <p>Funding allocated in the foreshadowed Capital Renewal program for refurbishment of the Macleay Park pavilion in 2018-19 and 2019-20 is based on an assessment of the relative condition of buildings in the City. The condition of the pavilion will be further assessed closer to the time of the planned works. Redevelopment of the Myrtle Park pavilion is not included in the proposed Budget</p> <p>No change proposed to the Budget.</p>

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	<p>Proposed bike path through North Balwyn and East Kew</p> <p>The Council has sought to legitimise the latter bike path project, which would be predominately in parkland on the basis of previously endorsed strategy documents which are flawed. The Boroondara Bicycle Strategy (2008) is a case in point, as it unreasonably targets parks for cycling infrastructure. Its negative consequences for parkland were barely perceived as its support has been enlisted to rubber stamp the unthinking degradation of parkland in much of Boroondara, with the parks in North Balwyn and East Kew now targeted.</p> <p>The 2008 Bicycle Strategy is out of date on several measures, not least because it does not recognise the scope for making local roads safer for cyclists, which have been introduced with profit in many other jurisdictions, nor of the safety benefits which will flow from the introduction of autonomous vehicles into the Australian motor vehicle fleet.</p> <p>The Gordon Barnard Reserve Masterplan (2001) can be quoted in the same context. It has more recently been referred to by Council spokespersons in support of the construction of a three metre wide "shared" path through the parks in North Balwyn even though it preceded the Bicycle Strategy by seven years and the Council has chosen to dismiss other elements of the Master plan.</p> <p>It is unsurprising to me that these excesses have gained pace since the Boroondara Council abolished the parks advisory committees in 2013. These committees provided local residents with at least a modicum of insight and an avenue of face to face communication in relation to Council thinking and behaviour on open space.</p>	Budget	DEI	<p>On 8 July 2002 Council approved the Gordon Barnard Reserve Master Plan. The Master Plan underwent extensive community consultation and included a proposal for a shared path for Gordon Barnard Reserve.</p> <p>The shared path is also reflected in Council's Bicycle Strategy which was approved by Council on 6 October 2008 where it forms part of a longer term strategy to link Myrtle Park, Macleay Park, Hislop Park and Gordon Barnard Reserve. With the use of the street network, access could also be provided to the Anniversary Trail and the Koonung Trail.</p> <p>A 3m width for a shared path is in line with current standards.</p> <p>The Boroondara Bicycle Strategy contains a series of recommendations for both on road and off road routes including education and sustainable transport initiatives. The development of the strategy involved an extensive consultation phase and was adopted by Council in October 2008</p> <p>The review of the Boroondara Bicycle Strategy is due to commence during the coming year and is included as an annual commitment for 2017-18.</p> <p>No change proposed to the Budget.</p>

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	<p>Even this is now gone. Council now freely operates on a primarily military/ corporate model of communication on these issues which hides much more than it discloses. In particular, it permits Council to treat with special interest groups, including private schools and highly organised sporting interests, whilst isolating most community members in the use of open space.</p>			
	<p>Maintenance of parkland</p> <p>The Council provides inadequate funding for the maintenance of parkland, to the point where it still does not even have a regime for watering canopy trees in open space, other than in formal parks, in conditions of drought. The overall condition of these parks has been deteriorating significantly in recent years which are reflected in many cases in the declining condition of vegetation and gravel paths. The budget renewing gravel paths in parks appears too modest for the purpose, at \$117,000 in 2017-18 (p. 161) and \$65,000 for park tree removal (p. 164). The paths in Macleay Park, Myrtle Park and Hays Paddock, in particular, have been permitted by the Council to decline significantly in recent years. These issues should be reviewed for the purposes of this budget to provide adequate outlays.</p>	Budget	DEI	<p>Council's level of financial resourcing for renewal of open space assets is considered appropriate in the light of asset management planning for this asset category. This includes expenditure for paths within parks, with the condition assessed and appropriately maintained within the allocated budget. User surveys for parks continue to indicate a high level of community satisfaction. Council does not budget for seasonal weather and climatic events which may not occur (such as the example of the drought flagged in the submission), but would address resource requirements and respond accordingly in the event of such an occurrence.</p> <p>No change proposed to the Budget.</p>
	<p>Drainage</p> <p>There is significant expenditure forecast for drainage works of \$20,070,000 for the four year period 2017 - 2021 (p. 44). It is not entirely clear how much these outlays relate to maintenance and repair and how much they relate to increasing the capacity of the drainage network. This is an important distinction. In relation to the latter, it appears that a significant proportion of this work and expense could be the consequence of the continuing reduction in permeable surface area in the municipality, and thus greater run-</p>	Budget	DEI	<p>Approximately 34% of the proposed drainage renewal budget for the period mentioned is for the relining of old stormwater drains to ensure that the drains remain serviceable and that their asset life is maximised for the benefit of the community. The balance of the funding is to replace drains that are in poor condition or that do not provide sufficient capacity based on the analysis of stormwater catchments and the investigation of flooding complaints. The majority of Council's drains were designed many years ago but larger modern houses and greater paved surfaces result in greater runoff from properties. To address</p>

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	off, associated with the construction of larger dwellings. Further and better advice needs to be provided on this element of the proposed expenditure on drainage.			<p>this issue, Council requires multi-unit developments to install stormwater detention systems to reduce the impact of stormwater runoff from these properties. The need to maintain drainage renewal funding at this level will be reviewed further following the flood modelling of Boroondara's catchments that is currently underway, after the completion of the brick drain relining project, and will depend on the outcomes of ongoing CCTV surveys of Council's drainage infrastructure.</p> <p>No change proposed to the Budget.</p>
	<p>Commonwealth Government Roads to Recovery Program</p> <p>Grants funding of \$398,650 million from this program is identified to cover roads pavement renewal works, (p. 59). Could the Council advise the location and description of the works to which this funding is to be allocated, and especially whether it includes the reinstatement of bluestone kerb and channel, which is a particularly expensive, and for the most part, unnecessary road treatment.</p>	Budget	DEI	<p>The forward Roads Renewal program is produced using Council's pavement management system and this is combined with a review of any relevant customer requests and any recommendations resulting from Council officer inspections.</p> <p>The refurbishment of Prospect Hill Road, between Griffith Street and Logan Street, will be funded by the 2017-18 Roads to Recovery allocation.</p> <p>The reinstatement of bluestone kerb and channel is undertaken in accordance with Council's Bluestone Policy - Kerb, Channels and Laneways 2010.</p> <p>No change proposed to the Budget.</p>
	<p>Boroondara Heritage in the wake of the collapse of the Balwyn and North Balwyn study</p> <p>The modest process to assess heritage sites in Balwyn and North Balwyn identified in the 2015-16 and earlier budgets collapsed entirely in September 2015 when the Council inexplicably abandoned implementation of the study. The process was contentious as many residents suspected that if properties were to be protected by an overlay it would precipitate reductions in property prices. This is because in recent years land</p>	Budget	DCP	<p>In September 2015 the Urban Planning Special Committee (UPSC) resolved to not proceed with the draft Balwyn and Balwyn North Heritage Study (incorporating Deepdene and Greythorn). This decision was made following preliminary consultation on the draft study. The majority of feedback that was received was opposed to the recommendations of the study. In particular, there was strong opposition to including post-war and more modern properties within the heritage overlay.</p>

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	<p>prices in the area have escalated substantially and a large proportion of residences sold in the area are demolished and being replaced with new and larger dwellings, many of which are out of character with the pre-existing stock of housing. They also conflict aggressively with neighbourhood character values which the Council has identified but does little to maintain in its administrative and enforcement activities in a number of building related areas of Council activity.</p> <p>Many of these sales appear to be to foreign buyers (My representations to the local Federal parliamentary representative, the Honourable Josh Frydenberg, seeking robust data have proved fruitless on this score. Advice provided to me on his behalf advised that the Commonwealth refuses to provide this key information because of "privacy considerations." This fig leaf of an excuse for continued obscurity borders on the contemptible). The situation is exacerbated by the fact that Commonwealth regulation and reporting in the area of foreign ownership of residential real estate continues in disarray. The Council has also expressed its indifference over the issue.</p> <p>The Council has denied that these price effects are occurring in areas without heritage protection. It seems in these circumstances the proposed five year heritage study at a cost of \$1.3 million to address all areas of Boroondara currently without heritage protection would do little other than further count down the clock on the retention of the positive qualities of the built and natural environment in many areas in Boroondara, and particularly in Balwyn and North Balwyn. It will be interesting to see whether the Council maintains this position in the wake of the recent on - selling of a large property in Kew following failed attempts to secure heritage protection of the (now demolished) residence on the site. (See https://www.domain.com.au/news/developer-demolishes-kew-mansion-advertises-block-for-almost-double-the-price-20170524-gwc40z/)</p>			<p>In March 2017, the UPSC resolved to appoint a new expert heritage consultant to carry out a review of the recommendations of the Balwyn and Balwyn North Heritage Study and to prepare a new heritage study. This review will be of 102 individual properties and seven precincts that were investigated as part of the original Balwyn and Balwyn North Heritage Study.</p> <p>Officers are currently in the process of appointing a heritage consultant to carry out the peer review.</p> <p>No change proposed to Budget.</p>

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	<p>Any prospect of maintaining built heritage in Balwyn, Balwyn North and Deepdene was further undermined, perhaps fatally so, on 20 March 2017 when the Council determined, in a motion moved by the Maranoa ward Councillor, Cynthia Watson and seconded by the Mayor, Phillip Healey, to abandon any effort to secure heritage protection for properties built in the area after WW2. See https://www.boroondara.vic.gov.au/sites/default/files/2017-05/Urban-Planning-Special-Committee-20Mar17-Minutes.pdf</p> <p>In particular, property development interests at play in Balwyn and North Balwyn would be comforted by the fact that these suburbs would have land prices maximised and the whole area irredeemably reduced to wall-to-wall McMansions by the time the Council gets around to taking positive action.</p> <p>These are not particularly new phenomena. I discussed the most important of these issues and the measures that should be addressed in previous submissions to Council over the last decade or so, and more recently in response to the "McMansions" letter addressed to residents and ratepayers by the former Mayor in February 2016.</p>			
	<p>Financial principles and resource allocation</p> <p>Generally speaking, the Council overspends on fixed infrastructure for sporting activity in particular. It may also be doing so in other areas which I have not examined. There is strong evidence that the standard and scale of build is far greater than required particularly given other competing uses. It constitutes a profligate use of public funds.</p> <p>The Victorian government capped local government rates from 2016-17. Given the nature and quantum of Boroondara's overspending in recent years this has come as a relief to many of us. The idea that this may</p>	Budget	DCS	<p>Council maintains infrastructure and buildings assets valued at \$812 million. Council as the steward of these community assets has a responsibility to adequately maintain the assets as fit for community use incorporating the State Government Regulations required for these buildings. These assets include:</p> <ul style="list-style-type: none"> • 241 buildings • 561km roads • 57km on-road cycling paths • 34km shared paths on trails • 117 playgrounds • 1,284km footpaths • 716km stormwater pipes

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	<p>lead to a review of services that are provided to the community, as intimated in the proposed budget, seems to be an exaggeration in the circumstances. That is, unless the Council intends to continue with gross overspending in particular area on unnecessary infrastructure, especially as it relates to organised sporting activity.</p> <p>The fact that the Council funds such a large proportion of capital expenditure from current revenue is also a source of considerable concern. It means in effect that current ratepayers are bearing the cost burden of long life facilities that largely benefit future generations rather than the current generation. Accordingly, in the interests of intergenerational equity the Council should provide for more debt financing of capital projects. This matter should be addressed in response. In this regard, there are such things as good and bad debt.</p> <p>It was intimated for the 2016-17 budget that the Council is seeking to increase reliance on non-rate sources of revenue. I asked on an earlier occasion what these measures might be, but I have no record of a response from the Council.</p>			<ul style="list-style-type: none"> 400ha (approximately) of open space, including 222 parks and 22 formal gardens <p>The statement that the expenditure is profligate is not a view shared by the tens of thousands users of these facilities who actively participate and contribute to the wellbeing and connectedness of our community.</p> <p>Council's Capital Renewal program was enhanced over the last decade to remove the backlog of asset maintenance works that developed through decades of underspending by the former Councils. Boroondara is now one of the few Councils in Victoria without a significant backlog of infrastructure renewal works.</p> <p>Adequate and timely asset renewal prevents the deterioration of community facilities which if left neglected result in higher costs over the life of the asset.</p> <p>The argument for borrowing for capital works only has logical merit for the creation of new assets not for the maintenance and renewal of existing assets.</p> <p>Non rate revenue as a proportion of total income has risen from 24% in 2016-17 to a budgeted 25% in 2017-18. This is in part due to the State Governments belated agreement to unfreeze planning fees which had been frozen since 2009.</p> <p>No change proposed to the Budget.</p>
5. Glennys Jones (ECM 9536693)	<p>The submission advised that Boroondara has continued to be the target of developers and the resulting increase in housing/population density is creating a scarcity of car parking and increased traffic congestion.</p> <p>Providing improved infrastructure that encourages Active Transport (walking and cycling) to destinations or to public transport has the potential to reduce</p>	Council Plan /Budget	DEI	<p>The proposed 2017-18 Budget allocates the following funding specifically to walking and bicycle related projects:</p> <ul style="list-style-type: none"> \$410,000: Bicycle and pedestrian trails - implementation of the Safety Audit action plan \$159,000: Bicycle Strategy implementation \$51,250: Integrated Transport Strategy implementation \$23,000: Road Safety Strategy implementation

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	<p>parking demand and traffic congestion. With the uptake of technologies such as e-bikes cycling is no longer limited by fitness.</p> <p>Bicycle Network established a Bicycle Expenditure Index (BiXE) which in 2007 set a minimum spending threshold at \$5 per person. Ten years on, without indexation Boroondara has failed to meet the minimum spend with a short fall of \$107,500 with a BiXE of just \$4.39 per person.</p> <p>The 2008 Boroondara Bicycle Strategy (which is not readily found on council’s website) is far from being completed and additional funds should be allocated in 2017/18 to achieve goals set within the strategy.</p> <p>There is plenty of potential for improved facilities in Boroondara such as Parkiteer cages (secure bike parking facilities) at shopping centres such as Hawthorn. Converting a few car spaces into a parkiteer has the potential to significantly leverage the number of available parking spaces and likely to benefit retail staff and patrons alike who are seeking a parking option which allows them to remain for longer than two hours without generating traffic by cruising to look for another parking space.</p> <p>Improving safe walking and cycling links to schools and universities, such as Balwyn HS and Swinburne University would improve local amenity and fits within Boroondara’s Integrated Transport Strategy. “To provide improved public transport, walking and cycling provision and manage private car travel more effectively, as part of overall Council goals to pursue social, environmental and economic well-being and to protect and improve the built and natural environment.”</p> <p>Boroondara Council has been pro-active in carrying out Annual Trail Safety Audits of the shared path network on a three year rotation basis. During the</p>			<p>Council officers will continue to actively seek external funding and grant opportunities for walking and bicycle related projects.</p> <p>Bicycle parking will continue to be installed in areas of need. The type of parking installed is considered on a site by site basis, with opportunities in shopping centres often severely limited in terms of land. The Glenferrie Road shopping centre is one such area where available space is limited and a Parkiteer style cage cannot be accommodated.</p> <p>Forward 2021-22 budget allocations beyond the 2017-18 year are subject to Council review and funding. It is not confirmed at this point in time and consideration will be given when preparing future budgets to include funding for bicycle and pedestrian trail safety audit action plan implementation.</p> <p>It is also noted that the proposed Budget 2017-18 includes a commitment to ensure appropriate opportunities for on and off road cycling and improvement of Boroondara’s bicycle network by commencing the review of the Boroondara Bicycle Strategy.</p> <p>No change proposed to the Budget and Council Plan.</p>

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	<p>Audit process hazards are recorded and rated according to danger. Issues that aren't critical one year may be rated considerably higher in subsequent audits due to changing conditions, such as drainage, tree roots damage, changing safety standards and increases in user demand during that three year period. Whilst council has been diligent in addressing the worst of these issues, they are far from complete and it is very concerning that there is no provision for this process in the 2021/22 Council Plan, whereas the preceding years has seen in excess of \$400,000 budgeted for this process.</p> <p>The audit is not purely in respect of cycling but takes into account issues such as tripping hazard and lighting which sees these valued community assets being used by older residents on zimmer frames through to parents going for a jog after work when the kids have been put to bed or simply taking the dog for walk.</p> <p>I request that council increase the investment in cycling infrastructure in the 2017/18 budget and reinstate the \$400,000 safety audit works in the Council plan for 2021/22.</p>			
<p>6. Paul Lourey on behalf of Glen Iris Cricket Club (ECM Ref: 9536694)</p>	<p>Eric Raven Reserve - Turf Wicket Renewal</p> <p>Submission regarding the 'Recreational, leisure and community facilities' section of the Capital Works Renewal section in Appendix D of the City of Boroondara's 2017/18 budget.</p> <p>Glen Iris Cricket Club is one of the larger community cricket clubs in the City of Boroondara and our capacity to retain and develop our junior cricketers is very dependent on providing them satisfactory turf cricket facilities. The renewal of the Turf table at Eric Raven Reserve would certainly promote this.</p>	Budget	DEI	<p>Council funds turf wicket maintenance and minor renovations through its operating budget. There is an annual cycle of identifying candidate locations and undertaking work prior to the cricket season. Council also has a long term renewal program for sports fields, which includes turf tables.</p> <p>As flagged in the submission, the Capital Works program includes two line items - Sportsground Improvement Program (\$250K), and Sportsgrounds Reconstruction (\$760K). These lines items are asset renewal budgets. Council prioritises renewal projects based on asset condition as per the principles in its asset management policy framework, with prioritisation</p>

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	<p><i>Proposal</i> Based on our observed condition of the turf wicket and the feedback from our players over the last two seasons we are seeking funding for the renewal of the Eric Raven Reserve turf wicket to provide a fit for purpose turf wicket table which will support the Glen Iris Cricket club continue to provide a fantastic community cricket experience.</p> <p><i>Background</i> The Glen Iris Cricket Club continues to provide opportunities for local cricketers to enjoy a game of cricket and the social benefits of being part of club and building networks within the local community. Our junior program continues to provide a stream of young cricketers who are keen to join our senior club and play on turf. The turf wicket has been well maintained with every effort to provide the best possible 'wicket' each Saturday and Sunday during the cricket season and to a lesser extent part of the field for our co-tenant the Camberwell Lacrosse club.</p> <p>Despite a sound maintenance and wicket preparation program the turf wicket is showing signs of needing work to maintain a soil profile and healthy turf grass stand that will enable the curators to produce good quality wickets for 160 overs of cricket each weekend. We have observed the following issues with the wicket table that we believe an allocation of Capital Works funding will be able to address and provide a wicket table that will be able to provide a fantastic venue to play cricket.</p> <p>The following list outlines the issues:</p> <ul style="list-style-type: none"> • Change of height from outfield to wicket following years of required topdressing between seasons. • Crumbling soil surface which breaks up significantly due mainly to contamination by sand and soil trafficked onto the table by players. • Increased amounts of irrigation required to prepare 			<p>occurring on the bases of each asset's condition on the context of the condition of all other similar assets owned by Council. The budget provision for both Sportsground Improvement Program (\$250K) and Sportsgrounds Reconstruction (\$760K) is considered appropriate for the renewal needs of this asset class.</p> <p>In 2017-18 Highfield Park north oval will be reconstructed from the Sportsgrounds Reconstruction budget. This project ties in with a grant funded lighting upgrade. Council has already undertaken pre-project community consultation for Highfield Park. While Eric Raven reserve is not a priority for the works requested in the submission for 2017-18 Council officers will have discussion with the club regarding the important issues they have raised, and investigate opportunities for addressing these issues in future year's budgets.</p> <p>No changed proposed to the Budget.</p>

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	<p>wickets resulting in games being cancelled due to over watering.</p> <ul style="list-style-type: none"> • Decreasing population of desirable turf grass species to produce quality turf wickets. • Increasing population of ‘weeds’ taking over from desirable turf species (Santa ana couch grass). • Width and level of table does not allow for five full wickets which requires more cricket to be played on each wicket which results in ‘over use’. <p><i>Project Description</i> The renewal of the turf wicket could include but not be limited to based on a detailed assessment by council:</p> <ul style="list-style-type: none"> • removal of top layer of turf cricket wicket soil (depth of removal specified by soil testing to remove contaminated soil) • replace and compact merri creek soil to desired levels to tie in with playing surface surrounds • incorporate soil amendments as per soil test result recommendations • install washed santa ana and establish prior to use • audit and adjust irrigation system as required to improve irrigation efficiency. <p>The ideal timing of the works would be to commence following the completion of the Lacrosse season (early August) and implement the project over the following eight weeks including establishment to be ready for the opening of the cricket season (early October).</p> <p>Look forward to discussing this project to determine whether this project can be prioritised for funding from either the Minor Sportsground Improvement Program (\$250k) or the Sportsgrounds Reconstruction (\$760k) budgets in the 2017/18 Capital Works program.</p>			

Attachment 2

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<p>7. Andrew Port (ECM Ref: 9536705)</p>	<p>Capital Works Program</p> <p>The submission relates to the following items for consideration and funding in the capital works program in the budget, it would seem that there are sufficient bulk allocations for the relevant programs to be able to accommodate the relatively minor cost of these items.</p> <p><i>Derby Street, Kew - streetscape improvements and parking</i> The 'nature strip' in Derby Street (adjacent to the Kew Recreation Centre) is in very poor condition. Council is the adjoining landowner but does not undertake any maintenance. The area is either dirt or weeds, and becomes muddy in winter. Given the high amount of usage by pedestrians/parkers it would seem unlikely that grass will grow successfully. Please arrange for it to be paved in concrete or asphalt.</p> <p>On a related matter, the major apartment development which is currently underway adjacent to the Kew Recreation Centre is likely to place significant extra demand on parking in this vicinity. I ask that Council conducts a before-and-after assessment of parking available to users of the Kew Recreation Centre and Kew Neighbourhood House to monitor this impact.</p> <p>Finally, the northern section of Derby Street (north of Eglinton Street) requires asphalt resurfacing. There were utility works undertaken in this area some months ago, and the temporary patching provides a very poor quality, bumpy surface for drivers. The condition of this road is worse than any other that I have observed in Boroondara, and I request that it be addressed as a priority.</p>	<p>Budget</p>	<p>DEI</p>	<p>Officers will review the Derby Street nature strip and how it might best be maintained in the future. This can be done within existing budgets and officers will liaise with Mr Port regarding the action to be taken.</p> <p>Council has approved a Construction Management Plan for the apartment development and specifically included measures to minimise the impact on the Kew Recreation Centre.</p> <p>Changes to the restrictions in the car park were made prior to the commencement of works to better suit the needs of Kew Recreation centre patrons.</p> <p>Officers will be monitoring parking activity and will implement strategies to minimise impacts associated with construction activity.</p> <p>The section of the Derby Street in question has been assessed by Council officers to be in a relatively good condition. The last pavement treatment in this area was carried out in December 2001. Because the useful life of the asphalt is approximately 30 years, this road segment is not scheduled in the next three year works program.</p>

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	<p>Willsmere Village streetscape works Council commenced some welcome improvements this year in the Willsmere Village shopping centre, however only the eastern part of the centre has been completed. Upon calling Council some months ago, I was advised that the remaining works were scheduled for 2017-2018 however I could not find a specific allocation in the budget. Please ensure that funding is available to complete this long overdue work to this small neighbourhood centre. Please also confirm that funding is sufficient to renew the road pavement to the south of the pedestrian crossing.</p>			<p>Remaining streetscape improvement works have now commenced on the west side of Willsmere Village and should be completed within the next few weeks as part of the 2016-17 program.</p>
	<p>Kew Junction Shopping Centre - safety works I request Council to allocate funding to rectify a long-standing pedestrian safety issue at Kew Junction shopping centre. In Brougham Street, at the entry to the car park adjoining Leo's Supermarket, there is no pedestrian connection through to the Bakers' Delight or butcher stores (see photo). This is a short but significant gap in the footpath network. The narrowness of Brougham Street, the lack of a pedestrian footpath connection between Brougham Street and these shops, and the very tightly designed parking spaces within the car park all contribute to a dangerous situation with many conflicts between pedestrians and drivers. I did request Council many years ago to rectify this issue, and it was listed as an action in the Kew Junction Structure Plan at that time, however there has been no progress. Given the extensive budget allocations for footpath works in the budget, I request Council to devote some funding to this small but important project.</p>			<p>Good pedestrian access is provided along the length of Brougham Street via footpaths on both sides of the road.</p> <p>The car park serves as pedestrian access to Bakers Delight and Cannings Butcher.</p> <p>Due to four parcels of privately owned land, the provision of a footpath on the south side of the car park between Brougham Street through to Bakers Delight and the butcher is not possible without major impacts to the car park.</p> <p>To increase awareness of pedestrians using this section of the car park for access, a pedestrian warning sign is proposed to be installed by the end of July 2017.</p> <p>No change proposed to the Budget.</p>